



**Cabinet
Tuesday, 19 July 2022**

**SUPPLEMENTARY DOCUMENTS – ITEM 17
PART 2**

**17. Didcot Garden Town HIF1 - Compulsory Purchase and Side Road
Orders (Pages 1 - 718)**

(Annex A – Appendix 1)

Transport Assessment Part 3

Transport Assessment Part 4 – page 361

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	1.37	732.70	6.2	F
B-A	1.35	545.05	49.1	F
C-AB	0.64	8.92	3.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	324	0.077	25	0.1	12.016	B
B-A	230	346	0.666	223	1.8	27.887	D
C-AB	286	985	0.290	283	0.8	5.121	A
C-A	438			438			
A-B	394			394			
A-C	126			126			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	109	0.271	29	0.3	44.558	E
B-A	275	306	0.900	262	5.2	67.055	F
C-AB	428	1054	0.407	426	1.4	5.773	A
C-A	436			436			
A-B	470			470			
A-C	150			150			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	27	1.366	22	4.0	460.975	F
B-A	337	252	1.336	248	27.3	264.324	F
C-AB	731	1153	0.634	723	3.5	8.498	A
C-A	327			327			
A-B	576			576			
A-C	184			184			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	29	1.242	27	6.2	732.701	F
B-A	337	250	1.346	250	49.1	536.067	F
C-AB	741	1159	0.640	741	3.7	8.917	A
C-A	317			317			
A-B	576			576			
A-C	184			184			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	35	0.849	30	6.2	689.862	F
B-A	275	303	0.909	297	43.7	545.049	F
C-AB	436	1061	0.411	445	1.5	5.970	A
C-A	428			428			
A-B	470			470			
A-C	150			150			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	42	0.595	36	3.4	511.278	F
B-A	230	342	0.674	334	17.8	338.089	F
C-AB	289	988	0.293	292	0.8	5.201	A
C-A	434			434			
A-B	394			394			
A-C	126			126			

2034 without, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		31.83	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2034 without	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	1202	100.000
B		✓	195	100.000
C		✓	825	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	875	327
	B	176	0	19
	C	659	166	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	3	0	10
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	1.06	402.73	2.6	F
B-A	1.07	230.98	12.5	F
C-AB	0.88	35.52	12.5	E
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	378	0.038	14	0.0	9.882	A
B-A	133	299	0.443	129	0.8	20.900	C
C-AB	307	836	0.367	303	1.0	6.744	A
C-A	314			314			
A-B	659			659			
A-C	246			246			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	278	0.061	17	0.1	13.785	B
B-A	158	252	0.628	155	1.5	36.117	E
C-AB	465	878	0.529	460	2.1	8.699	A
C-A	277			277			
A-B	787			787			
A-C	294			294			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	20	1.056	13	2.0	400.086	F
B-A	194	187	1.036	169	7.6	131.645	F
C-AB	815	944	0.862	783	10.0	23.441	C
C-A	94			94			
A-B	963			963			
A-C	360			360			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	23	0.901	19	2.6	402.729	F
B-A	194	181	1.071	174	12.5	230.983	F
C-AB	851	965	0.883	841	12.5	35.515	E
C-A	57			57			
A-B	963			963			
A-C	360			360			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	143	0.120	27	0.1	33.356	D
B-A	158	242	0.653	199	2.3	107.203	F
C-AB	494	906	0.545	534	2.5	11.005	B
C-A	248			248			
A-B	787			787			
A-C	294			294			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	366	0.039	15	0.0	10.258	B
B-A	133	297	0.446	138	0.8	23.432	C
C-AB	312	842	0.371	318	1.1	6.993	A
C-A	309			309			
A-B	659			659			
A-C	246			246			

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: OFF 14 Junction-Sires Hill_Didcot Road.j9

Path: H:\Home\DP\PROJECTS\Didcot Garden Town\Modelling\Models V1\OFF14 - Junction 34-Sires Hill_Didcot Road

Report generation date: 02/07/2021 09:07:42

- »2020, AM
- »2020, PM
- »2024 with, AM
- »2024 with, PM
- »2024 without, AM
- »2024 without, PM
- »2034 with, AM
- »2034 with, PM
- »2034 without, AM
- »2034 without, PM

Summary of junction performance

	AM					PM				
	Set ID	Q (Veh)	Delay (s)	RFC	LOS	Set ID	Q (Veh)	Delay (s)	RFC	LOS
2020										
Stream B-C	D1	0.2	7.09	0.16	A	D2	0.4	9.14	0.29	A
Stream B-A		0.2	10.64	0.18	B		0.1	13.01	0.13	B
Stream C-AB		0.6	5.61	0.26	A		0.4	6.54	0.20	A
2024 with										
Stream B-C	D3	0.2	6.65	0.17	A	D4	0.5	8.25	0.33	A
Stream B-A		0.2	8.96	0.15	A		0.1	9.56	0.10	A
Stream C-AB		0.5	7.46	0.30	A		0.5	8.23	0.28	A
2024 without										
Stream B-C	D5	0.2	7.90	0.16	A	D6	0.6	12.28	0.38	B
Stream B-A		0.4	13.39	0.27	B		0.5	21.21	0.32	C
Stream C-AB		1.1	5.96	0.35	A		0.9	6.72	0.32	A
2034 with										
Stream B-C	D7	0.1	9.66	0.06	A	D8	0.0	8.45	0.01	A
Stream B-A		1.8	17.56	0.65	C		1.0	18.28	0.52	C
Stream C-AB		0.0	5.67	0.01	A		2.8	21.45	0.70	C
2034 without										
Stream B-C	D9	0.6	18.76	0.39	C	D10	45.2	648.50	1.54	F
Stream B-A		2.2	78.20	0.73	F		25.0	677.69	1.51	F
Stream C-AB		24.8	54.00	0.96	F		5.4	12.41	0.68	B

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	03/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\CrewD
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020	AM	ONE HOUR	07:45	09:15	15
D2	2020	PM	ONE HOUR	16:45	18:15	15
D3	2024 with	AM	ONE HOUR	07:45	09:15	15
D4	2024 with	PM	ONE HOUR	16:45	18:15	15
D5	2024 without	AM	ONE HOUR	07:45	09:15	15
D6	2024 without	PM	ONE HOUR	16:45	18:15	15
D7	2034 with	AM	ONE HOUR	07:45	09:15	15
D8	2034 with	PM	ONE HOUR	16:45	18:15	15
D9	2034 without	AM	ONE HOUR	07:45	09:15	15
D10	2034 without	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF14	Sires Hill/Didcot Road	T-Junction	Two-way		2.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Didcot Road		Major
B	Sires Hill (S)		Minor
C	Sires Hill (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.80			45.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	One lane plus flare	10.00	6.61	4.95	4.04	3.40	✓	2.00	250	66

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	614	0.113	0.285	0.179	0.407
B-C	722	0.112	0.282	-	-
C-B	600	0.235	0.235	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	244	100.000
B		✓	152	100.000
C		✓	528	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	17	227
	B	67	0	85
	C	438	90	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	3
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	0.16	7.09	0.2	A
B-A	0.18	10.64	0.2	B
C-AB	0.26	5.61	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	635	0.101	64	0.1	6.291	A
B-A	50	476	0.106	50	0.1	8.435	A
C-AB	118	776	0.152	117	0.3	5.460	A
C-A	280			280			
A-B	13			13			
A-C	171			171			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	621	0.123	76	0.1	6.601	A
B-A	60	449	0.134	60	0.2	9.248	A
C-AB	157	814	0.193	157	0.4	5.488	A
C-A	317			317			
A-B	15			15			
A-C	204			204			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	601	0.156	93	0.2	7.084	A
B-A	74	412	0.179	74	0.2	10.624	B
C-AB	224	868	0.258	223	0.6	5.599	A
C-A	357			357			
A-B	19			19			
A-C	250			250			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	601	0.156	94	0.2	7.090	A
B-A	74	412	0.179	74	0.2	10.644	B
C-AB	225	869	0.259	225	0.6	5.609	A
C-A	357			357			
A-B	19			19			
A-C	250			250			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	621	0.123	77	0.1	6.611	A
B-A	60	449	0.134	60	0.2	9.270	A
C-AB	158	815	0.194	159	0.4	5.497	A
C-A	317			317			
A-B	15			15			
A-C	204			204			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	635	0.101	64	0.1	6.305	A
B-A	50	476	0.106	51	0.1	8.468	A
C-AB	119	776	0.153	119	0.3	5.485	A
C-A	279			279			
A-B	13			13			
A-C	171			171			

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF14	Sires Hill/Didcot Road	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2020	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	591	100.000
B		✓	183	100.000
C		✓	365	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	34	557
	B	36	0	147
	C	299	66	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	0.29	9.14	0.4	A
B-A	0.13	13.01	0.1	B
C-AB	0.20	6.54	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	623	0.178	110	0.2	7.010	A
B-A	27	396	0.068	27	0.1	9.744	A
C-AB	76	655	0.116	75	0.2	6.209	A
C-A	199			199			
A-B	26			26			
A-C	419			419			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	132	595	0.222	132	0.3	7.771	A
B-A	32	363	0.089	32	0.1	10.884	B
C-AB	100	669	0.149	99	0.3	6.320	A
C-A	229			229			
A-B	31			31			
A-C	501			501			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	162	556	0.291	161	0.4	9.113	A
B-A	40	316	0.125	39	0.1	12.988	B
C-AB	139	692	0.202	139	0.4	6.524	A
C-A	262			262			
A-B	37			37			
A-C	613			613			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	162	556	0.291	162	0.4	9.136	A
B-A	40	316	0.125	40	0.1	13.011	B
C-AB	140	692	0.202	140	0.4	6.537	A
C-A	262			262			
A-B	37			37			
A-C	613			613			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	132	595	0.222	133	0.3	7.801	A
B-A	32	363	0.089	33	0.1	10.911	B
C-AB	100	670	0.149	100	0.3	6.334	A
C-A	228			228			
A-B	31			31			
A-C	501			501			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	622	0.178	111	0.2	7.046	A
B-A	27	396	0.068	27	0.1	9.766	A
C-AB	76	655	0.116	76	0.2	6.233	A
C-A	199			199			
A-B	26			26			
A-C	419			419			

2024 with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF14	Sires Hill/Didcot Road	T-Junction	Two-way		4.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	113	100.000
B		✓	170	100.000
C		✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	19	94
	B	66	0	104
	C	175	137	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	3
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	0.17	6.65	0.2	A
B-A	0.15	8.96	0.2	A
C-AB	0.30	7.46	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	676	0.116	78	0.1	6.013	A
B-A	50	515	0.096	49	0.1	7.720	A
C-AB	129	659	0.196	128	0.3	6.769	A
C-A	106			106			
A-B	14			14			
A-C	71			71			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	668	0.140	93	0.2	6.265	A
B-A	59	498	0.119	59	0.1	8.204	A
C-AB	161	673	0.239	161	0.4	7.033	A
C-A	119			119			
A-B	17			17			
A-C	85			85			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	656	0.175	114	0.2	6.643	A
B-A	73	474	0.153	72	0.2	8.954	A
C-AB	209	693	0.302	209	0.5	7.447	A
C-A	134			134			
A-B	21			21			
A-C	103			103			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	656	0.175	115	0.2	6.647	A
B-A	73	474	0.153	73	0.2	8.965	A
C-AB	210	693	0.303	210	0.5	7.464	A
C-A	134			134			
A-B	21			21			
A-C	103			103			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	668	0.140	94	0.2	6.274	A
B-A	59	498	0.119	60	0.1	8.220	A
C-AB	161	673	0.239	162	0.4	7.050	A
C-A	119			119			
A-B	17			17			
A-C	85			85			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	676	0.116	78	0.1	6.030	A
B-A	50	515	0.097	50	0.1	7.745	A
C-AB	129	659	0.196	130	0.3	6.808	A
C-A	106			106			
A-B	14			14			
A-C	71			71			

2024 with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF14	Sires Hill/Didcot Road	T-Junction	Two-way		4.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2024 with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	259	100.000
B		✓	236	100.000
C		✓	230	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	42	217
	B	39	0	197
	C	104	126	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	1
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	0.33	8.25	0.5	A
B-A	0.10	9.56	0.1	A
C-AB	0.28	8.23	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	684	0.217	147	0.3	6.699	A
B-A	29	467	0.063	29	0.1	8.215	A
C-AB	109	603	0.181	108	0.2	7.260	A
C-A	64			64			
A-B	32			32			
A-C	163			163			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	671	0.264	177	0.4	7.280	A
B-A	35	447	0.078	35	0.1	8.728	A
C-AB	134	606	0.221	134	0.3	7.633	A
C-A	73			73			
A-B	38			38			
A-C	195			195			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	217	653	0.332	216	0.5	8.227	A
B-A	43	420	0.102	43	0.1	9.551	A
C-AB	171	609	0.281	171	0.5	8.214	A
C-A	82			82			
A-B	46			46			
A-C	239			239			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	217	653	0.332	217	0.5	8.248	A
B-A	43	419	0.102	43	0.1	9.562	A
C-AB	171	609	0.281	171	0.5	8.232	A
C-A	82			82			
A-B	46			46			
A-C	239			239			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	671	0.264	178	0.4	7.305	A
B-A	35	447	0.078	35	0.1	8.740	A
C-AB	134	606	0.222	135	0.3	7.657	A
C-A	73			73			
A-B	38			38			
A-C	195			195			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	683	0.217	149	0.3	6.736	A
B-A	29	467	0.063	29	0.1	8.238	A
C-AB	109	603	0.181	109	0.3	7.295	A
C-A	64			64			
A-B	32			32			
A-C	163			163			

2024 without, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF14	Sires Hill/Didcot Road	T-Junction	Two-way		2.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2024 without	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	337	100.000
B		✓	170	100.000
C		✓	654	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	37	300
	B	90	0	80
	C	548	106	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	1	1
	B	0	0	3
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	0.16	7.90	0.2	A
B-A	0.27	13.39	0.4	B
C-AB	0.35	5.96	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	592	0.102	60	0.1	6.755	A
B-A	68	453	0.150	67	0.2	9.315	A
C-AB	160	821	0.196	159	0.4	5.438	A
C-A	332			332			
A-B	28			28			
A-C	226			226			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	573	0.126	72	0.1	7.181	A
B-A	81	417	0.194	81	0.2	10.689	B
C-AB	221	869	0.255	220	0.6	5.565	A
C-A	367			367			
A-B	33			33			
A-C	270			270			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	544	0.162	88	0.2	7.890	A
B-A	99	368	0.269	99	0.4	13.326	B
C-AB	330	938	0.352	328	1.0	5.931	A
C-A	390			390			
A-B	41			41			
A-C	330			330			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	544	0.162	88	0.2	7.904	A
B-A	99	368	0.269	99	0.4	13.389	B
C-AB	331	939	0.352	331	1.1	5.955	A
C-A	389			389			
A-B	41			41			
A-C	330			330			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	572	0.126	72	0.1	7.201	A
B-A	81	417	0.194	81	0.2	10.751	B
C-AB	222	871	0.255	224	0.6	5.594	A
C-A	366			366			
A-B	33			33			
A-C	270			270			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	592	0.102	60	0.1	6.779	A
B-A	68	452	0.150	68	0.2	9.376	A
C-AB	162	822	0.197	163	0.4	5.477	A
C-A	331			331			
A-B	28			28			
A-C	226			226			

2024 without, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF14	Sires Hill/Didcot Road	T-Junction	Two-way		3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2024 without	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	734	100.000
B		✓	237	100.000
C		✓	530	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	47	687
	B	71	0	166
	C	446	84	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	1
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	0.38	12.28	0.6	B
B-A	0.32	21.21	0.5	C
C-AB	0.32	6.72	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	125	571	0.219	124	0.3	8.026	A
B-A	53	356	0.150	53	0.2	11.827	B
C-AB	119	715	0.167	118	0.4	6.031	A
C-A	280			280			
A-B	35			35			
A-C	517			517			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	534	0.280	149	0.4	9.346	A
B-A	64	312	0.205	64	0.3	14.497	B
C-AB	165	744	0.221	164	0.5	6.223	A
C-A	312			312			
A-B	42			42			
A-C	618			618			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	477	0.384	182	0.6	12.179	B
B-A	78	248	0.315	77	0.4	20.986	C
C-AB	248	788	0.315	246	0.9	6.682	A
C-A	336			336			
A-B	52			52			
A-C	756			756			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	476	0.384	183	0.6	12.284	B
B-A	78	248	0.315	78	0.5	21.206	C
C-AB	249	788	0.315	249	0.9	6.716	A
C-A	335			335			
A-B	52			52			
A-C	756			756			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	533	0.280	150	0.4	9.434	A
B-A	64	311	0.205	65	0.3	14.648	B
C-AB	166	745	0.222	167	0.6	6.259	A
C-A	311			311			
A-B	42			42			
A-C	618			618			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	125	571	0.219	125	0.3	8.094	A
B-A	53	356	0.150	54	0.2	11.924	B
C-AB	120	716	0.168	121	0.4	6.071	A
C-A	279			279			
A-B	35			35			
A-C	517			517			

2034 with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF14	Sires Hill/Didcot Road	T-Junction	Two-way		8.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2034 with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	230	100.000
B		✓	370	100.000
C		✓	159	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	145	85
	B	347	0	23
	C	154	5	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	0.06	9.66	0.1	A
B-A	0.65	17.56	1.8	C
C-AB	0.01	5.67	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	514	0.034	17	0.0	7.246	A
B-A	261	613	0.426	258	0.7	10.065	B
C-AB	5	639	0.007	5	0.0	5.673	A
C-A	115			115			
A-B	109			109			
A-C	64			64			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	476	0.043	21	0.0	7.909	A
B-A	312	602	0.518	311	1.0	12.300	B
C-AB	6	647	0.009	6	0.0	5.610	A
C-A	137			137			
A-B	130			130			
A-C	76			76			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	401	0.063	25	0.1	9.573	A
B-A	382	586	0.652	379	1.8	17.122	C
C-AB	7	659	0.011	7	0.0	5.525	A
C-A	168			168			
A-B	160			160			
A-C	94			94			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	398	0.064	25	0.1	9.659	A
B-A	382	586	0.652	382	1.8	17.560	C
C-AB	7	659	0.011	7	0.0	5.525	A
C-A	168			168			
A-B	160			160			
A-C	94			94			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	473	0.044	21	0.0	7.965	A
B-A	312	602	0.518	315	1.1	12.656	B
C-AB	6	647	0.009	6	0.0	5.611	A
C-A	137			137			
A-B	130			130			
A-C	76			76			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	512	0.034	17	0.0	7.283	A
B-A	261	613	0.426	263	0.8	10.310	B
C-AB	5	639	0.007	5	0.0	5.673	A
C-A	115			115			
A-B	109			109			
A-C	64			64			

2034 with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF14	Sires Hill/Didcot Road	T-Junction	Two-way		9.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2034 with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	610	100.000
B		✓	192	100.000
C		✓	412	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	506	104
	B	190	0	2
	C	157	255	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	1	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	0.01	8.45	0.0	A
B-A	0.52	18.28	1.0	C
C-AB	0.70	21.45	2.8	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	515	0.003	1	0.0	7.016	A
B-A	143	493	0.290	141	0.4	10.185	B
C-AB	241	578	0.417	238	0.8	10.514	B
C-A	69			69			
A-B	381			381			
A-C	78			78			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	486	0.004	2	0.0	7.429	A
B-A	171	457	0.374	170	0.6	12.516	B
C-AB	305	576	0.529	303	1.3	13.149	B
C-A	66			66			
A-B	455			455			
A-C	93			93			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	431	0.005	2	0.0	8.399	A
B-A	209	408	0.513	207	1.0	17.835	C
C-AB	404	574	0.704	398	2.7	20.279	C
C-A	50			50			
A-B	557			557			
A-C	115			115			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	428	0.005	2	0.0	8.451	A
B-A	209	406	0.516	209	1.0	18.280	C
C-AB	406	575	0.705	405	2.8	21.451	C
C-A	48			48			
A-B	557			557			
A-C	115			115			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	484	0.004	2	0.0	7.462	A
B-A	171	454	0.376	173	0.6	12.860	B
C-AB	306	578	0.530	312	1.4	13.888	B
C-A	64			64			
A-B	455			455			
A-C	93			93			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	513	0.003	2	0.0	7.035	A
B-A	143	491	0.291	144	0.4	10.388	B
C-AB	242	579	0.419	245	0.9	10.857	B
C-A	68			68			
A-B	381			381			
A-C	78			78			

2034 without, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF14	Sires Hill/Didcot Road	T-Junction	Two-way		27.31	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2034 without	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	634	100.000
B		✓	212	100.000
C		✓	1127	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	59	575
	B	101	0	111
	C	989	138	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	1
	B	0	0	2
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	0.39	18.76	0.6	C
B-A	0.73	78.20	2.2	F
C-AB	0.96	54.00	24.8	F
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	84	538	0.155	83	0.2	7.900	A
B-A	76	312	0.244	75	0.3	15.123	C
C-AB	380	1025	0.371	375	1.3	5.546	A
C-A	468			468			
A-B	44			44			
A-C	433			433			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	493	0.203	100	0.3	9.151	A
B-A	91	250	0.363	90	0.6	22.370	C
C-AB	609	1123	0.543	604	2.7	7.033	A
C-A	404			404			
A-B	53			53			
A-C	517			517			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	360	0.340	121	0.5	15.041	C
B-A	111	164	0.679	106	1.8	58.522	F
C-AB	1161	1264	0.918	1107	16.0	25.093	D
C-A	80			80			
A-B	65			65			
A-C	633			633			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	313	0.390	122	0.6	18.763	C
B-A	111	153	0.728	109	2.2	78.204	F
C-AB	1241	1289	0.962	1206	24.8	54.003	F
C-A	0			0			
A-B	65			65			
A-C	633			633			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	476	0.210	101	0.3	9.645	A
B-A	91	231	0.393	97	0.7	27.884	D
C-AB	704	1185	0.594	789	3.6	11.774	B
C-A	309			309			
A-B	53			53			
A-C	517			517			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	84	535	0.156	84	0.2	7.988	A
B-A	76	309	0.246	77	0.3	15.632	C
C-AB	390	1033	0.377	399	1.4	5.794	A
C-A	458			458			
A-B	44			44			
A-C	433			433			

2034 without, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF14	Sires Hill/Didcot Road	T-Junction	Two-way		106.06	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2034 without	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	1050	100.000
B		✓	349	100.000
C		✓	827	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	75	975
	B	123	0	226
	C	717	110	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
B-C	1.54	648.50	45.2	F
B-A	1.51	677.69	25.0	F
C-AB	0.68	12.41	5.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	170	466	0.365	168	0.6	12.003	B
B-A	93	255	0.364	90	0.6	21.659	C
C-AB	239	826	0.289	236	0.9	6.101	A
C-A	384			384			
A-B	56			56			
A-C	734			734			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	370	0.550	201	1.2	21.029	C
B-A	111	181	0.611	107	1.4	46.863	E
C-AB	369	886	0.417	366	1.6	6.984	A
C-A	374			374			
A-B	67			67			
A-C	877			877			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	249	165	1.511	160	23.4	310.857	F
B-A	135	92	1.479	87	13.4	361.587	F
C-AB	658	975	0.675	645	5.0	11.266	B
C-A	252			252			
A-B	83			83			
A-C	1073			1073			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	249	162	1.536	162	45.2	648.495	F
B-A	135	89	1.515	89	25.0	677.689	F
C-AB	673	984	0.684	672	5.4	12.408	B
C-A	237			237			
A-B	83			83			
A-C	1073			1073			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	262	0.776	256	31.9	503.366	F
B-A	111	144	0.769	138	18.1	517.796	F
C-AB	380	898	0.423	394	1.8	7.475	A
C-A	363			363			
A-B	67			67			
A-C	877			877			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	170	373	0.456	294	0.9	112.156	F
B-A	93	213	0.435	162	0.9	128.909	F
C-AB	243	830	0.293	247	0.9	6.250	A
C-A	379			379			
A-B	56			56			
A-C	734			734			

Appendix C – Personal Injury Collision Data

SEVERITY SERIOUS	District Vale of White Horse Ref.No P2330614	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448747 / 191477 Police Officer Attend: No - reported over the counter
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Date 23/06/2014 Time 15:58 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Day Monday Road A4130 Location A4130 APPROX 500M E OF J/W A34 AT MILTON INTERCHANGE MILTON Description C1 TRAV E IN LN 2 ON A4130 APPROACHING END OF SECTION OF DUAL CWAY MOVED TO NSIDE INTO LN 1 BUT HIT of Accident MC2 TRAV E IN LN 1 & MC2 EXITED CWAY TO NSIDE & HIT POST CAUSING SERIOUS INJURY TO RIDER
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001		B	
Carriageway	Dual carriageway			602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 002		B	
Junction Detail	Not at or within 20 metres of junction			601 Aggressive driving (Driver/Rider - Behaviour)		Vehicle 001		B	
Junction Control		CARRIAGEWAY HAZARDS		601 Aggressive driving (Driver/Rider - Behaviour)		Vehicle 002		B	
2nd Road Number		None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2		
Manoeuvre	Changing lane to left				Severity	SERIOUS		Age	43 yrs	Sex	Male	Post code
Veh. direction from	West to East				Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger			
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Not at or within 20m of junction				Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable						
Hit object in c'way?	None				School Pupil	Other						
Hit object off c'way?	None				Roadworker injured							
First point of impact	Nearside				<u>Other Details</u>							
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run							
Drivers age	33 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full				
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle									
Journey purpose	Not Known											

Veh.No. 2	Vehicle type	M/Cycle Unknown cc	Make	Model							
Manoeuvre	Going ahead other										
Veh. direction from	West to East										
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Not at or within 20m of junction										
Veh left carriageway?	Left carriageway nearside										
Hit object in c'way?	None										
Hit object off c'way?	Lamp post										
First point of impact	Offside										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age	43 yrs	Sex	Male	Breath test	Not provided (medical reas		Driving Lic	Full			
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle								
Journey purpose	Not Known										

SEVERITY SLIGHT	District Vale of White Horse Ref.No P1810814	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448382 / 191725 Police Officer Attend: Yes
Date 19/08/2014 Time 13:44 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Date 19/08/2014 Day Tuesday	Road U299 Location HIGH ST AT J/W ACCESS RD TO MILTON PARK MILTON	Description C1 TRAV S ON HIGH ST TURNED RT TO J/W ACCESS RD TO MILTON PARK HIT C2 THOUGHT TO BE TRAV E ON RD TO MILTON PARK
Speed Limit 30 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Stop sign 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	SITE DETAILS	SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 602 Careless/Reckless (Driver/Rider - Behaviour) 607 Inexperience with vehicle type (Driver/Rider - Behaviour) PARTICIPANT Vehicle 001 Vehicle 001 PROBABILITY A A
VEHICLES INVOLVED 2	CASUALTIES INVOLVED 3		
Veh.No. 1 Vehicle type Car Manoeuvre Turning right Veh. direction from North to West Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 2 Drivers age 20 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Make Model	Towing? No tow or articulation	Cas No 1 Cas Class Driver or Rider Severity SLIGHT Age 20 yrs Sex Male Veh ref No 1 Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Veh.No. 2 Vehicle type Car Manoeuvre Going ahead other Veh. direction from West to East Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Drivers age 48 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Make Model	Towing? No tow or articulation	Cas No 2 Cas Class Passenger Severity SLIGHT Age 17 yrs Sex Female Veh ref No 2 Post code Car Passenger? Front seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
			Cas No 3 Cas Class Driver or Rider Severity SLIGHT Age 48 yrs Sex Male Veh ref No 2 Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Full Details	04-December-2019		Accident Ref.No P1810814

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P3240814	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448840 / 191490	Police Officer Attend: Yes
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Date Time Weather Road Surface Street Lighting	22/08/2014 Day Friday 23:43 Raining without high winds Wet/Damp Dark: no street lighting	Road A4130 Location A4130 APPROX 450M E OF J/W A34 AT MILTON INTERCHANGE EXACT LOCATION Description of Accident MC1 TRAV W ROUNDING LH BEND ON A4130 IN WET CONDITIONS LOST CONTROL & SKIDDED OFF CWAY TO THE OSIDE	MILTON -SOME UNCERTAINTY AS TO
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY		
Speed Limit	40 MPH	None		602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001		B		
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		103 Slippery road due to weather (Road Environment Contrib)		Vehicle 001		A		
Junction Detail	Not at or within 20 metres of junction			410 Loss of control (Driver/Rider - Error)		Vehicle 001		B		
Junction Control										
2nd Road Number										
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre									

VEHICLES INVOLVED	1	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	M/cycle > 500cc	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	1		
Manoeuvre	Going ahead left hand bend							Severity	SLIGHT	Age	24 yrs	Sex	Male	Post code	
Veh. direction from	East to Southwest		Towing?	No tow or articulation			Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger				
Skidded	Skidded							Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Not at or within 20m of junction							Ped Location	Not applicable						
Veh left carriageway?	Left carriageway offside							Ped Direction to	Not applicable						
Hit object in c'way?	None							School Pupil	Other						
Hit object off c'way?	None							Roadworker injured							
First point of impact	Front							<u>Other Details</u>							
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run										
Drivers age	24 yrs	Sex	Male	Breath test	Not provided (medical reas Driving Lic Full										
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle											
Journey purpose	Other														

SEVERITY SLIGHT	District Vale of White Horse Ref.No P3270914	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448597 / 191395 Police Officer Attend: No - reported over the counter
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Date 29/09/2014 Day Monday Time 23:20 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Road A4130 Location A4130 J/W SERVICE AREA APPROX 175M E OF MILTON INTERCHANGE RBT MILTON Description C1 TRAV N ON EXIT FROM SERVICE AREA TURNED RT (ASSUMED TURN - UNCLEAR IF TUNRING RT TO OR FROM A4130) FAILED TO GIVEWAY TO OMV2 (AMBULANCE) & OMV2 BRAKED SHARPLY CAUSING SLIGHT INJURY TO PASSENGER (PARAMEDIC) IN REAR-C1 NOT HIT FTS
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	40 MPH		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	B
Carriageway	Dual carriageway	CARRIAGEWAY HAZARDS None	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	B
Junction Detail	T or staggered junction		403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001	B
Junction Control	Give way or uncontrolled					
2nd Road Number	U					
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre					

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Passenger	Veh ref No	2
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	41 yrs	Sex	Female
Veh. direction from	South to Northeast		Towing?	No tow or articulation	Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger	Post code	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable	Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable				
Junct. location of veh. at 1st impact	Approaching junction or waiting				Ped Location	Not applicable				
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable				
Hit object in c'way?	None				School Pupil	Other				
Hit object off c'way?	None				Roadworker injured					
First point of impact	Did not impact				Other Details					
Veh registration no.	Other veh.hit (ref.no)	0	Hit and run	Non-stop vehicle,						
Drivers age ? yrs	Sex	Male	Breath test	Driver not contacted	Driving Lic	Full				
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Other									

Veh.No. 2	Vehicle type	Other: AMBULANCE	Make	Model
Manoeuvre	Waiting to go ahead but held up			
Veh. direction from	Northeast to Southwest		Towing?	No tow or articulation
Skidded	No skidding, jack-knifing or overturning			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			
Junct. location of veh. at 1st impact	Approaching junction or waiting			
Veh left carriageway?	Did not leave carriageway			
Hit object in c'way?	None			
Hit object off c'way?	None			
First point of impact	Did not impact			
Veh registration no.	Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age 41 yrs	Sex	Male	Breath test	Driver not contacted
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle	Driving Lic
Journey purpose	Other			Full

SEVERITY SLIGHT	District Vale of White Horse Ref.No P0301014	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448422 / 191375 Police Officer Attend: Yes
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Date 03/10/2014 Day Friday	Time 16:26	Weather Fine without high winds	Road A4130 Location A4130 MILTON INTERCHANGE RBT AT ATS J/W ENTRY FROM MILTON PARK MILTON
Road Surface Dry	Street Lighting Daylight	Description C1 (DRIVER 21 YRS) TRAV SE NEG RBT INTERNDING TO EXIT TO A4130 TO DIDCOT WENT THROUGH RED ATS & HIT of Accident C2 TRAV S ENTERING RBT FROM MILTON PARK THROUGH GREEN ATS ALSO INTENDING TO TRAV E ON A4130 TO DIDCOT	

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	Vehicle 001	A			
Carriageway	Roundabout			405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	B			
Junction Detail	Roundabout			406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	B			
Junction Control	Automatic traffic signal	CARRIAGEWAY HAZARDS							
2nd Road Number	U	None							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Passenger	Veh ref No	1	
Manoeuvre	Going ahead right hand bend				Severity	SLIGHT	Age	21 yrs	Sex	Female	
Veh. direction from	West to Southeast		Towing?	No tow or articulation		Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Front										
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run						
Drivers age	21 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

Veh.No. 2	Vehicle type	Car	Make	Model	<u>Other Details</u>						
Manoeuvre	Turning left										
Veh. direction from	North to Southeast		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Entering roundabout										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Offside										
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run						
Drivers age	21 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P3121014	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448425 / 191373	Police Officer Attend: Yes
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Date	26/10/2014	Day	Sunday	Road	A4130	Location	A4130 AT A34 MILTON INTERCHANGE RBT J/W MILTON PARK ROAD	MILTON
Time	17:27							
Weather	Fine without high winds							
Road Surface	Dry							
Street Lighting	Daylight							
Description of Accident	C1 TRAV S ON MILTON PARK RD FAILED TO OBSERVE RED ATS ENTERED RBT J/W A4130 & HIT C2 TRAV E ROUNDING RBT							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	40 MPH	None		301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)		Vehicle 001	A
Carriageway	Roundabout			405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Junction Detail	Roundabout						
Junction Control	Automatic traffic signal	CARRIAGEWAY HAZARDS					
2nd Road Number	A34	None					
Pedestrian Facilities	None within 50 metres						
	No physical crossing facility within 50 metre						

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Passenger	Veh ref No	2		
Manoeuvre	Moving off							Severity	SLIGHT	Age	69 yrs	Sex	Female	Post code	
Veh. direction from	North to South		Towing?	No tow or articulation				Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger			
Skidded	No skidding, jack-knifing or overturning							Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Entering roundabout							Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway							Ped Direction to	Not applicable						
Hit object in c'way?	None							School Pupil	Other						
Hit object off c'way?	None							Roadworker injured							
First point of impact	Front							<u>Other Details</u>							
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run										
Drivers age	32 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full							
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle											
Journey purpose	Journey as part of work														

Veh.No.	2	Vehicle type	Car	Make		Model		
Manoeuvre	Moving off							
Veh. direction from	West to East		Towing?	No tow or articulation				
Skidded	Skidded							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Leaving roundabout							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Nearside							
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run			
Drivers age	54 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle				
Journey purpose	Other							

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P2011214	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'		Grid Reference 448658 / 191425	Police Officer Attend: Yes	
Date Time Weather Road Surface Street Lighting	16/12/2014 13:09 Fine without high winds Wet/Damp Daylight	Day Tuesday	Road A4130	Location A4130 J/W SERVICE AREA (COSTA COFFEE) 250M E OF J/W A34 / A4130 MILTON INTERCHANGE MILTON	Description C1 TRAV S ON EXIT FROM SERVICE AREA (COSTA COFFEE) TURNED RT TO A4130 HAVING FAILED TO COMPLY WITH RED SIGNAL & HIT HGV2 TRAV SW ON A4130 - C1 EXITED CWAY TO NSIDE & OVERTURNED		
SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A	
Carriageway	Dual carriageway			301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	Vehicle 001	B	
Junction Detail	T or staggered junction			105 Defective traffic signals (Road Environment Contrib)	Vehicle 001	B	
Junction Control	Automatic traffic signal	CARRIAGEWAY HAZARDS		602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	B	
2nd Road Number	U	None		706 Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	B	
Pedestrian Facilities	None within 50 metres Pelican, puffin, toucan or similar						
VEHICLES INVOLVED 2				CASUALTIES INVOLVED 2			
Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class	Driver or Rider	Veh ref No 1
Manoeuvre	Turning right			Severity	SLIGHT	Age 23 yrs	Sex Male
Veh. direction from	North to Southwest	Towing?	No tow or articulation	Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger
Skidded	Overturned			Seat Belt	Not applicable	Cycle Helmet	
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			Ped Movement	Not applicable		
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road			Ped Location	Not applicable		
Veh left carriageway?	Left carriageway nearside			Ped Direction to	Not applicable		
Hit object in c'way?	None			School Pupil	Other		
Hit object off c'way?	None			Roadworker injured			
First point of impact	Nearside			Cas No 2	Cas Class	Passenger	Veh ref No 1
Veh registration no.		Other veh.hit (ref.no) 2	Hit and run Not hit and run	Severity	SLIGHT	Age 25 yrs	Sex Male
Drivers age 23 yrs	Sex Male	Breath test Negative	Driving Lic Full	Car Passenger?	Front seat passenger	PSV Passenger?	Not a passenger
Left Hand Drive	No	Foreign veh. Not foreign registered vehicle		Seat Belt	Not applicable	Cycle Helmet	
Journey purpose	Journey as part of work			Ped Movement	Not applicable		
Veh.No. 2	Vehicle type Goods > 7.5t	Make	Model	Ped Location	Not applicable		
Manoeuvre	Going ahead other			Ped Direction to	Not applicable		
Veh. direction from	Northeast to Southwest	Towing?	No tow or articulation	School Pupil	Other		
Skidded	No skidding, jack-knifing or overturning			Roadworker injured			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			<u>Other Details</u>			
Junct. location of veh. at 1st impact	Approaching junction or waiting						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Front						
Veh registration no.		Other veh.hit (ref.no) 1	Hit and run Not hit and run				
Drivers age 33 yrs	Sex Male	Breath test Negative	Driving Lic Full				
Left Hand Drive	No	Foreign veh. Not foreign registered vehicle					
Journey purpose	Journey as part of work						

SEVERITY SLIGHT	District Vale of White Horse Ref.No P2511214	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448656 / 191438 Police Officer Attend: Yes
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Date 19/12/2014 Day Friday	Road A4130 Location A4130 APPROX 230M E OF J/W A34 AT MILTON INTERCHANGE MILTON
Time 19:30	Description C1 TRAV NE IN LN 1 ON A4130 MOVED TO OSIDE INTO LN 2 & HIT NSIDE OF C2 TRAV NE IN LN 2 & C2 CROSSED TO
Weather Fine without high winds	of Accident OPPOSITE CWAY & C1 HIT CENTRAL ISLAND
Road Surface Dry	
Street Lighting Dark: street lights present and lit	

SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 40 MPH	SPECIAL SITE CONDITIONS None	403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001	B
Carriageway Single carriageway		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	B
Junction Detail T or staggered junction		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	B
Junction Control Automatic traffic signal	CARRIAGEWAY HAZARDS None				
2nd Road Number U					
Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class Passenger	Veh ref No 1
Manoeuvre Changing lane to right				Severity SLIGHT	Age 36 yrs	Sex Female
Veh. direction from Southwest to Northeast	Towing? No tow or articulation			Car Passenger? Front seat passenger	PSV Passenger? Not a passenger	Post code
Skidded No skidding, jack-knifing or overturning				Seat Belt Not applicable	Cycle Helmet	
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Ped Movement Not applicable		
Junct. location of veh. at 1st impact Approaching junction or waiting				Ped Location Not applicable		
Veh left carriageway? Left carriageway offside				Ped Direction to Not applicable		
Hit object in c'way? Bollard/refuge				School Pupil Other		
Hit object off c'way? None				Roadworker injured		
First point of impact Offside						
Veh registration no. Other veh.hit (ref.no) 2	Hit and run Not hit and run					
Drivers age 40 yrs Sex Male	Breath test Negative	Driving Lic Full				
Left Hand Drive No	Foreign veh. Not foreign registered vehicle					
Journey purpose Other						

Veh.No. 2	Vehicle type Car	Make	Model	<u>Other Details</u>		
Manoeuvre Going ahead other						
Veh. direction from Southwest to Northeast	Towing? No tow or articulation					
Skidded No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane) On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact Approaching junction or waiting						
Veh left carriageway? Left carriageway offside						
Hit object in c'way? None						
Hit object off c'way? None						
First point of impact Nearside						
Veh registration no. Other veh.hit (ref.no) 1	Hit and run Not hit and run					
Drivers age 31 yrs Sex Male	Breath test Negative	Driving Lic Full				
Left Hand Drive No	Foreign veh. Not foreign registered vehicle					
Journey purpose Other						

SEVERITY SERIOUS	District Vale of White Horse Ref.No P2981214	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448335 / 191401 Police Officer Attend: Yes
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Date 30/12/2014 Day Tuesday	Road A34 Location A34 SBOUND EXIT SLIP ROAD AT MILTON INTERCHANGE MILTON
Time 13:47	Description MC1 TRAV SE ON A34 SBOUND EXIT SLIP RD APPROACHING MILTON INTERCHANGE BRAKED SKIDDED & HIT R OF C2
Weather Fine without high winds	of Accident TRAV SE AHEAD OF C2 WHICH APPEARS TO HAVE SLOWED SHARPLY ON APPROACH TO SIGNALS AT RBT
Road Surface Dry	
Street Lighting Daylight	

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		410 Loss of control (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Slip road			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Roundabout								
Junction Control	Automatic traffic signal								
2nd Road Number	A4130	CARRIAGEWAY HAZARDS							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre	None							

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	M/cycle > 500cc	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	1		
Manoeuvre	Slowing or stopping				Severity	SERIOUS		Age	20 yrs	Sex	Male	Post code
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	Skidded				Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Approaching junction or waiting				Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable						
Hit object in c'way?	None				School Pupil	Other						
Hit object off c'way?	None				Roadworker injured							
First point of impact	Front				<u>Other Details</u>							
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run							
Drivers age	20 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full				
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle								
Journey purpose	Not Known											

Veh.No. 2	Vehicle type	Car	Make	Model							
Manoeuvre	Slowing or stopping										
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Approaching junction or waiting										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Back										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age	27 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P0360115	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	448258 / 191491 Yes
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Date Time Weather Road Surface Street Lighting	06/01/2015 02:16 Fine without high winds Dry Dark: no street lighting	Day Tuesday	Road A34	Location A34 SBOUND CWAY MP 65/1	AT J/W EXIT SLIP ROAD TO A4130	MILTON	Description of Accident	C1 TRAV SE ON A34 EXITED ST J/W SLIP RD LOST CONTROL FOR U/K REASON EXITED CWAY AT SLIP RD & HIT BARRIER DIVIDING MAIN CWAY & SLIP ROAD
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	70 MPH	None		403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		B	
CARRIAGEWAY HAZARDS									
Carriageway Junction Detail Junction Control 2nd Road Number Pedestrian Facilities	Dual carriageway Slip road Give way or uncontrolled A34 None within 50 metres No physical crossing facility within 50 metre	None							

VEHICLES INVOLVED	1	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Manoeuvre	Turning left							Severity	SLIGHT	Age	24 yrs	Sex	Female
Veh. Direction from	Northwest to East	Towing?	No tow or articulation					Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger	Post code	
Skid type	Skidded and overturned							Seat Belt	Not applicable	Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable				
Junct. Location of veh. at 1st impact	Leaving main road							Ped Location	Not applicable				
Veh left carriageway?	Left carriageway nearside							Ped Direction to	Not applicable				
Hit object in c'way?	None							School Pupil	Other				
Hit object off c'way?	Nearside or offside crash barrier							Roadworker injured					
First point of impact	Front							<u>Other Details</u>					
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run								
Drivers age	24 yrs	Sex	Female	Breath test	Negative	Driving Lic	Full						
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle										
Journey purpose	Other												

SEVERITY SLIGHT	District Vale of White Horse Ref.No P1730115	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 450047 / 191412 Police Officer Attend: No - reported over the counter
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Date 20/01/2015 Time 13:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Day Tuesday	Road U243 Location MILTON ROAD APPROX 300M SE OF RBT J/W MILTON PARK HARWELL	Description of Accident C2 TRAV IN U/K DIRECTION ON MILTON RD OVRTK C1 TRAV IN SAME DIRECTION & HIT OCCURRED & C2 DRIVER CLAIMS C1 FAILED TO ALLOW C2 TO RETURN TO CORRECT SIDE OF CWAY & C1 HIT C2-NO FURTHER DETAILS SUPPLIED
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 002		B	
Carriageway	Single carriageway	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Not at or within 20 metres of junction	601 Aggressive driving (Driver/Rider - Behaviour)		Vehicle 001		B	
Junction Control		601 Aggressive driving (Driver/Rider - Behaviour)		Vehicle 002		B	
2nd Road Number							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre						

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Overtaking moving veh on its offside				Severity	SLIGHT	Age	23 yrs	Sex	Male	
Veh. direction from	Parked to Parked	Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Not at or within 20m of junction				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Offside				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Hit and Run						
Drivers age ? yrs	Sex	Male	Breath test	Driver not contacted	Driving Lic	Full					
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle								
Journey purpose	Not Known										

Veh.No. 2	Vehicle type	Car	Make	Model		
Manoeuvre	Going ahead other					
Veh. direction from	Parked to Parked	Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)	On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact	Not at or within 20m of junction					
Veh left carriageway?	Did not leave carriageway					
Hit object in c'way?	None					
Hit object off c'way?	None					
First point of impact	Nearside					
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run	
Drivers age 23 yrs	Sex	Male	Breath test	Driver not contacted	Driving Lic	Full
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle			
Journey purpose	Commuting to/from work					

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P2470215	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	448973 / 191502 Yes
Date Time Weather Road Surface Street Lighting	23/02/2015 14:45 Fine without high winds Dry Daylight	Day Monday	Road A4130	Location A4130 APPROX 600M E OF J/W A34 AT MILTON INTERCHANGE	MILTON
Description of Accident		HGV1 TRAV E ON A4130 HIT R OF C2 SLOWING BEHIND LGV3 AS BOTH C2 & LGV3 REACTED TO ONCOMING OMV4 (EMERGENCY AMBULANCE) - C2 THEN HIT LGV3			
SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	
60 MPH		None		405 Failed to look properly (Driver/Rider - Error)	
CARRIAGEWAY		CARRIAGEWAY HAZARDS		PARTICIPANT	
Single carriageway		None		Vehicle 001	
JUNCTION DETAIL				903 Emergency vehicle on call (Special Codes)	
Not at or within 20 metres of junction				Vehicle 004	
JUNCTION CONTROL				406 Failed to judge other person's path/speed (Driver/Rider - Error)	
2nd Road Number				Vehicle 001	
PEDESTRIAN FACILITIES				B	
None within 50 metres					
No physical crossing facility within 50 metre					
VEHICLES INVOLVED			CASUALTIES INVOLVED		
4			1		
Veh.No.	1	Vehicle type	Goods 3.5 - 7.5t	Make	Model
Manoeuvre	Going ahead other				
Veh. direction from	West to East		Towing?	Articulated vehicle	
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Not at or within 20m of junction				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run
Drivers age	22 yrs	Sex	Male	Breath test	Negative
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle		
Journey purpose	Journey as part of work				
Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Severity	SLIGHT		Age	50 yrs	Sex
Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Seat Belt	Not applicable		Cycle Helmet		
Ped Movement	Not applicable				
Ped Location	Not applicable				
Ped Direction to	Not applicable				
School Pupil	Other				
Roadworker injured					
<u>Other Details</u>					
Veh.No.	2	Vehicle type	Car	Make	Model
Manoeuvre	Slowing or stopping				
Veh. direction from	West to East		Towing?	No tow or articulation	
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Not at or within 20m of junction				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Back				
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run
Drivers age	50 yrs	Sex	Male	Breath test	Negative
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle		
Journey purpose	Journey as part of work				

Veh.No.	3	Vehicle type	Van/Goods < 3.5t	Make		Model	
Manoeuvre			Slowing or stopping				
Veh. direction from			West to East	Towing?		No tow or articulation	
Skidded			No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)			On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact			Not at or within 20m of junction				
Veh left carriageway?			Did not leave carriageway				
Hit object in c'way?			None				
Hit object off c'way?			None				
First point of impact			Back				
Veh registration no.			Other veh.hit (ref.no)	2	Hit and run	Not hit and run	
Drivers age	42 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full
Left Hand Drive			No	Foreign veh.	Not foreign registered vehicle		
Journey purpose			Journey as part of work				

Veh.No.	4	Vehicle type	Other: AMBULANCE	Make		Model	
Manoeuvre			Going ahead other				
Veh. direction from			East to West	Towing?		No tow or articulation	
Skidded			No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)			On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact			Not at or within 20m of junction				
Veh left carriageway?			Did not leave carriageway				
Hit object in c'way?			None				
Hit object off c'way?			None				
First point of impact			Did not impact				
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Not hit and run	
Drivers age	? yrs	Sex	Not know	Breath test	Driver not contacted	Driving Lic	Full
Left Hand Drive			No	Foreign veh.	Not foreign registered vehicle		
Journey purpose			Journey as part of work				

P2470215

SEVERITY SLIGHT	District Vale of White Horse Ref.No P3180215	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448375 / 191727 Police Officer Attend: Yes
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Date 26/02/2015 Day Thursday Time 09:05 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Road U299 Location HIGH ST AT J/W ACCESS RD TO MILTON PARK MILTON Description C1 TRAV S ON HIGH STREET TURNED LT TOWARDS MILTON PARK FAILING TO GIVE WAY TO MC2 TRAV NE of Accident ROUNDING RH BEND INTO MILTON PARK
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	30 MPH	None		103 Slippery road due to weather (Road Environment Contrib)		Vehicle 002		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	T or staggered junction			408 Sudden braking (Driver/Rider - Error)		Vehicle 002		B	
Junction Control	Give way or uncontrolled	None		402 Junction restart (Driver/Rider - Error)		Vehicle 001		B	
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Turning left				Severity	SLIGHT	Age	24 yrs	Sex	Male	
Veh. direction from	North to East				Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Entering main road				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Offside				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	29 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle								
Journey purpose	Commuting to/from work										

Veh.No. 2	Vehicle type	M/cycle > 500cc	Make	Model							
Manoeuvre	Going ahead right hand bend										
Veh. direction from	Southwest to East										
Skidded	Skidded										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Approaching junction or waiting										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Front										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age	24 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle								
Journey purpose	Commuting to/from work										

SEVERITY SLIGHT	District Vale of White Horse Ref.No P2400315	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448413 / 191374 Police Officer Attend: No - reported over the counter
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Date 23/03/2015 Day Monday	Road A4130 Location A4130 AT A34 MILTON INTERCHANGE RBT J/W A4130 DIDCOT LINK RD MILTON
Time 07:20	Description C1 NEG RBT IN NSIDE LANE CONTINUED TO CIRCUALTE RBT WHILE PASSING EXIT TO A4130 TO DIDCOT AS MC2 IN of Accident MIDDLE LANE EXITED TO A4130 TO DIDCOT & HIT OCCURRED - C1 FTS
Weather Fine without high winds	
Road Surface Dry	
Street Lighting Daylight	

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS							
Junction Detail	Roundabout								
Junction Control	Automatic traffic signal								
2nd Road Number	A34								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Changing lane to right				Severity	SLIGHT	Age	33 yrs	Sex	Male
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Leaving roundabout									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Offside									
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Hit and Run					
Drivers age ? yrs	Sex	Not know	Breath test	Driver not contacted		Driving Lic Full				
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Not Known									

Veh.No. 2	Vehicle type	M/cycle 50 - 125cc	Make	Model	<u>Other Details</u>					
Manoeuvre	Turning left									
Veh. direction from	Northwest to East		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Leaving roundabout									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Nearside									
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run					
Drivers age 33 yrs	Sex	Male	Breath test	Driver not contacted		Driving Lic Full				
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Commuting to/from work									

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P1550415	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448422 / 191377	Police Officer Attend: Yes
Date Time Weather Road Surface Street Lighting	17/04/2015 11:26 Fine without high winds Dry Daylight	Day Friday	Road A4130	Location A4130 AT A34 MILTON INTERCHANGE RBT J/W ROAD FROM MILTON PARK	MILTON
Description of Accident			C1 TRAV SE ON RBT FROM EITHER A34 SBOUND OR A4130 MILTON HILL HIT HGV2 WHICH HAD ENTERED RBT FROM MILTON PARK - UNCLEAR WHICH VEH HAD FAILED TO COMPLY WITH SIGNALS AT RBT		
SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	
40 MPH		Roadworks		301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious) Vehicle 001 B	
CARRIAGEWAY HAZARDS		PARTICIPANT		PROBABILITY	
None		301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious) Vehicle 002		B	
SITE DETAILS		CARRIAGEWAY HAZARDS		PARTICIPANT	
None within 50 metres No physical crossing facility within 50 metre		None		301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious) Vehicle 002	
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 3		
Veh.No. 1 Vehicle type Car Make Model			Cas No 1 Cas Class Driver or Rider Veh ref No 1		
Manoeuvre Turning left			Severity SLIGHT Age 61 yrs Sex Male Post code		
Veh. direction from Northwest to Northeast Towing? No tow or articulation			Car Passenger? Not a passenger PSV Passenger? Not a passenger		
Skidded No skidding, jack-knifing or overturning			Seat Belt Not applicable Cycle Helmet		
Veh location at impact (restricted lane) On main carriageway not in restricted lane			Ped Movement Not applicable		
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road			Ped Location Not applicable		
Veh left carriageway? Did not leave carriageway			Ped Direction to Not applicable		
Hit object in c'way? None			School Pupil Other		
Hit object off c'way? None			Roadworker injured		
First point of impact Nearside			Cas No 2 Cas Class Passenger Veh ref No 1		
Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run			Severity SLIGHT Age 12 yrs Sex Male Post code		
Drivers age 61 yrs Sex Male Breath test Negative Driving Lic Full			Car Passenger? Rear seat passenger PSV Passenger? Not a passenger		
Left Hand Drive No Foreign veh. Not foreign registered vehicle			Seat Belt Not applicable Cycle Helmet		
Journey purpose Not Known			Ped Movement Not applicable		
Veh.No. 2 Vehicle type Goods > 7.5t Make Model			Ped Location Not applicable		
Manoeuvre Moving off			Ped Direction to Not applicable		
Veh. direction from North to South Towing? No tow or articulation			School Pupil Other		
Skidded No skidding, jack-knifing or overturning			Roadworker injured		
Veh location at impact (restricted lane) On main carriageway not in restricted lane			Cas No 3 Cas Class Passenger Veh ref No 1		
Junct. location of veh. at 1st impact Entering roundabout			Severity SLIGHT Age 61 yrs Sex Female Post code		
Veh left carriageway? Did not leave carriageway			Car Passenger? Front seat passenger PSV Passenger? Not a passenger		
Hit object in c'way? None			Seat Belt Not applicable Cycle Helmet		
Hit object off c'way? None			Ped Movement Not applicable		
First point of impact Front			Ped Location Not applicable		
Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run			Ped Direction to Not applicable		
Drivers age 35 yrs Sex Male Breath test Negative Driving Lic Full			School Pupil Other		
Left Hand Drive No Foreign veh. Not foreign registered vehicle			Roadworker injured		
Journey purpose Journey as part of work					
Full Details			04-December-2019		
			Accident Ref.No P1550415		

SEVERITY SLIGHT	District Vale of White Horse Ref.No P0960615	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448380 / 191727 Police Officer Attend: Yes
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Date 05/06/2015 Day Friday	Road U299 Location HIGH STREET AT J/W ACCESS ROAD TO MILTON PARK MILTON
Time 22:35	Description C1 TRAV S ON HIGH ST TURNED RT TOWARDS A4130 FAILING TO GIVEWAY TO HG2 TRAV E ON RD TO MILTON PARK
Weather Fine without high winds	Description of Accident
Road Surface Dry	
Street Lighting Dark: street lights present and lit	

SITE DETAILS		SPECIAL SITE CONDITIONS	CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
Speed Limit	30 MPH	None	302 Disobeyed give way or stop sign markings (Driver/Rider - Injud	Vehicle 001	A
Carriageway	Single carriageway		405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
Junction Detail	T or staggered junction		406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A
Junction Control	Give way or uncontrolled		403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	A
2nd Road Number	U	CARRIAGEWAY HAZARDS	602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	B
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre	None			

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Manoeuvre	Turning right				Severity	SLIGHT	Age	48 yrs	Sex	Male
Veh. direction from	North to Southwest	Towing?	No tow or articulation		Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger	Post code	
Skidded	Skidded				Seat Belt	Not applicable	Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable				
Junct. location of veh. at 1st impact	Entering main road				Ped Location	Not applicable				
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable				
Hit object in c'way?	None				School Pupil	Other				
Hit object off c'way?	None				Roadworker injured					
First point of impact	Offside				Other Details					
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run					
Drivers age	48 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full			
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known									

Veh.No. 2	Vehicle type	Goods > 7.5t	Make	Model			
Manoeuvre	Going ahead other						
Veh. direction from	Southwest to Northeast	Towing?	Articulated vehicle				
Skidded	Skidded						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Front						
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run		
Drivers age	55 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle				
Journey purpose	Journey as part of work						

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P3340715	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 447919 / 191298	Police Officer Attend: No - reported over the counter
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Date Time Weather Road Surface Street Lighting	20/07/2015 15:00 Other Dry Daylight	Day Monday	Road A4130	Location A4130 AT PELICAN XING 70M W OF J/W MILTON HEIGHTS	MILTON	Description of Accident	C1 TRAV E ON A4130 FAILED TO STOP FOR RED SIGNAL AT PED XING & HIT PED TRAV CROSSING FROM C1 NSIDE CAUSING SLIGHT INJURY- C1 FTS
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Not at or within 20 metres of junction			301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)		Vehicle 001		B	
Junction Control		None							
2nd Road Number									
Pedestrian Facilities	None within 50 metres Pelican, puffin, toucan or similar								

VEHICLES INVOLVED	1	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Pedestrian	Veh ref No	1
Manoeuvre	Going ahead other							Severity	SLIGHT	Age	20 yrs	Sex	Female
Veh. direction from	West to East	Towing?	No tow or articulation					Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger	Post code	
Skidding	No skidding, jack-knifing or overturning							Seat Belt	Not applicable	Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Crossing from driver's nearside				
Junct. location of veh. at 1st impact	Not at or within 20m of junction							Ped Location	On ped. crossing facility				
Veh left carriageway?	Did not leave carriageway							Ped Direction to	South bound				
Hit object in c'way?	None							School Pupil	Other				
Hit object off c'way?	None							Roadworker injured					
First point of impact	Nearside							<u>Other Details</u>					
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Hit and Run								
Drivers age ? yrs		Sex	Female	Breath test	Driver not contacted	Driving Lic	Full						
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle										
Journey purpose	Not Known												

SEVERITY SLIGHT	District Vale of White Horse Ref.No P3470715	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448471 / 191366 Police Officer Attend: No - reported over the counter
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Date 31/07/2015 Day Friday Time 14:00 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 JUST E OF A34 MILTON INTERCHANGE RBT J/W MILTON PARK ROAD MILTON Description C1 TRAV SE IN LN 1 EXITING RBT ON A4130 TOWARDS DIDCOT MOVED TO OSIDE INTO LN 2 & HIT NSIDE OF C2 TRAV of Accident SE IN LN 2 ALSO EXITING RBT
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	Roadworks		305	Illegal turn or direction of travel (Driver/Rider - Injudicious)	Vehicle 001	A		
Carriageway	Roundabout			405	Failed to look properly (Driver/Rider - Error)	Vehicle 001	A		
Junction Detail	Roundabout			403	Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	A		
Junction Control	Automatic traffic signal	CARRIAGEWAY HAZARDS		406	Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	B		
2nd Road Number	U	None		602	Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	A		
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre			108	Road layout e.g. bend, hill or narrow (Road Environment Contri	Vehicle 001	B		

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Passenger	Veh ref No	2	
Manoeuvre	Changing lane to right				Severity	SLIGHT	Age	32 yrs	Sex	Female	
Veh. direction from	Northwest to East				Car Passenger?	Rear seat passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Leaving roundabout				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Offside				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age ? yrs	Sex	Male	Breath test	Driver not contacted	Driving Lic	Full					
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle								
Journey purpose	Not Known										

Veh.No. 2	Vehicle type	Car	Make	Model						
Manoeuvre	Going ahead left hand bend									
Veh. direction from	Northwest to East									
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Leaving roundabout									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Nearside									
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run					
Drivers age 26 yrs	Sex	Male	Breath test	Driver not contacted	Driving Lic	Full				
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Journey as part of work									

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P0480815	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448428 / 191370	Police Officer Attend: Yes
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Date	03/08/2015	Day	Monday	Road	A4130	Location	A4130 AT A34 MILTON INTERCHANGE RBT J/W MILTON PARK ROAD	MILTON
Time	19:53			Description of Accident	C1 (POLICE VEH ON EMERGENCY CALL)TRAV SE ON EXIT SLIP FROM A34 SBOUND IN OSIDE LANE ENGERED RBT TO TURN LT TO A4130 TO DIDCOT - ON ENTERING RBT LGV2 ALSO ON SLIP ROAD MOVED TO OSIDE (RATHER THAN CONTINUING TO TURN LT TO A4130) & HIT NSIDE OF C1			
Weather	Fine without high winds							
Road Surface	Dry							
Street Lighting	Daylight							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	Roadworks		405 Failed to look properly (Driver/Rider - Error)		Vehicle 002		A	
Carriageway	Roundabout			405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Roundabout			903 Emergency vehicle on call (Special Codes)		Vehicle 001		A	
Junction Control	Give way or uncontrolled	CARRIAGEWAY HAZARDS							
2nd Road Number	U	None							
Pedestrian Facilities	None within 50 metres								
	No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Passenger	Veh ref No	1		
Manoeuvre	Overtaking moving veh on its offside							Severity	SLIGHT	Age	31 yrs	Sex	Female	Post code	
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation			Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger				
Skidded	No skidding, jack-knifing or overturning							Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Leaving roundabout							Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway							Ped Direction to	Not applicable						
Hit object in c'way?	None							School Pupil	Other						
Hit object off c'way?	None							Roadworker injured							
First point of impact	Back							<u>Other Details</u>							
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run										
Drivers age	? yrs	Sex	Male	Breath test	Negative		Driving Lic	Full							
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle												
Journey purpose	Journey as part of work														

Veh.No.	2	Vehicle type	Van/Goods < 3.5t	Make		Model		
Manoeuvre	Going ahead other							
Veh. direction from	North to South		Towing?	No tow or articulation				
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Leaving roundabout							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Front							
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run			
Drivers age	18 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full
Left Hand Drive	No	Foreign veh.	Registered foreign vehicle, right hand dr					
Journey purpose	Other							

SEVERITY SLIGHT	District Vale of White Horse Ref.No P2970815	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448411 / 191378 Police Officer Attend: Yes
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Date 31/08/2015 Day Monday	Road A4130 Location A4130 AT A34 MILTON INTERCHANGE RBT J/W ROAD FROM MILTON PARK & A4130 DIDCOT LINK RD MILTON
Time 23:00	Description C2 TRAV S ON MILTON PARK RD ENTERED RBT BUT HIT R OF C1 ON RBT- ONE OF VHEICLES HAD FAILED TO COMPLY WITH THE SIGNALS AT ENTRY BUT UNCLEAR WHICH VEH AT FAULT
Weather Raining without high winds	
Road Surface Wet/Damp	
Street Lighting Dark: street lights present and lit	

SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 40 MPH	SPECIAL SITE CONDITIONS Roadworks	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	B
Carriageway Roundabout		405 Failed to look properly (Driver/Rider - Error)		Vehicle 002	B
Junction Detail Roundabout	CARRIAGEWAY HAZARDS None	301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)		Vehicle 001	B
Junction Control Automatic traffic signal		301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)		Vehicle 002	B
2nd Road Number A34					
Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class	Driver or Rider	Veh ref No 2
Manoeuvre	Going ahead other			Severity	SLIGHT	Age 18 yrs	Sex Female
Veh. direction from	West to East	Towing?	No tow or articulation	Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger
Skidded	No skidding, jack-knifing or overturning			Seat Belt	Not applicable	Cycle Helmet	
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			Ped Movement	Not applicable		
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road			Ped Location	Not applicable		
Veh left carriageway?	Did not leave carriageway			Ped Direction to	Not applicable		
Hit object in c'way?	None			School Pupil	Other		
Hit object off c'way?	None			Roadworker injured			
First point of impact	Back			<u>Other Details</u>			
Veh registration no.		Other veh.hit (ref.no) 2	Hit and run Not hit and run				
Drivers age 34 yrs	Sex Male	Breath test Not requested	Driving Lic Full				
Left Hand Drive	No	Foreign veh. Not foreign registered vehicle					
Journey purpose	Other						

Veh.No. 2	Vehicle type Car	Make	Model
Manoeuvre	Moving off		
Veh. direction from	North to South	Towing?	No tow or articulation
Skidded	No skidding, jack-knifing or overturning		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane		
Junct. location of veh. at 1st impact	Entering roundabout		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front		
Veh registration no.		Other veh.hit (ref.no) 1	Hit and run Not hit and run
Drivers age 18 yrs	Sex Female	Breath test Not requested	Driving Lic Full
Left Hand Drive	No	Foreign veh. Not foreign registered vehicle	
Journey purpose	Other		

SEVERITY SLIGHT	District Vale of White Horse Ref.No P1690915	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 447990 / 191300 Police Officer Attend: Yes
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Date 15/09/2015 Day Tuesday	Road A4130 Location A4130 J/W MILTON HEIGHTS MILTON
Time 08:15	Description C1 TRAV N ON MILTON HEIGHTS TURNED RT TO A4130 FAILED TO GIVEWAY TO MP2 (RIDER 16 YRS - RIDING TO SCHOOL) TRAV E ON A4130 & C1 HIT F OF MP2 CAUSING RIDER TO FALL
Weather Fine without high winds	
Road Surface Dry	
Street Lighting Daylight	

SITE DETAILS		SPECIAL SITE CONDITIONS	CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
Speed Limit	40 MPH	None	405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
Carriageway	Single carriageway		403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	A
Junction Detail	T or staggered junction		406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	B
Junction Control	Give way or uncontrolled		602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	A
2nd Road Number	U	CARRIAGEWAY HAZARDS			
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre	None			

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Turning right				Severity	SLIGHT		Age	16 yrs	Sex	Male
Veh. direction from	South to East				Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Entering main road				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Front				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	22 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle								
Journey purpose	Commuting to/from work										

Veh.No. 2	Vehicle type	M/cycle <= 50cc	Make	Model						
Manoeuvre	Going ahead other									
Veh. direction from	West to East									
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run					
Drivers age	16 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Pupil riding to/from school									

SEVERITY SLIGHT	District Vale of White Horse Ref.No P1710915	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 449667 / 191416 Police Officer Attend: Yes
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Date 18/09/2015 Day Friday	Road A4130 Location A4130 BY LAYBY APPROX 1.5KM E OF J/W A34 HARWELL - CONSIDERABLE UNCERTAINTY OVER EXACT LOCATION
Time 15:58	Description LGV1 TRAV W ON A4130 HIT R OF LGV2 TRAV W SLOWING FOR U/K REASON - APPEARS LGV1 FOLLOWING LGV2 TOO CLOSELY
Weather Fine without high winds	
Road Surface Dry	
Street Lighting Daylight	

SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	308 Following too close (Driver/Rider - Injudicious)		Vehicle 001		A	
Carriageway	Single carriageway	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Not at or within 20 metres of junction	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Control							
2nd Road Number							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre						
SPECIAL SITE CONDITIONS							
None							
CARRIAGEWAY HAZARDS							
None							

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	2
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Veh.No. 1	Vehicle type	Van/Goods < 3.5t	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	1	
Manoeuvre	Slowing or stopping				Severity	SLIGHT	Age	28 yrs	Sex	Male	
Veh. direction from	East to West		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Not at or within 20m of junction				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Back				Cas No	2	Cas Class	Driver or Rider	Veh ref No	2	
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Severity	SLIGHT	Age	27 yrs	Sex	Male	
Drivers age	28 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Journey purpose	Commuting to/from work				Seat Belt	Not applicable		Cycle Helmet			

Veh.No. 2	Vehicle type	Van/Goods < 3.5t	Make	Model	Ped Movement	Not applicable				
Manoeuvre	Slowing or stopping				Ped Location	Not applicable				
Veh. direction from	East to West		Towing?	No tow or articulation		Ped Direction to	Not applicable			
Skidded	No skidding, jack-knifing or overturning				School Pupil	Other				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Roadworker injured					
Junct. location of veh. at 1st impact	Not at or within 20m of junction				<u>Other Details</u>					
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run					
Drivers age	27 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Commuting to/from work									

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P0891015	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 449820 / 191660	Police Officer Attend: Yes
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Date	13/10/2015	Day	Tuesday	Road	U243	Location	MILTON ROAD RBT J/W PARK DRIVE HARWELL
Time	10:00	Description					
Weather	Fine without high winds		C1 TRAV E ON PARK DRIVE ENTERED RBT BUT HIT MC2 TRAV N ROUNDING RBT TO CONTINUE TO SUTTON				
Road Surface	Dry		of Accident				
Street Lighting	Daylight		COURTENAY & RIDER FELL				

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 002		B	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS		405 Failed to look properly (Driver/Rider - Error)		Vehicle 002		B	
Junction Detail	Roundabout			403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 002		B	
Junction Control	Give way or uncontrolled		None						
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres Central refuge - no other controls								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	2			
Manoeuvre	Going ahead other			Towing?	No tow or articulation			Severity	SLIGHT		Age	33 yrs	Sex	Male	Post code	
Veh. direction from	West to East						Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger					
Skidded	No skidding, jack-knifing or overturning							Seat Belt	Not applicable		Cycle Helmet					
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable							
Junct. location of veh. at 1st impact	Entering roundabout							Ped Location	Not applicable							
Veh left carriageway?	Did not leave carriageway							Ped Direction to	Not applicable							
Hit object in c'way?	None							School Pupil	Other							
Hit object off c'way?	None							Roadworker injured								
First point of impact	Front							<u>Other Details</u>								
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run											
Drivers age	53 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full								
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle												
Journey purpose	Journey as part of work															

Veh.No.	2	Vehicle type	M/cycle <= 50cc	Make		Model			
Manoeuvre	Going ahead other			Towing?	No tow or articulation				
Veh. direction from	South to North								
Skidded	No skidding, jack-knifing or overturning								
Veh location at impact (restricted lane)	On main carriageway not in restricted lane								
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road								
Veh left carriageway?	Did not leave carriageway								
Hit object in c'way?	None								
Hit object off c'way?	None								
First point of impact	Back								
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run				
Drivers age	33 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full	
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle					
Journey purpose	Commuting to/from work								

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P1171115	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 447936 / 191299	Police Officer Attend: Yes
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Date	10/11/2015	Day	Tuesday	Road	A4130	Location	A4130 50M W OF J/W MILTON HEIGHTS	MILTON
Time	08:00			Description of Accident	C1 TRAV E ON A4130 IN SLOW QUEUING TRAFFIC PULLED TO OSIDE TO ENTER RT LANE TO MILTON HEIGHTS HIT MC2 TRAV E OVRTG QUEUING TRAFFIC			
Weather	Fine without high winds							
Road Surface	Dry							
Street Lighting	Daylight							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway			403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Not at or within 20 metres of junction			404 Failed to signal/misleading signal (Driver/Rider - Error)		Vehicle 001		A	
Junction Control		CARRIAGEWAY HAZARDS							
2nd Road Number		None							
Pedestrian Facilities	None within 50 metres								
	No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	2		
Manoeuvre	Changing lane to right							Severity	SLIGHT	Age	42 yrs	Sex	Male	Post code	
Veh. direction from	West to East			Towing?	No tow or articulation			Car Passenger?	Not a passenger			PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning						Seat Belt	Not applicable			Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						Ped Movement	Not applicable							
Junct. location of veh. at 1st impact	Not at or within 20m of junction						Ped Location	Not applicable							
Veh left carriageway?	Did not leave carriageway						Ped Direction to	Not applicable							
Hit object in c'way?	None						School Pupil	Other							
Hit object off c'way?	None						Roadworker injured								
First point of impact	Offside						<u>Other Details</u>								
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run										
Drivers age	19 yrs	Sex	Male	Breath test	Negative			Driving Lic	Full						
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle										
Journey purpose	Commuting to/from work														

Veh.No.	2	Vehicle type	M/cycle > 500cc	Make		Model					
Manoeuvre	Overtaking moving veh on its offside										
Veh. direction from	West to East			Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Not at or within 20m of junction										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Nearside										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age	42 yrs	Sex	Male	Breath test	Negative			Driving Lic	Full		
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle						
Journey purpose	Commuting to/from work										

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P3721115	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448416 / 191374	Police Officer Attend: Yes
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Date Time	11/11/2015 23:47	Day Wednesday	Road A4130	Location A4130 AT A34 MILTON INTERCHANGE RBT ATS J/W MILTON PARK ROAD	MILTON
Weather	Fine without high winds		Description of Accident	C1 TRAV SE ROUNDING A4130 RBT FAILED TO STOP FOR RED SIGNAL AT JW MILTON PARK RD & HIT HGV2 TRAV S ON MILTON PARK RD ENTERING RBT	
Road Surface	Dry				
Street Lighting	Dark: street lights present and lit				

SITE DETAILS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)		Vehicle 001		B	
Carriageway	Roundabout								
Junction Detail	Roundabout								
Junction Control	Automatic traffic signal								
2nd Road Number	A34								
Pedestrian Facilities	None within 50 metres								
	No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Passenger	Veh ref No	1
Manoeuvre	Going ahead other							Severity	SLIGHT	Age	-1 yrs	Sex	Female
Veh. direction from	West to Southeast		Towing?	No tow or articulation				Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning							Seat Belt	Not applicable		Cycle Helmet		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable				
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road							Ped Location	Not applicable				
Veh left carriageway?	Did not leave carriageway							Ped Direction to	Not applicable				
Hit object in c'way?	None							School Pupil	Other				
Hit object off c'way?	None							Roadworker injured					
First point of impact	Front							<u>Other Details</u>					
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run								
Drivers age ? yrs		Sex	Male	Breath test	Not requested		Driving Lic	Full					
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle									
Journey purpose	Not Known												

Veh.No.	2	Vehicle type	Goods > 7.5t	Make		Model		
Manoeuvre	Going ahead other							
Veh. direction from	North to South		Towing?	No tow or articulation				
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Entering roundabout							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Offside							
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run			
Drivers age ? yrs		Sex	Male	Breath test	Not requested		Driving Lic	Full
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle				
Journey purpose	Journey as part of work							

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P2281115	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448544 / 191138	Police Officer Attend: No - reported over the counter
Date Time Weather Road Surface Street Lighting	12/11/2015 08:20 Fine without high winds Dry Daylight	Day Thursday	Road A34	Location A34 BY J/W EXIT SLIP RD AT MP 64/3A AT MILTON INTERCHANGE	MILTON
	Description of Accident	C1 TRAV NW ON A34 HIT R OF C2 TRAV NW SLOWING ON APPROACH TO RD WORKS SECTION (SUBJECT TO TEMP 40MPH LIMIT AT TIME OF ACCIDENT)			
SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	
70 MPH		Roadworks		408 Sudden braking (Driver/Rider - Error)	
CARRIAGEWAY		CARRIAGEWAY HAZARDS		PARTICIPANT	
Dual carriageway		None		Vehicle 001	
JUNCTION DETAIL				PROBABILITY	
Slip road				B	
JUNCTION CONTROL					
Give way or uncontrolled					
2ND ROAD NUMBER					
A34					
PEDESTRIAN FACILITIES					
None within 50 metres					
No physical crossing facility within 50 metre					
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 1		
Veh.No.	1	Vehicle type	Car	Cas No	1
Manoeuvre	Going ahead other	Make		Cas Class	Driver or Rider
Veh. direction from	Southeast to Northwest	Model		Age	32 yrs
Towing?	No tow or articulation			Sex	Female
Skidded	No skidding, jack-knifing or overturning			Veh ref No	1
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			Post code	
Junct. location of veh. at 1st impact	Approaching junction or waiting			Car Passenger?	Not a passenger
Veh left carriageway?	Did not leave carriageway			PSV Passenger?	Not a passenger
Hit object in c'way?	None			Seat Belt	Not applicable
Hit object off c'way?	None			Cycle Helmet	
First point of impact	Front			Ped Movement	Not applicable
Veh registration no.		Other veh.hit (ref.no)	2	Ped Location	Not applicable
Drivers age	32 yrs	Sex	Female	Ped Direction to	Not applicable
Left Hand Drive	No	Breath test	Driver not contacted	School Pupil	Other
Journey purpose	Commuting to/from work	Foreign veh.	Not foreign registered vehicle	Roadworker injured	
		Driving Lic	Full	Other Details	
Veh.No.	2	Vehicle type	Car		
Manoeuvre	Going ahead other	Make			
Veh. direction from	Southeast to Northwest	Model			
Towing?	No tow or articulation				
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Approaching junction or waiting				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Back				
Veh registration no.		Other veh.hit (ref.no)	1		
Drivers age	46 yrs	Sex	Male		
Left Hand Drive	No	Breath test	Driver not contacted		
Journey purpose	Commuting to/from work	Foreign veh.	Not foreign registered vehicle		
		Driving Lic	Full		

SEVERITY SLIGHT	District Vale of White Horse Ref.No P1571115	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448415 / 191377 Police Officer Attend: No - reported over the counter
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Date 17/11/2015 Day Tuesday	Road A4130 Location A4130 MILTON INTERCHANGE RBT J/W ROAD FROM MILTON PARK MILTON
Time 06:10	Description C1 TRAV SE NEG RBT FAILED TO STOP FOR RED SIGNAL & HIT C2 TRAV S ON MILTON PARK RD ENTERING RBT
Weather Raining without high winds	Description of Accident THROUGH GREEN SIGNAL
Road Surface Wet/Damp	
Street Lighting Dark: street lights present and lit	

SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit 40 MPH	SPECIAL SITE CONDITIONS Roadworks						
Carriageway Roundabout							
Junction Detail Roundabout	CARRIAGEWAY HAZARDS None						
Junction Control Automatic traffic signal							
2nd Road Number A34							
Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre							

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Going ahead other				Severity	SLIGHT		Age	60 yrs	Sex	Male
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Front				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	19 yrs	Sex	Female	Breath test	Driver not contacted		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Journey as part of work										

Veh.No. 2	Vehicle type	Car	Make	Model							
Manoeuvre	Going ahead other										
Veh. direction from	North to South		Towing?	No tow or articulation							
Skidded	Skidded										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Entering roundabout										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Back										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age	60 yrs	Sex	Male	Breath test	Driver not contacted		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Journey as part of work										

SEVERITY SLIGHT	District Vale of White Horse Ref.No P0250316	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448372 / 191724 Police Officer Attend: Yes
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Date 02/03/2016 Day Wednesday Time 07:20 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Road U299 Location HIGH STREET AT J/W ACCESS ROAD TO MILTON PARK MILTON Description C1 TRAV S ON HIGH ST TURNED RT TO MILTON PARK HIT C2 TRAV NE ROUNDING RH BEND ON MILTON PARK RD & C2 THEN CROSSED TO OSIDE & HIT F OF C3 TRAV W WAITING TO TURN RT TO HIGH ST
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	30 MPH	None		405	Failed to look properly (Driver/Rider - Error)	Vehicle 001	A		
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		406	Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A		
Junction Detail	T or staggered junction			403	Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	A		
Junction Control	Give way or uncontrolled	None		602	Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	A		
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	3	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Turning right				Severity	SLIGHT	Age	53 yrs	Sex	Male
Veh. direction from	North to Southwest		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Entering main road									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run					
Drivers age	27 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Commuting to/from work									

Veh.No. 2	Vehicle type	Car	Make	Model	<u>Other Details</u>					
Manoeuvre	Going ahead other									
Veh. direction from	Southwest to Northeast		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run					
Drivers age	53 yrs	Sex	Male	Breath test	Driver not contacted		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Commuting to/from work									

Veh.No.	3	Vehicle type	Van/Goods < 3.5t	Make		Model	
Manoeuvre			Waiting to turn right				
Veh. direction from			East to West	Towing?		No tow or articulation	
Skidded			No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)			On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact			Approaching junction or waiting				
Veh left carriageway?			Did not leave carriageway				
Hit object in c'way?			None				
Hit object off c'way?			None				
First point of impact			Front				
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run		Not hit and run	
Drivers age	39 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full
Left Hand Drive		Foreign veh.	No foreign registered vehicle				
Journey purpose			Journey as part of work				

SEVERITY SLIGHT	District Vale of White Horse Ref.No P3520516	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448426 / 191347 Police Officer Attend: Yes
Date 29/05/2016 Time 15:31 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Date 29/05/2016 Day Sunday	Road A4130 Location A4130 AT A34 MILTON INTERCHANGE RBT MILTON	Description of Accident C1 (DRIVER ON TEST DRIVE) TRAV S ON A34 ENTERED RBT INTENDING TO EXIT TO A4130 TO ROWSTOCK BUT APPEARS TO HAVE FAILED TO STOP AT RED SIGNAL & HIT C2 TRAV W FROM A4130 FROM DIDCOT AS IT ENTERED LANES THROUGH CENTRE OF HAMBURER LAYOUT
Speed Limit 40 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Automatic traffic signal 2nd Road Number A34 Pedestrian Facilities None within 50 metres Pedestrian phase at traffic signal junction	SITE DETAILS	SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 108 Road layout e.g. bend, hill or narrow (Road Environment Contri Vehicle 001 B 301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious) Vehicle 001 A 405 Failed to look properly (Driver/Rider - Error) Vehicle 001 B 607 Inexperience with vehicle type (Driver/Rider - Behaviour) Vehicle 001 B
VEHICLES INVOLVED 2	CASUALTIES INVOLVED 3		
Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Left carriageway offside Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 24 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 53 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		
Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? Nearside or offside crash barrier First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 53 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 2 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 24 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		
	Cas No 3 Cas Class Passenger Veh ref No 1 Severity SLIGHT Age 49 yrs Sex Female Post code Car Passenger? Rear seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		
Full Details	04-December-2019	Accident Ref.No P3520516	

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P0310616	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448433 / 191325	Police Officer Attend: Yes
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Date	07/06/2016	Day	Tuesday	Road	A4130	Location	A4130 AT A34 MILTON INTERCHANGE RBT J/W MILTON PARK ROAD	MILTON
Time	00:59			Description of Accident	LGV1 TRAV SW THROUGH U/K PHASE AT ATS ON A4130 ENTERED MILTON INTERCHANGE RBT TO ENTER NEW THROUGH LANE FOR TRAFFIC TO A34 N & HIT C2 TRAV S ROUNDING RBT THROUGH U/K ATS PHASE & C2 EXITED CWAY TO OSIDE HIT BARRIER			
Weather	Fine without high winds							
Road Surface	Dry							
Street Lighting	Dark: street lights present and lit							

SITE DETAILS		SPECIAL SITE CONDITIONS	CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
Speed Limit	40 MPH	None	301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	Vehicle 001	B
Carriageway	Roundabout	None	301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	Vehicle 002	B
Junction Detail	Roundabout		105 Defective traffic signals (Road Environment Contrib)	Vehicle 002	B
Junction Control	Automatic traffic signal	CARRIAGEWAY HAZARDS			
2nd Road Number	U	None			
Pedestrian Facilities	None within 50 metres				
	Pedestrian phase at traffic signal junction				

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Van/Goods < 3.5t	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	1		
Manoeuvre	Going ahead other							Severity	SLIGHT	Age	53 yrs	Sex	Male	Post code	
Veh. direction from	Northeast to Southwest		Towing?	No tow or articulation				Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger			
Skidded	No skidding, jack-knifing or overturning						Seat Belt	Not applicable		Cycle Helmet					
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						Ped Movement	Not applicable							
Junct. location of veh. at 1st impact	Entering roundabout						Ped Location	Not applicable							
Veh left carriageway?	Did not leave carriageway						Ped Direction to	Not applicable							
Hit object in c'way?	None						School Pupil	Other							
Hit object off c'way?	None						Roadworker injured								
First point of impact	Front						<u>Other Details</u>								
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run										
Drivers age	53 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full							
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle										
Journey purpose	Journey as part of work														

Veh.No.	2	Vehicle type	Car	Make		Model		
Manoeuvre	Going ahead right hand bend							
Veh. direction from	North to Southwest		Towing?	No tow or articulation				
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road							
Veh left carriageway?	Left carriageway offside							
Hit object in c'way?	None							
Hit object off c'way?	Nearside or offside crash barrier							
First point of impact	Front							
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run			
Drivers age	39 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle			
Journey purpose	Commuting to/from work							

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P2520616	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448755 / 191469	Police Officer Attend: No - reported over the counter
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Date Time Weather Road Surface Street Lighting	27/06/2016 08:19 Unknown Dry Daylight	Day Monday	Road A4130	Location A4130 APPROX 500M E OF J/W A34 AT MILTON INTERCHANGE MILTON - EXACT LOCATION NOT SUPPLIED	Description of Accident C1 BELIEVED TO BE TRAV SW ON A4130 HIT R OF C2 TRAV SW STATIONARY IN QUEUING TRAFFIC & C1 FTS-NO FURTHER DETAILS SUPPLIED
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Carriageway	Single carriageway			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Not at or within 20 metres of junction								
Junction Control		CARRIAGEWAY HAZARDS							
2nd Road Number		None							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	51 yrs	Sex	Female	
Veh. direction from	Northeast to Southwest		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Not at or within 20m of junction										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Front										
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Hit and Run						
Drivers age ? yrs	Sex	Male	Breath test	Driver not contacted		Driving Lic	Full				
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

Veh.No. 2	Vehicle type	Car	Make	Model	<u>Other Details</u>						
Manoeuvre	Waiting to go ahead but held up										
Veh. direction from	Northeast to Southwest		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Not at or within 20m of junction										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Back										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age 51 yrs	Sex	Female	Breath test	Driver not contacted		Driving Lic	Full				
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

SEVERITY SERIOUS	District Vale of White Horse Ref.No P0960716	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448423 / 191352 Police Officer Attend: Yes
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Date 07/07/2016 Day Thursday Time 20:19 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 AT A34 MILTON INTERCHANGE RBT ATS J/W MILTON PARK ROAD MILTON - NEW BUILD HAMBURGER STYLE RBT Description C1 TRAV W ON A4130 FROM DIDCOT ENTERED TO CONTINUE INTO CENTRAL LANE OF HAMBURGER LAYOUT HIT of Accident MC2 TRAV S ROUNDING RBT IN LANE 4 - - UNCLEAR WHICH VEHICLE FAILED TO COMPLY WITH RED SIGNAL
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS		405 Failed to look properly (Driver/Rider - Error)		Vehicle 002		B	
Junction Detail	Roundabout			301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)		Vehicle 001		B	
Junction Control	Automatic traffic signal	None		301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)		Vehicle 002		B	
2nd Road Number	A34								
Pedestrian Facilities	None within 50 metres Pelican, puffin, toucan or similar								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Going ahead other				Severity	SERIOUS		Age	44 yrs	Sex	Male
Veh. direction from	East to West		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Entering roundabout				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Front				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	31 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

Veh.No. 2	Vehicle type	M/cycle > 500cc	Make	Model		
Manoeuvre	Going ahead other					
Veh. direction from	North to South		Towing?	No tow or articulation		
Skidded	Skidded					
Veh location at impact (restricted lane)	On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road					
Veh left carriageway?	Left carriageway offside					
Hit object in c'way?	None					
Hit object off c'way?	Other permanent object					
First point of impact	Nearside					
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run	
Drivers age	44 yrs	Sex	Male	Breath test	Negative	
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle		
Journey purpose	Not Known					

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P1950816	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448290 / 191335	Police Officer Attend: Yes
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Date Time Weather Road Surface Street Lighting	21/08/2016 Day Sunday 11:13 Fine without high winds Dry Daylight	Road A4130 Location A4130 MILTON INTERCHANGE RBT J/W ENTRY SLIP RD TO A34 NBOUND MILTON	Description of Accident	HGV1 TRAV NE ROUNDING A4130 RBT IN LN 1 HIT NSIDE OF LGV2 TRAV NE ROUNDING RBT IN LN 2 & LGV2 OVERTURNED - EXACT CIRCUMSTANCES UNCLEAR
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Carriageway	Roundabout			403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Roundabout								
Junction Control	Automatic traffic signal								
2nd Road Number	A34	CARRIAGEWAY HAZARDS							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre	None							

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Goods > 7.5t	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Going ahead right hand bend				Severity	SLIGHT	Age	53 yrs	Sex	Male
Veh. direction from	South to Northeast	Towing?	Articulated vehicle		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet	Not a cyclist	
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable		Ped Location	Not applicable	
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road				Ped Direction to	Not applicable		School Pupil	Other	
Veh left carriageway?	Did not leave carriageway				Roadworker injured					
Hit object in c'way?	None				<u>Other Details</u>					
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run					
Drivers age	29 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Journey as part of work									

Veh.No. 2	Vehicle type	Van/Goods < 3.5t	Make	Model						
Manoeuvre	Going ahead right hand bend									
Veh. direction from	South to Northeast	Towing?	No tow or articulation							
Skidded	Overturned									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Nearside									
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run					
Drivers age	53 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known									

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P2370816	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	448445 / 191216 Yes
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Date Time Weather Road Surface Street Lighting	24/08/2016 10:19 Fine without high winds Dry Daylight	Day Wednesday	Road A34	Location A34 JUST N OF EXIT SLIP RD AT MP 64/6A AT MILTON INTERCHANGE	MILTON
Description of Accident	C1 TRAV NW ON A34 IN LN 2 APPEARS TO HAVE CAUSED C2 FOLLOWING C1 IN LN 2 TO LOSE CONTROL & HIT R OSIDE OF HGV3 TRAV IN LN 1 -C1 NOT HIT FTS - NO FURTHER DETAILS SUPPLIED AS TO SPECIFIC ACTIONS OF C1 (POSS C1 BRAKING / C2 FOLLOWING TOO CLOSE)				

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY		
Speed Limit	70 MPH	None		602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001		B		
Carriageway	Dual carriageway			602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 002		B		
Junction Detail	Not at or within 20 metres of junction		CARRIAGEWAY HAZARDS							
Junction Control			None							
2nd Road Number										
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre									

VEHICLES INVOLVED	3	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2		
Manoeuvre	Going ahead other					Severity	SLIGHT		Age	43 yrs	Sex	Female	Post code
Veh. direction from	Southeast to Northwest		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger			
Skidded	No skidding, jack-knifing or overturning					Seat Belt	Not applicable		Cycle Helmet	Not a cyclist			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane					Ped Movement	Not applicable		Ped Location	Not applicable			
Junct. location of veh. at 1st impact	Not at or within 20m of junction					Ped Direction to	Not applicable		School Pupil	Other			
Veh left carriageway?	Did not leave carriageway					Roadworker injured							
Hit object in c'way?	None					<u>Other Details</u>							
Hit object off c'way?	None												
First point of impact	Did not impact												
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Non-stop vehicle,							
Drivers age ? yrs	Sex	Not know	Breath test	Driver not contacted	Driving Lic	Full							
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle										
Journey purpose	Not Known												

Veh.No.	2	Vehicle type	Car	Make	Model		
Manoeuvre	Going ahead other						
Veh. direction from	Southeast to Northwest		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Not at or within 20m of junction						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Nearside						
Veh registration no.			Other veh.hit (ref.no)	3	Hit and run	Not hit and run	
Drivers age 43 yrs	Sex	Female	Breath test	Negative	Driving Lic	Full	
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle				
Journey purpose	Not Known						

Veh.No.	3	Vehicle type	Goods > 7.5t	Make		Model	
Manoeuvre		Going ahead other					
Veh. direction from		Southeast to Northwest		Towing?		Articulated vehicle	
Skidded		No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Not at or within 20m of junction					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		None					
Hit object off c'way?		None					
First point of impact		Offside					
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run		Not hit and run	
Drivers age	56 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full
Left Hand Drive		No		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Not Known					

SEVERITY SLIGHT	District Vale of White Horse Ref.No 43160275015	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448466 / 191351 Police Officer Attend: Yes
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Date 20/09/2016 Day Tuesday Time 14:06 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 JUST E OF A34 MILTON INTERCHANGE RBT J/W MILTON PARK ROAD MILTON Description C1 TRAV W IN LN 2 ON A4130 HIT R OF STAT C2 TRAV W ON APPROACH TO RBT of Accident
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SITE DETAILS Speed Limit 40 MPH Carriageway Dual carriageway Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number A34 Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 406 Failed to judge other person's path/speed (Driver/Rider - Error)	PARTICIPANT Vehicle 001	PROBABILITY A
CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Slowing or stopping Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 47 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 56 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Waiting to go ahead but held up Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 56 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	<u>Other Details</u>
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SEVERITY SERIOUS	District Vale of White Horse Ref.No 43160269542	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448258 / 191499 Police Officer Attend: Yes
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Date 20/09/2016 Day Tuesday Time 18:37 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A34 Location A34 SBOUND CWAY MP 65/1 AT J/W EXIT SLIP ROAD TO A4130 MILTON Description C1 TRAV S IN LN 2 ON A34 HIT R OF MC2 TRAV S SLOWING DUE TO QUEUING TRAFFIC AT J/W EXIT SLIP ROAD TO of Accident A4130
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	70 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Carriageway	Dual carriageway	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	B
Junction Detail	Slip road				
Junction Control	Give way or uncontrolled				
2nd Road Number	A34				
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				
SPECIAL SITE CONDITIONS					
None					
CARRIAGEWAY HAZARDS					
None					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Slowing or stopping Veh. direction from Northwest to Southeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Leaving main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 22 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SERIOUS Age 60 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type M/cycle 50 - 125cc Make Model Manoeuvre Slowing or stopping Veh. direction from Northwest to Southeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Leaving main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 60 yrs Sex Male Breath test Not provided (medical reas Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43160364568	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448226 / 191508 Police Officer Attend: Yes
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Date 06/12/2016 Day Tuesday Time 17:37 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Dark: no street lighting	Road A34 Location A34 NBOUND J/W A34 NBOUND ENTRY SLIP AT MILTON INTERCHANGE MILTON Description of Accident HGV1 TRAV NW IN LN 1 ON A34 HIT R OF C2 TRAV NW IN SLOW QUEUING TRAFFIC ENTERING LN 1 FROM ACROSS SOLID HATCH MARKINGS FROM SLIP ROAD
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 70 MPH Carriageway Dual carriageway Junction Detail Slip road Junction Control Give way or uncontrolled 2nd Road Number A34 Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None		403 Poor turn or manoeuvre (Driver/Rider - Error) 710 Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 002 Vehicle 001	A A	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Goods > 7.5t Make Model Manoeuvre Going ahead other Veh. direction from Southeast to Northwest Towing? Articulated vehicle Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 60 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 34 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Southeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 34 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170009649	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 449593 / 191427 Police Officer Attend: No - reported over the counter
Date 22/12/2016 Day Thursday Time 17:01 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Dark: no street lighting	Road A4130 Location A4130 DIDCOT LINK ROAD APPROX 1KM E OF J/W A34 MILTON INTERCHANGE HARWELL - SOME Description LGV1 TRAV W ON A4130 HIT REAR OF C2 ALSO TRAV W SLOWING FOR STAT TRAFFIC AHEAD of Accident		
SITE DETAILS Speed Limit 60 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 602 Careless/Reckless (Driver/Rider - Behaviour) Vehicle 001 B 308 Following too close (Driver/Rider - Injudicious) Vehicle 001 B 406 Failed to judge other person's path/speed (Driver/Rider - Error) Vehicle 001 B
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 4	
Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 50 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known		Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 44 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	
Veh.No. 2 Vehicle type Car Make Model Manoeuvre Slowing or stopping Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 44 yrs Sex Male Breath test Not requested Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other		Cas No 2 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 67 yrs Sex Female Post code Car Passenger? Front seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	
		Cas No 3 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 44 yrs Sex Female Post code Car Passenger? Rear seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	
Full Details		04-December-2019	
		Accident Ref.No 43170009649	

Cas No	4	Cas Class	Passenger	Veh ref No	2		
Severity	SLIGHT	Age	21 yrs	Sex	Female	Post code	
Car Passenger?	Rear seat passenger	PSV Passenger?	Not a passenger				
Seat Belt	Not applicable	Cycle Helmet	Not a cyclist				
Ped Movement	Not applicable						
Ped Location	Not applicable						
Ped Direction to	Not applicable						
School Pupil	Other						
Roadworker injured							

Other Details

SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170022957	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448255 / 191485 Police Officer Attend: Yes
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Date 13/01/2017 Day Friday Time 08:38 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight	Road A34 Location A34 SBOUND JUST S OF J/W EXIT SLIP RPAD TO MILTON INTERCHANGE MILTON Description of Accident HGV1 TRAV S IN LANE PASSING SLOW MOVING / QUEUING TRAFFIC ON APPROACH TO MILTON INTERCHANGE AFTER PASSING JUNCTION CHANGED LANE TO LEFT FAILING TO SEE C2 IN LANE 1 & HIT OCCURRED - C2 SPAN & HIT CENTRAL BARRIER
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	70 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	B
SPECIAL SITE CONDITIONS					
Carriageway	Dual carriageway				
Junction Detail	Slip road				
Junction Control	Give way or uncontrolled				
2nd Road Number	A34				
CARRIAGEWAY HAZARDS					
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Goods > 7.5t Make Model Manoeuvre Changing lane to left Veh. direction from Northwest to Southeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Cleared junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 45 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 44 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Northwest to Southeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Cleared junction or waiting Veh left carriageway? Left carriageway offside onto cent. reserv. Hit object in c'way? None Hit object off c'way? Central crash barrier First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 44 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170210332	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 449889 / 191378 Police Officer Attend: Yes
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Date 23/01/2017 Day Monday Time 05:28 Weather Fine without high winds Road Surface Dry Street Lighting Dark: no street lighting	Road A4130 Location A4130 APPROX 750M W OF J/W SIR FRANK WILLIAMS WAY HARWELL Description of Accident HGV1 TRAV W ON A4130 MOUNTED NSIDE KERB (POSS DUE TO GLARE FROM ONCOMING HEADLIGHTS / DRIVER ILLNESS) & HIT PC2 TRAV W ON SHARED USE CYCLE TRACK
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 60 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None		705 Dazzling headlights (Driver/Rider - Vision Affected) 505 Illness or disability, mental or physical (Driver/Rider - Impairment) 410 Loss of control (Driver/Rider - Error)	Vehicle 001 Vehicle 001 Vehicle 001	B B A	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Goods > 7.5t Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 60 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 30 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not known Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 30 yrs Sex Male Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170052036	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 449835 / 191508 Police Officer Attend: Yes
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Date 14/02/2017 Day Tuesday Time 07:02 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Dark: no street lighting	Road U240 Location MILTON ROAD AT BEND APPROX 100M S OF RBT J/W PARK DRIVE HARWELL Description C1 TRAV S POSS AGGRESSIVELY LOST CONTROL NEG LH BEND & LEFT CWAY TO OSIDE & HIT TREE & REBOUNDED of Accident INTO CWAY
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SITE DETAILS Speed Limit 60 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 410 Loss of control (Driver/Rider - Error) 602 Careless/Reckless (Driver/Rider - Behaviour) 601 Aggressive driving (Driver/Rider - Behaviour)	PARTICIPANT PROBABILITY Vehicle 001 A Vehicle 001 B Vehicle 001 B
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VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Manoeuvre Going ahead left hand bend Veh. direction from North to Southeast Towing? No tow or articulation Skidding No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Left carriageway offside and rebounded Hit object in c'way? None Hit object off c'way? Tree First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 39 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 39 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured <u>Other Details</u>
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SEVERITY SERIOUS	District Vale of White Horse Ref.No 43170175919	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 450287 / 191299 Police Officer Attend: Yes
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Date 30/05/2017 Day Tuesday Time 13:25 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 APPROX 500M W OF J/W SIR FRANK WILLIAMS WAY HARWELL - SOME UNCERTAINTY OVER EXACT LOCATION Description LGV1 TRAV W ON A4130 IN QUEUING TRAFFIC DUE TO ROAD WORKS MADE U TURN TO RETURN TO E BUT HIT MC2 of Accident OVERTAKING QUEUE
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway	403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Not at or within 20 metres of junction	402 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001		A	
Junction Control							
2nd Road Number							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre						
SPECIAL SITE CONDITIONS							
Roadworks							
CARRIAGEWAY HAZARDS							
None							

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model	Cas No 1 Cas Class Driver or Rider Veh ref No 2
Manoeuvre U turn	Severity SERIOUS Age 52 yrs Sex Male Post code
Veh. direction from East to East Towing? No tow or articulation	Car Passenger? Not a passenger PSV Passenger? Not a passenger
Skidded No skidding, jack-knifing or overturning	Seat Belt Not applicable Cycle Helmet Not a cyclist
Veh location at impact (restricted lane) On main carriageway not in restricted lane	Ped Movement Not applicable
Junct. location of veh. at 1st impact Not at or within 20m of junction	Ped Location Not applicable
Veh left carriageway? Did not leave carriageway	Ped Direction to Not applicable
Hit object in c'way? None	School Pupil Other
Hit object off c'way? None	Roadworker injured
First point of impact Offside	<u>Other Details</u>
Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run	
Drivers age 36 yrs Sex Male Breath test Negative Driving Lic Full	
Left Hand Drive No Foreign veh. Not foreign registered vehicle	
Journey purpose Journey as part of work	

Veh.No. 2 Vehicle type M/cycle > 500cc Make Model	
Manoeuvre Overtaking stat veh on its offside	
Veh. direction from East to West Towing? No tow or articulation	
Skidded No skidding, jack-knifing or overturning	
Veh location at impact (restricted lane) On main carriageway not in restricted lane	
Junct. location of veh. at 1st impact Not at or within 20m of junction	
Veh left carriageway? Did not leave carriageway	
Hit object in c'way? None	
Hit object off c'way? None	
First point of impact Nearside	
Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run	
Drivers age 52 yrs Sex Male Breath test Negative Driving Lic Full	
Left Hand Drive No Foreign veh. Not foreign registered vehicle	
Journey purpose Not Known	

SEVERITY SERIOUS	District Vale of White Horse Ref.No 43170203459	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 450840 / 191158 Police Officer Attend: Yes
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Date 16/06/2017 Day Friday Time 05:30 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 APPROX 50M E OF J/W SIR FRANK WILLIAMS WAY HARWELL Description HGV1 TRAV E ON A4130 (DRIVER SUFFERING FROM FATIGUE) WENT TO OISDE OF CWAY & HIT ONCOMING HGV2 of Accident
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		503 Fatigue (Driver/Rider - Impairment)		Vehicle 001		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Not at or within 20 metres of junction			403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		B	
Junction Control		None							
2nd Road Number									
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Vehicle type Goods > 7.5t Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? Articulated vehicle Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 53 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 53 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Veh.No. 2 Vehicle type Goods > 7.5t Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 63 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 2 Cas Class Driver or Rider Veh ref No 2 Severity SERIOUS Age 63 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured

Other Details

SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170245907	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 450771 / 191136 Police Officer Attend: Yes
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Date 14/08/2017 Day Monday Time 10:14 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U189 Location SIR FRANK WILLIAMS WAY APPROX 20M S OF J/W A4130 HARWELL Description C1 TRAV N ON SIR FRANK WILLIAMS WAY MOVED OFF AS SIGNALS AHEAD CHANGED TO GREEN BUT HIT REAR OF C2 of Accident AHEAD ALSO MOVING OFF
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS None	402 Junction restart (Driver/Rider - Error)		Vehicle 001		A	
Carriageway Single carriageway		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail T or staggered junction		307 Travelling too fast for conditions (Driver/Rider - Injudicious)		Vehicle 001		B	
Junction Control Automatic traffic signal	CARRIAGEWAY HAZARDS None	308 Following too close (Driver/Rider - Injudicious)		Vehicle 001		B	
2nd Road Number A4130							
Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre							

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Moving off Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? Parked vehicle Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age ? yrs Sex Female Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 57 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Moving off Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 57 yrs Sex Female Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170299110	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448692 / 191455 Police Officer Attend: Yes
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Date 26/09/2017 Day Tuesday Time 09:25 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 DIDCOT LINK ROAD APPROX 270M E OF J/W A34 / A4130 MILTON INTERCHANGE MILTON Description HGVI TRAV NE ON A4130 IN LANE 2 AND C2 TRAV NE IN LANE 1 - ON APPROACHING ROAD WORKS WITH LANE 1 of Accident CONED OFF HIT OCCURRED BETWEEN HGVI & C2 - BOTH DRIVERS BLAMED OTHER PARTY
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	40 MPH	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	B
Carriageway	Dual carriageway	107 Temporary road (Road Environment Contrib)		Vehicle 001	B
Junction Detail	T or staggered junction	107 Temporary road (Road Environment Contrib)		Vehicle 002	B
Junction Control	Give way or uncontrolled	601 Aggressive driving (Driver/Rider - Behaviour)		Vehicle 001	B
2nd Road Number	U				
Pedestrian Facilities	None within 50 metres Pedestrian phase at traffic signal junction				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Vehicle type Goods > 7.5t Make Model Manoeuvre Going ahead other Veh. direction from Southwest to Northeast Towing? Articulated vehicle Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Cleared junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 33 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 24 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Veh.No. 2 Vehicle type Car Make Model Manoeuvre Changing lane to right Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Cleared junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 24 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 2 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 23 yrs Sex Female Post code Car Passenger? Front seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured

Other Details

SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170296485	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448418 / 191374 Police Officer Attend: Yes
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Date 03/10/2017 Day Tuesday Time 17:05 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 MILTON INTERCHANGE RBT J/W ENTRANCE FROM MILTON PARK MILTON Description of Accident C1 & C2 BOTH TRAV S FROM MILTON PARK WITH C1 IN OSIDE LANE & C2 IN NSIDE LANE - ON ENTERING RBT C1 MOVED TO NSIDE ASSUMED TO EXIT TO A4130 TO DIDCOT CROSSING PATH OF C2 WHICH INTENDING TO CONTINUE ON RBT - C2 HIT NSIDE KERB & REBOUNDED
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 40 MPH	CARRIAGEWAY HAZARDS None		306 Exceeding speed limit (Driver/Rider - Injudicious)		Vehicle 001	B
Carriageway Roundabout		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A	
Junction Detail Roundabout						
Junction Control Automatic traffic signal						
2nd Road Number U						
Pedestrian Facilities None within 50 metres Pedestrian phase at traffic signal junction						

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age ? yrs Sex Female Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 49 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Left carriageway nearside and rebounded Hit object in c'way? None Hit object off c'way? Other permanent object First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 49 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170326878	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448287 / 191325 Police Officer Attend: No - reported over the counter
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Date 30/10/2017 Day Monday Time 21:10 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Road A4130 Location A4130 MILTON INTERCHANGE RBT J/W ENTRY SLIP ROAD TO A34 NBOUND MILTON Description C1 TRAV NE ON RBT IN OSIDE LANE EXITED RBT TO A34 NBOUND ENTRY SLIP ROAD BUT HIT C2 CONTINUING ON RBT of Accident TO NSIDE OF C1
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 40 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Automatic traffic signal 2nd Road Number A34 Pedestrian Facilities None within 50 metres Pedestrian phase at traffic signal junction	CARRIAGEWAY HAZARDS None		405 Failed to look properly (Driver/Rider - Error) 403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001 Vehicle 001	B B	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Turning left Veh. direction from Southwest to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Leaving roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 35 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 29 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 29 yrs Sex Female Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170376838	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448170 / 191634 Police Officer Attend: Yes
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Date 28/11/2017 Day Tuesday Time 06:25 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Dark: no street lighting	Road A34 Location A34 NBOUND J/W ENTRY SLIP ROAD FROM A4130 MILTON INTERCHANGE MILTON Description C1 TRAV N ON A34 SLIP ROAD HIT REAR OF STAT C2 WAITING TO ENTER A34 of Accident
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	70 MPH	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	B
Carriageway	Dual carriageway	SPECIAL SITE CONDITIONS			
Junction Detail	Slip road	None			
Junction Control	Give way or uncontrolled	CARRIAGEWAY HAZARDS			
2nd Road Number	A34	None			
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 34 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 61 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Waiting to go ahead but held up Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 61 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170369740	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448433 / 191332 Police Officer Attend: Yes
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Date 06/12/2017 Day Wednesday Time 07:15 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Road A4130 Location A4130 MILTON INTERCHANGE RBT J/W A34 AT J/W A4130 FROM DIDCOT MILTON Description of Accident C1 TRAV S IN LANE 3 OF RBT FAILED TO STOP FOR RED SIGNAL & HIT MC2 TRAV W ON A4130 FROM DIDCOT ENTERING RBT ON GREEN SIGNAL
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 40 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Automatic traffic signal 2nd Road Number A4130 Pedestrian Facilities None within 50 metres Pedestrian phase at traffic signal junction	CARRIAGEWAY HAZARDS None		301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	Vehicle 001	A	
		405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A		

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 26 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 33 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type M/cycle > 500cc Make Model Manoeuvre Moving off Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 33 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170369726	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448661 / 191047 Police Officer Attend: No - reported over the counter
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Date 08/12/2017 Day Friday Time 16:00 Weather Fine without high winds Road Surface Dry Street Lighting Dark: no street lighting	Road A34 Location A34 NBOUND AT MP 64/1 MILTON Description LGV1 TRAV NW IN LANE 1 HIT REAR OF STAT C2 IN QUEUING TRAFFIC - LGV1 FTS of Accident
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 70 MPH Carriageway Dual carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None		602 Careless/Reckless (Driver/Rider - Behaviour) 509 Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001 Vehicle 001	B B	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Going ahead other Veh. direction from Southeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Hit and Run Drivers age ? yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 30 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Waiting to go ahead but held up Veh. direction from Southeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 30 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170370694	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448427 / 191350 Police Officer Attend: Yes
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Date 09/12/2017 Day Saturday Time 15:55 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 MILTON INTERCHANGE RBT J/W A4130 FROM DIDCOT MILTON Description C1 TRAV S ON A4130 RBT FAILED TO STOP AT RED SIGNAL & HIT TX2 TRAV W FROM A4130 FROM DIDCOT INTO of Accident CENTRAL LANES OF RBT
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	40 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Carriageway	Roundabout	301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)		Vehicle 001	A
Junction Detail	Roundabout				
Junction Control	Automatic traffic signal				
2nd Road Number	A4130				
Pedestrian Facilities	None within 50 metres Pedestrian phase at traffic signal junction				
SPECIAL SITE CONDITIONS					
None					
CARRIAGEWAY HAZARDS					
None					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Manoeuvre Going ahead other Veh. direction from North to South Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Drivers age 33 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic Full	Cas No 2 Cas Class Passenger Severity SLIGHT Age 4 yrs Sex Female Car Passenger? Rear seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Veh ref No 2 Post code
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Veh.No. 2 Vehicle type Taxi Manoeuvre Going ahead other Veh. direction from East to West Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Drivers age 31 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic Full
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43180002110	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448428 / 191353 Police Officer Attend: Yes
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Date 25/12/2017 Day Monday Time 11:34 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 MILTON INTERCHANGE RBT J/W A4130 FROM DIDCOT MILTON Description C1 TRAV S ON RBT FAILED TO SEE / STOP FOR RED SIGNAL AND HIT OSIDE OF C2 ENTERING RBT FROM A4130 FROM of Accident DIDCOT USING CENTRAL LANES OF RBT
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)		Vehicle 001		A	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Roundabout								
Junction Control	Automatic traffic signal								
2nd Road Number	A4130								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 42 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 52 yrs Sex Female Post code Car Passenger? Rear seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 50 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 2 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 55 yrs Sex Female Post code Car Passenger? Rear seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured

Other Details

SEVERITY SLIGHT	District Vale of White Horse Ref.No 43180183910	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448760 / 191478 Police Officer Attend: Yes
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Date 12/06/2018 Day Tuesday Time 17:24 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 APPROX 350M E OF J/W A34 / A4130 MILTON INTERCHANGE AT E END OF CENTRAL ISLAND MILTON Description C1 TRAV E ON A4130 MADE U TURN AT END OF CENTRAL REFUGE AREA TO RETURN TO W FAILING TO SEE / GIVE WAY TO MC2 TRAV E ON A4130 TO OSIDE OF C1
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Not at or within 20 metres of junction			602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001		A	
Junction Control		None							
2nd Road Number									
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre U turn Veh. direction from West to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 23 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 23 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Veh.No. 2 Vehicle type M/cycle 50 - 125cc Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 28 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 2 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 28 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured

Other Details

SEVERITY SLIGHT	District Vale of White Horse Ref.No 43180212830	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 449975 / 191366 Police Officer Attend: Yes
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Date 03/07/2018 Day Tuesday Time 17:31 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 APPROX 1.5KM E OF MILTON INTERCHANGE HARWELL Description C1 TRAV E ON A4130 HIT REAR OF C2 IN SLOW MOVING TRAFFIC WHICH THEN HIT REAR OF C3 of Accident
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway			603 Nervous/Uncertain (Driver/Rider - Behaviour)		Vehicle 001		B	
Junction Detail	Not at or within 20 metres of junction								
Junction Control		CARRIAGEWAY HAZARDS							
2nd Road Number		None							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED 3	CASUALTIES INVOLVED 2
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Veh.No. 1 Manoeuvre Going ahead other Veh. direction from West to East Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Drivers age 19 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Vehicle type Car Make Model Towing? No tow or articulation Severity SLIGHT Age 47 yrs Sex Female Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Post code
Veh.No. 2 Manoeuvre Reversing Veh. direction from West to East Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 0 Drivers age 47 yrs Sex Female Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Vehicle type Car Make Model Towing? No tow or articulation Severity SLIGHT Age 65 yrs Sex Female Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Cas No 2 Cas Class Driver or Rider Veh ref No 3 Post code

Other Details	
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Veh.No.	3	Vehicle type	Car	Make		Model		
Manoeuvre	Waiting to go ahead but held up							
Veh. direction from	West to East		Towing?	No tow or articulation				
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Not at or within 20m of junction							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Back							
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run			
Drivers age	65 yrs	Sex	Female	Breath test	Not requested		Driving Lic	Full
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle				
Journey purpose	Commuting to/from work							

SEVERITY FATAL	District Vale of White Horse Ref.No 43180259399	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448431 / 191346 Police Officer Attend: Yes
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Date 23/08/2018 Day Thursday Time 19:25 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 MILTON INTERCHANGE RBT J/W A4130 FROM DIDCOT MILTON Description of Accident C1 TRAV S ON A4130 MILTON INTERCHANGE RBT INTENDING TO EXIT TO A4130 W FAILED TO STOP AT RED SIGNAL & HIT MC2 TRAV W FROM A4130 FROM DIDCOT TRAV INTO CENTRAL THROUGH LANES OF RBT - MC1 RIDER FATALLY INJURED
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 40 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Automatic traffic signal 2nd Road Number A34 Pedestrian Facilities None within 50 metres Pelican, puffin, toucan or similar	CARRIAGEWAY HAZARDS None		405 Failed to look properly (Driver/Rider - Error) 301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious) 405 Failed to look properly (Driver/Rider - Error)	Vehicle 001 Vehicle 001 Vehicle 002	B A B	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 51 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity FATAL Age 20 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type M/cycle 125 - 500cc Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 20 yrs Sex Male Breath test Not provided (medical reas Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448283 / 191351
	Ref.No 43180306275		Police Officer Attend: Yes

Date 25/09/2018 Day Tuesday	Road A34 Location A34 N/B SLIP RD APPROX 20M N OF A4130 MILTON INTERCHANGE RBT MILTON
Time 11:49	Description HGVT1TRAV N ON A34 N/B SLIP RD, HAVING EXITED RBT IN FRONT OF C2 CHANGED LANE FROM LANE 2 TO LANE 1, IN PROCESS HAS HIT C2 WHICH SPUN IN FRONT OF HGVT1 INTO O/S VERGE
Weather Fine without high winds	
Road Surface Dry	
Street Lighting Daylight	

SPEED LIMIT		SPECIAL SITE CONDITIONS	CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
Speed Limit 60 MPH	Carriageway Slip road				
Junction Detail Roundabout	Junction Control Give way or uncontrolled	CARRIAGEWAY HAZARDS			
2nd Road Number A4130	Pedestrian Facilities None within 50 metres				
No physical crossing facility within 50 metre					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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<p>Veh.No. 1 Vehicle type Goods > 7.5t Make Model</p> <p>Manoeuvre Changing lane to left</p> <p>Veh. direction from Southwest to Northeast Towing? No tow or articulation</p> <p>Skidded No skidding, jack-knifing or overturning</p> <p>Veh location at impact (restricted lane) On main carriageway not in restricted lane</p> <p>Junct. location of veh. at 1st impact Cleared junction or waiting</p> <p>Veh left carriageway? Did not leave carriageway</p> <p>Hit object in c'way? None</p> <p>Hit object off c'way? None</p> <p>First point of impact Nearside</p> <p>Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run</p> <p>Drivers age 57 yrs Sex Male Breath test Negative Driving Lic Full</p> <p>Left Hand Drive No Foreign veh. Not foreign registered vehicle</p> <p>Journey purpose Journey as part of work</p>	<p>Cas No 1 Cas Class Driver or Rider Veh ref No 2</p> <p>Severity SLIGHT Age 18 yrs Sex Female Post code</p> <p>Car Passenger? Not a passenger PSV Passenger? Not a passenger</p> <p>Seat Belt Not applicable Cycle Helmet Not a cyclist</p> <p>Ped Movement Not applicable</p> <p>Ped Location Not applicable</p> <p>Ped Direction to Not applicable</p> <p>School Pupil Other</p> <p>Roadworker injured</p>
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<p>Veh.No. 2 Vehicle type Car Make Model</p> <p>Manoeuvre Going ahead other</p> <p>Veh. direction from Southwest to Northeast Towing? No tow or articulation</p> <p>Skidded Skidded</p> <p>Veh location at impact (restricted lane) On main carriageway not in restricted lane</p> <p>Junct. location of veh. at 1st impact Cleared junction or waiting</p> <p>Veh left carriageway? Left carriageway offside</p> <p>Hit object in c'way? None</p> <p>Hit object off c'way? None</p> <p>First point of impact Offside</p> <p>Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run</p> <p>Drivers age 18 yrs Sex Female Breath test Negative Driving Lic Full</p> <p>Left Hand Drive No Foreign veh. Not foreign registered vehicle</p> <p>Journey purpose Commuting to/from work</p>	<p><u>Other Details</u></p>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43180304423	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 449825 / 191632 Police Officer Attend: Yes
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Date 04/10/2018 Day Thursday Time 15:03 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U243 Location MILTON ROAD RBT J/W PARK DRIVE HARWELL Description C1 TRAV N ON MILTON ROAD HIT REAR OF C2 WHICH BRAKED ON APPROACH TO RBT FOR ONCOMING EMERGENCY of Accident AMBULANCE
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SITE DETAILS Speed Limit 60 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) 903 Emergency vehicle on call (Special Codes)	PARTICIPANT PROBABILITY Vehicle 001 A Vehicle 003 A
CARRIAGEWAY HAZARDS None			

VEHICLES INVOLVED 3	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Slowing or stopping Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 73 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 41 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Waiting to go ahead but held up Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 41 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	<u>Other Details</u>
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Veh.No.	3	Vehicle type	Other: AMBULANCE	Make	Model
Manoeuvre	Going ahead other				
Veh. direction from	North to South		Towing?	No tow or articulation	
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Approaching junction or waiting				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Did not impact				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Non-stop vehicle,
Drivers age ? yrs	Sex	Not know	Breath test	Driver not contacted	Driving Lic Full
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle		
Journey purpose	Journey as part of work				

SEVERITY SLIGHT	District Vale of White Horse Ref.No 43180306139	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 449923 / 191373 Police Officer Attend: Yes
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Date 07/10/2018 Day Sunday Time 08:30 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 LINK ROAD APPROX. 1500M E OF MILTON INTERCHANGE HARWELL Description TX2 TRAV W ON A4130 SUDDENLY BRAKED CAUSING C1 ALSO TRAV W TO DRIVE INTO REAR OF TX2. of Accident
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		408 Sudden braking (Driver/Rider - Error)		Vehicle 002		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001		B	
Junction Detail	Not at or within 20 metres of junction			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Control		None		509 Distraction in vehicle (Driver/Rider - Impairment)		Vehicle 001		B	
2nd Road Number									
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Manoeuvre Going ahead other Veh. direction from Southeast to Northwest Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Drivers age 26 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Vehicle type Car Make Model Towing? No tow or articulation On main carriageway not in restricted lane Not at or within 20m of junction Did not leave carriageway None None Front Hit and run Not hit and run Driving Lic Full	Cas No 1 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Driver or Rider Age 34 yrs Sex Female PSV Passenger? Not a passenger Cycle Helmet Not a cyclist Veh ref No 2 Post code
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Veh.No. 2 Manoeuvre Going ahead other Veh. direction from Southeast to Northwest Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? Entered ditch First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Drivers age 34 yrs Sex Female Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Vehicle type Taxi Make Model Towing? No tow or articulation On main carriageway not in restricted lane Not at or within 20m of junction Left carriageway nearside None Entered ditch Back Hit and run Not hit and run Driving Lic Full
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43180379369	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 449971 / 191365 Police Officer Attend: Yes
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Date 12/12/2018 Day Wednesday Time 08:06 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 APPROX 1.5KM E OF MILTON INTERCHANGE HARWELL Description LGV1 TRAV W ON A4130 HIT REAR OF STAT C2 IN QUEUINGTRAFFIC - C2 HIT LGV3 THEN HIT REAR OF LGV4 of Accident
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Not at or within 20 metres of junction			408 Sudden braking (Driver/Rider - Error)		Vehicle 001		A	
Junction Control		None		410 Loss of control (Driver/Rider - Error)		Vehicle 001		A	
2nd Road Number				510 Distraction outside vehicle (Driver/Rider - Impairment)		Vehicle 001		B	
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED 4	CASUALTIES INVOLVED 2
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Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 34 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 34 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Veh.No. 2 Vehicle type Car Make Model Manoeuvre Waiting to go ahead but held up Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 44 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 2 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 44 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured

Other Details

Veh.No.	3	Vehicle type	Van/Goods < 3.5t	Make	Model
Manoeuvre	Waiting to go ahead but held up				
Veh. direction from	East to West	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Not at or within 20m of junction				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Back				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age	28 yrs	Sex	Male	Breath test	Negative
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle		
Journey purpose	Journey as part of work				

Veh.No.	4	Vehicle type	Van/Goods < 3.5t	Make	Model
Manoeuvre	Waiting to go ahead but held up				
Veh. direction from	East to West	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Not at or within 20m of junction				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Back				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age	50 yrs	Sex	Male	Breath test	Negative
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle		
Journey purpose	Journey as part of work				

SEVERITY SLIGHT	District Vale of White Horse Ref.No 43190093776	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448351 / 191385 Police Officer Attend: Yes
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Date 26/02/2019 Day Tuesday Time 08:35 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 MILTON INTERCHANGE RBT J/W A34 SBOUND EXIT SLIP ROAD MILTON Description C1 TRAV NE ON RBT IN LANE 3 MOVED TO LANE 2 INTO PATH OF MC2 - HIT OCCURED & MC2 RIDER FELL of Accident
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Roundabout	SPECIAL SITE CONDITIONS					
Junction Detail	Roundabout	None					
Junction Control	Automatic traffic signal	CARRIAGEWAY HAZARDS					
2nd Road Number	A34	None					
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre						

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Manoeuvre Changing lane to left Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 76 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 53 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type M/cycle > 500cc Manoeuvre Going ahead other Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 53 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43190084785	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448367 / 191719 Police Officer Attend: Yes
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Date 16/03/2019 Day Saturday Time 11:32 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U299 Location MILTON PARK ROAD J/W HIGH STREET MILTON Description C1 TRAV NE FROM MILTON INTERCHANGE TOWARDS MILTON PARK MADE U TURN AT END OF DUAL CWAY SECTION of Accident AT J/W HIGH ST TO RETURN TO SW BUT HIT C2 ALSO TRAV NE CONTINUING TO MILTON PARK
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SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS None	403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001	A
Carriageway Single carriageway		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Junction Detail T or staggered junction	CARRIAGEWAY HAZARDS None				
Junction Control Give way or uncontrolled					
2nd Road Number U					
Pedestrian Facilities None within 50 metres Pelican, puffin, toucan or similar					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre U turn Veh. direction from Southwest to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 57 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 69 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Southwest to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 69 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43190109476	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 450686 / 191198 Police Officer Attend: Yes
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Date 01/04/2019 Day Monday Time 13:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 APPROX 100M W OF J/W SIR FRANK WILLIAMS WAY DIDCOT Description MBS1 TRAV W ON A4130 WHEN APPEARS DRIVER DISTRACTED & SWERVED TO OSIDE & ONCOMING HGV2 of Accident
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SITE DETAILS Speed Limit 40 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 509 Distraction in vehicle (Driver/Rider - Impairment) 410 Loss of control (Driver/Rider - Error) 409 Swerved (Driver/Rider - Error)	PARTICIPANT PROBABILITY Vehicle 001 A Vehicle 001 A Vehicle 001 A
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VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Minibus Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 26 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 26 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Goods > 7.5t Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? Articulated vehicle Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 47 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43190109134	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 448569 / 191113 Police Officer Attend: Yes
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Date 10/04/2019 Day Wednesday Time 16:33 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A34 Location A34 NBOUND AT MP 64/2 MILTON Description LGV1 TRAV NW IN LANE 1 HIT REAR OF STAT C2 IN QUEUING TRAFFIC of Accident
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 70 MPH	SPECIAL SITE CONDITIONS		406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A
Carriageway Dual carriageway	None				
Junction Detail Not at or within 20 metres of junction	CARRIAGEWAY HAZARDS				
Junction Control	None				
2nd Road Number					
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Manoeuvre Going ahead other Veh. direction from Southeast to Northwest Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Drivers age 27 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic Full	Cas No 1 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Cas Class Passenger Age 31 yrs Sex Male PSV Passenger? Not a passenger Cycle Helmet Not a cyclist	Veh ref No 1 Post code
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Veh.No. 2 Manoeuvre Going ahead other Veh. direction from Southeast to Northwest Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Drivers age 31 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic Full	Cas No 2 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Cas Class Driver or Rider Age 31 yrs Sex Male PSV Passenger? Not a passenger Cycle Helmet Not a cyclist	Veh ref No 2 Post code
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Other Details

SEVERITY SLIGHT	District Vale of White Horse Ref.No 43190128863	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 447913 / 191298 Police Officer Attend: No - self completed form
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Date 26/04/2019 Day Friday Time 16:00 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 APPROX 75M W OF J/W MILTON HEIGHTS MILTON Description TX1 TRAV E ON A4130 HIT REAR OF STAT C2 IN QUEUING TRAFFIC - C2 IN TURN HIT REAR OF STAT C3 AHEAD - TX1 of Accident FTS
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	40 MPH	602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001	A
Carriageway	Single carriageway	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Junction Detail	Not at or within 20 metres of junction				
Junction Control					
2nd Road Number					
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				
SPECIAL SITE CONDITIONS					
None					
CARRIAGEWAY HAZARDS					
None					

VEHICLES INVOLVED 3	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Taxi Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 50 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 3 Severity SLIGHT Age 26 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Waiting to go ahead but held up Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 27 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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Veh.No.	3	Vehicle type	Car	Make		Model	
Manoeuvre	Waiting to go ahead but held up						
Veh. direction from	West to East		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Not at or within 20m of junction						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Back						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run		
Drivers age	26 yrs	Sex	Male	Breath test	Driver not contacted	Driving Lic	Full
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle			
Journey purpose	Not Known						

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P2790614	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	452216 / 191868 Yes
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Date	26/06/2014	Day	Thursday	Road	A4130	Location	A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W COLLETT & ACCESS ROAD TO HILL FARM / WASTE SITE
Time	08:40			Description of Accident	C1 (DRIVER 85 YRS) TRAV E ON A4130 ENTERED RBT BUT HIT OSIDE OMV2 (REFUSE LORRY) WHICH HAD ENTERED RBT FROM HILL FARM / WASTE SITE TO TURN RT ONTO A4130 AT RBT		
Weather	Fine without high winds				DIDCOT		
Road Surface	Dry						
Street Lighting	Daylight						

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Roundabout			403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Roundabout								
Junction Control	Give way or uncontrolled								
2nd Road Number	U	CARRIAGEWAY HAZARDS							
Pedestrian Facilities	None within 50 metres Central refuge - no other controls	None							

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	2
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	1			
Manoeuvre	Going ahead other							Severity	SLIGHT	Age	85 yrs	Sex	Male	Post code		
Veh. direction from	West to East			Towing?	No tow or articulation			Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger				
Skidded	No skidding, jack-knifing or overturning							Seat Belt	Not applicable		Cycle Helmet					
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable							
Junct. location of veh. at 1st impact	Entering roundabout							Ped Location	Not applicable							
Veh left carriageway?	Did not leave carriageway							Ped Direction to	Not applicable							
Hit object in c'way?	None							School Pupil	Other							
Hit object off c'way?	None							Roadworker injured								
First point of impact	Front							Cas No	2	Cas Class	Passenger	Veh ref No	1			
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run			Severity	SLIGHT	Age	78 yrs	Sex	Female	Post code		
Drivers age	85 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger		
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle			Seat Belt	Not applicable		Cycle Helmet					
Journey purpose	Other							Ped Movement	Not applicable							

Veh.No.	2	Vehicle type	Other: REFUSE VEHICLE	Make		Model		Ped Location	Not applicable							
Manoeuvre	Turning right							Ped Direction to	Not applicable							
Veh. direction from	North to West			Towing?	No tow or articulation			School Pupil	Other							
Skidded	No skidding, jack-knifing or overturning							Roadworker injured								
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							<u>Other Details</u>								
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road															
Veh left carriageway?	Did not leave carriageway															
Hit object in c'way?	None															
Hit object off c'way?	None															
First point of impact	Offside															
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run											
Drivers age	32 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full								
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle											
Journey purpose	Journey as part of work															

SEVERITY SERIOUS	District South Oxfordshire Ref.No P2320714	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451575 / 191351 Police Officer Attend: Yes
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Date 15/07/2014 Day Tuesday	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER RD J/W TRIDENT HOUSE ENTRANCE DIDCOT
Time 17:00	Description of Accident C1 TRAV E FROM ACCESS TURNED RT TO A4130 BUT HIT MC2 TRAV S ON A4130 HAVING JUST OVR TK U/K SBOUND VEH WHICH HAD SLOWED TO ALLOW C1 TO TURN - APPEARS C1 HAD SEEN APPROACHING FIRE APPLIANCE ON EMERGENCY CALL & WAS IN HURRY TO CLEAR JUNCTION
Weather Fine without high winds	
Road Surface Dry	
Street Lighting Daylight	

SITE DETAILS		SPECIAL SITE CONDITIONS	CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
Speed Limit	50 MPH	None	405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
Carriageway	Single carriageway		402 Junction restart (Driver/Rider - Error)	Vehicle 001	B
Junction Detail	T or staggered junction	CARRIAGEWAY HAZARDS	403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	B
Junction Control	Give way or uncontrolled		510 Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	B
2nd Road Number	U		403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	B
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre	None			

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Goods 3.5 - 7.5t	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Turning right				Severity	SERIOUS		Age	35 yrs	Sex	Male
Veh. direction from	West to South				Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Front				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	58 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle								
Journey purpose	Journey as part of work										

Veh.No. 2	Vehicle type	M/cycle > 500cc	Make	Model						
Manoeuvre	Going ahead other									
Veh. direction from	North to South									
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Approaching junction or waiting									
Veh left carriageway?	Left carriageway nearside									
Hit object in c'way?	None									
Hit object off c'way?	Tree									
First point of impact	Back									
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run					
Drivers age	35 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Other									

SEVERITY SLIGHT	District South Oxfordshire Ref.No P0560814	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451458 / 190939 Police Officer Attend: Yes
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Date 07/08/2014 Day Thursday	Road A4130 Location A4130 AT RBT J/W MENDIP HEIGHTS & B4493	Time 18:07	Location DIDCOT
Weather Fine without high winds	Description C1 TRAV SE ON A4130 ENTERED RBT BUT FAILED TO GIVEWAY TO PC2 TRAV N ROUNDING RBT FROM MENDIP	Road Surface Dry	Description HEIGHTS TO CONTINUE TO N ON A4130 DIDCOT PERIMETER ROAD - HIT OCCURRED CAUSING RIDER TO FALL
Street Lighting Daylight			

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Roundabout			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Roundabout								
Junction Control	Give way or uncontrolled	CARRIAGEWAY HAZARDS							
2nd Road Number	B4493	None							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Moving off				Severity	SLIGHT	Age	16 yrs	Sex	Male	
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet	No		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Entering roundabout				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Front				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	51 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model						
Manoeuvre	Going ahead other									
Veh. direction from	South to North	Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run					
Drivers age	16 yrs	Sex	Male	Breath test	Not Applicable		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Not Known									

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P2000814	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	451456 / 190942 Yes
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Date Time Weather Road Surface Street Lighting	21/08/2014 14:50 Fine without high winds Dry Daylight	Day Thursday	Road A4130	Location A4130 AT RBT J/W MENDIP HEIGHTS & B4493	DIDCOT	Description of Accident	C1 TRAV SE ON A4130 ENTERED RBT BUT FAILED TO GIVEWAY TO PC2 TRAV N ROUNDING RBT FROM MENDIP HEIGHTS INTENDING TO CONTINUE TO N ON A4130 TOWARDS POWER STATION - HIT OCCURRED & RIDER FELL
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS							
Junction Detail	Roundabout								
Junction Control	Give way or uncontrolled								
2nd Road Number	B4493								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Moving off				Severity	SLIGHT	Age	29 yrs	Sex	Male
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet	No	
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable		Ped Location	Not applicable	
Junct. location of veh. at 1st impact	Entering roundabout				Ped Direction to	Not applicable		School Pupil	Other	
Veh left carriageway?	Did not leave carriageway				Roadworker injured					
Hit object in c'way?	None				<u>Other Details</u>					
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run					
Drivers age	78 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Other									

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model						
Manoeuvre	Going ahead other									
Veh. direction from	South to North	Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Leaving roundabout									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run					
Drivers age	29 yrs	Sex	Male	Breath test	Not Applicable		Driving Lic	Full		
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Commuting to/from work									

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P1151014	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	451534 / 191159 Yes
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Date Time Weather Road Surface Street Lighting	10/10/2014 Day Friday 07:27 Fine without high winds Wet/Damp Daylight	Road Location	A4130 A4130 AT RBT J/W BASIL HILL RD & MILTON RD & POWER STATION ACCESS	DIDCOT
Description of Accident	C1 TRAV S ON A4130 MOVED OFF TO ENTER RBT BUT FAILED TO GIVEWAY TO PC2 TRAV SE ROUNDING RBT & C1 HIT NSIDE OF PC2			

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	None		405	Failed to look properly (Driver/Rider - Error)	Vehicle 001	A		
Carriageway	Roundabout	CARRIAGEWAY HAZARDS		406	Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A		
Junction Detail	Roundabout			407	Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	Vehicle 001	A		
Junction Control	Give way or uncontrolled	None		602	Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	B		
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Moving off				Severity	SLIGHT	Age	39 yrs	Sex	Male	
Veh. direction from	North to South	Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet	Yes		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable		Ped Location	Not applicable		
Junct. location of veh. at 1st impact	Entering roundabout				Ped Direction to	Not applicable		School Pupil	Other		
Veh left carriageway?	Did not leave carriageway				Roadworker injured						
Hit object in c'way?	None				<u>Other Details</u>						
Hit object off c'way?	None										
First point of impact	Front										
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	49 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle								
Journey purpose	Commuting to/from work										

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model					
Manoeuvre	Going ahead other								
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning								
Veh location at impact (restricted lane)	On main carriageway not in restricted lane								
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road								
Veh left carriageway?	Did not leave carriageway								
Hit object in c'way?	None								
Hit object off c'way?	None								
First point of impact	Nearside								
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run				
Drivers age	39 yrs	Sex	Male	Breath test	Not Applicable		Driving Lic	Full	
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle						
Journey purpose	Not Known								

SEVERITY SLIGHT	District South Oxfordshire Ref.No P0141114	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451531 / 191161 Police Officer Attend: Yes
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Date 01/11/2014 Day Saturday	Road A4130 Location A4130 DIDCOT PERIMETER RD AT POWER STATION RBT J/W MILTON ROAD / POWER STATION ACCESS & BASIL HILL ROAD DIDCOT
Time 16:10	Description TX1 TRAV S ON A4130 ENTERED RBT BUT FAILED TO GIVE WAY TO PC2 WHICH HAD ENTERED RBT FROM MILTON
Weather Fine without high winds	of Accident ROAD & HIT OCCURRED
Road Surface Dry	
Street Lighting Daylight	

SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 50 MPH	SPECIAL SITE CONDITIONS None	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Carriageway Roundabout		602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001	A
Junction Detail Roundabout					
Junction Control Give way or uncontrolled	CARRIAGEWAY HAZARDS None				
2nd Road Number U					
Pedestrian Facilities None within 50 metres Central refuge - no other controls					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Taxi Manoeuvre Moving off Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 51 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 32 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not known Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Pedal Cycle Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 32 yrs Sex Male Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No P2931114	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451611 / 191529 Police Officer Attend: Yes
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Date 25/11/2014 Day Tuesday Time 18:56 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Dark: street lights present and lit	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W HAWKSWORTH DIDCOT Description C1 TRAV N ON A4130 ENTERED RBT J/W HAWKSWORTH FAILED TO GIVEWAY TO PC2 TRAV W ROUNDING RBT FROM of Accident HA & C1 HIT NSIDE OF PC2 - SOME UNCERTAINTY OVER DIRECTIONS OF TRAVEL
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	302 Disobeyed give way or stop sign markings (Driver/Rider - Injud		Vehicle 001		B	
Carriageway	Roundabout	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Roundabout	707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)		Vehicle 001		B	
Junction Control	Give way or uncontrolled						
2nd Road Number	U						
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre						
SPECIAL SITE CONDITIONS							
None							
CARRIAGEWAY HAZARDS							
None							

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	34 yrs	Sex	Male	
Veh. direction from	South to North		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Entering roundabout										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Offside										
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run						
Drivers age	64 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Other										

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model	<u>Other Details</u>						
Manoeuvre	Going ahead other										
Veh. direction from	East to West		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Nearside										
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run						
Drivers age	34 yrs	Sex	Male	Breath test	Not Applicable		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Commuting to/from work										

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P2181214	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	451611 / 191523 Yes
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Date	18/12/2014	Day	Thursday	Road	A4130	Location	A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W HAWKSWORTH	DIDCOT
Time	18:50			Description of Accident	MC1 TRAV N ON A4130 IN WET CONDITIONS HIT R OF C2 SLOWING ON ENTRY TO RBT TO GIVE WAY TO U/K VEH TURNING RT ONTO A4130 FROM HAWKSWORTH			
Weather	Fine without high winds							
Road Surface	Wet/Damp							
Street Lighting	Dark: street lights present and lit							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	50 MPH	None		103 Slippery road due to weather (Road Environment Contrib)		Vehicle 001	B
Carriageway	Roundabout			405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Junction Detail	Roundabout			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	A
Junction Control	Give way or uncontrolled	CARRIAGEWAY HAZARDS					
2nd Road Number	U	None					
Pedestrian Facilities	None within 50 metres						
	No physical crossing facility within 50 metre						

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	2
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Veh.No. 1	Vehicle type	M/cycle 125 - 500cc	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	41 yrs	Sex	Male
Veh. direction from	South to North		Towing?	No tow or articulation	Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	Skidded				Seat Belt	Not applicable		Cycle Helmet		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable				
Junct. location of veh. at 1st impact	Approaching junction or waiting				Ped Location	Not applicable				
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable				
Hit object in c'way?	None				School Pupil	Other				
Hit object off c'way?	None				Roadworker injured					
First point of impact	Front				Cas No	2	Cas Class	Driver or Rider	Veh ref No	2
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Severity	SLIGHT	Age	53 yrs	Sex	Female
Drivers age	41 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No				Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Journey purpose	Other				Seat Belt	Not applicable		Cycle Helmet		
		Foreign veh.	Not foreign registered vehicle		Ped Movement	Not applicable				
					Ped Location	Not applicable				
					Ped Direction to	Not applicable				
					School Pupil	Other				
					Roadworker injured					

Veh.No. 2	Vehicle type	Car	Make	Model	<u>Other Details</u>						
Manoeuvre	Slowing or stopping										
Veh. direction from	South to North		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Approaching junction or waiting										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Back										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age	53 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No				Foreign veh.	Not foreign registered vehicle					
Journey purpose	Other										

SEVERITY SERIOUS	District South Oxfordshire Ref.No P2480215	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451532 / 191153 Police Officer Attend: Yes
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Date 16/02/2015 Time 06:05 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Dark: street lights present and lit	Day Monday Road A4130 Location A4130 AT RBT J/W BASIL HILL RD & MILTON RD & POWER STATION ACCESS DIDCOT Description of Accident C1 TRAV S ON A4130 ENTERED RBT FAILING TO SEE PC2 (RIDER WITH HIGH VIS AND LIGHTS) NEG RBT FROM MILTON ROAD TO TRAV S ON A4130 (SOME UNCERTAINTY OVER EXACT DETAILS - POSS C2 ENTERING RBT FROM BASIL HILL ROAD)
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SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	50 MPH	SPECIAL SITE CONDITIONS	103 Slippery road due to weather (Road Environment Contrib)	Vehicle 001	B
Carriageway	Roundabout	CARRIAGEWAY HAZARDS	405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
Junction Detail	Roundabout		510 Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	B
Junction Control	Give way or uncontrolled	None	602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	A
2nd Road Number	U				
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Turning right				Severity	SERIOUS		Age	43 yrs	Sex	Female
Veh. direction from	North to Southwest		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	Skidded				Seat Belt	Not applicable		Cycle Helmet	Not known		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Entering roundabout				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Front				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	64 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Commuting to/from work										

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model		
Manoeuvre	Turning right					
Veh. direction from	Southwest to South		Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)	On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road					
Veh left carriageway?	Did not leave carriageway					
Hit object in c'way?	None					
Hit object off c'way?	None					
First point of impact	Back					
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run	
Drivers age	43 yrs	Sex	Female	Breath test	Not Applicable	
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle		
Journey purpose	Commuting to/from work					

SEVERITY SERIOUS	District South Oxfordshire Ref.No P2700415	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451460 / 190939 Police Officer Attend: No - reported over the counter
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Date 25/04/2015 Day Saturday	Road A4130 Location A4130 AT RBT J/W MENDIP HEIGHTS & B4493 DIDCOT
Time 17:20	Description C1 TRAV SE ON A4130 ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV N ROUNDING RBT FROM MENDIP HEIGHTS & RIDER FELL & SUSTAINED SERIOUS INJURY-C1 STOPPED BUT FAILED TO EXCHANGE DETAILS
Weather Fine without high winds	
Road Surface Dry	
Street Lighting Daylight	

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS							
Junction Detail	Roundabout								
Junction Control	Give way or uncontrolled								
2nd Road Number	B4493								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Going ahead other				Severity	SERIOUS	Age	32 yrs	Sex	Male	
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet	Yes		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable		Ped Location	Not applicable		
Junct. location of veh. at 1st impact	Entering roundabout				Ped Direction to	Not applicable		School Pupil	Other		
Veh left carriageway?	Did not leave carriageway				Roadworker injured						
Hit object in c'way?	None				<u>Other Details</u>						
Hit object off c'way?	None										
First point of impact	Front										
Veh registration no.			Other veh.hit (ref.no)	2	Hit and run	Hit and Run					
Drivers age ? yrs	Sex	Female	Breath test	Driver not contacted		Driving Lic	Full				
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model						
Manoeuvre	Going ahead other									
Veh. direction from	South to North		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Nearside									
Veh registration no.			Other veh.hit (ref.no)	1	Hit and run	Not hit and run				
Drivers age 32 yrs	Sex	Male	Breath test	Not Applicable		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Not Known									

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P0840715	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	451533 / 191171 No - reported over the counter
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Date Time Weather Road Surface Street Lighting	13/07/2015 08:55 Raining without high winds Wet/Damp Daylight	Day Monday	Road A4130	Location A4130 AT RBT J/W BASIL HILL RD & MILTON RD & POWER STATION ACCESS	DIDCOT
Description of Accident	C1 TRAV S ON A4130 APPROACHING RBT J/W BASIL HILL RD HIT PC2 TRAV S AHEAD OF C1 TO NSIDE OF A4130 & RIDER FELL & SUSTAINED SLIGHT INJURY - EXACT CIRCUMSTANCES UNCLEAR - POSS PC2 WAS USING CYCLE CROSSING POINT JUST N OF RBT				

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Carriageway	Roundabout			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Roundabout								
Junction Control	Give way or uncontrolled								
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS							
		None							

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	-1 yrs	Sex	Female	
Veh. direction from	North to South		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet	Not known		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable		Ped Location	Not applicable		
Junct. location of veh. at 1st impact	Approaching junction or waiting				Ped Direction to	Not applicable		School Pupil	Other		
Veh left carriageway?	Did not leave carriageway				Roadworker injured						
Hit object in c'way?	None				<u>Other Details</u>						
Hit object off c'way?	None										
First point of impact	Front										
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	35 yrs	Sex	Male	Breath test	Driver not contacted		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Commuting to/from work										

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model							
Manoeuvre	Going ahead other										
Veh. direction from	North to South		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Approaching junction or waiting										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Back										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age	? yrs	Sex	Female	Breath test	Not Applicable		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P1691115	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	451528 / 191155 Yes
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Date	13/11/2015	Day	Friday	Road	A4130	Location	A4130 AT RBT J/W BASIL HILL RD & MILTON RD & POWER STATION ACCESS	DIDCOT
Time	19:19			Description of Accident	HGV1 TRAV S ON A4130 ENTERED RBT FAILING TO GIVE WAY TO MP2 TRAV FROM MILTON ROAD NEG RBT TO EXIT TO BASIL HILL ROAD			
Weather	Fine without high winds							
Road Surface	Dry							
Street Lighting	Dark: street lights present and lit							

SITE DETAILS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		710 Vehicle blind spot (Driver/Rider - Vision Affected)		Vehicle 001		A	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Roundabout			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Control	Give way or uncontrolled			None					
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Goods > 7.5t	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	17 yrs	Sex	Male
Veh. direction from	North to South		Towing?	Articulated vehicle	Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Entering roundabout									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run					
Drivers age	67 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Journey as part of work									

Veh.No. 2	Vehicle type	M/cycle <= 50cc	Make	Model	<u>Other Details</u>					
Manoeuvre	Going ahead other									
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run					
Drivers age	17 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Other									

SEVERITY SLIGHT	District South Oxfordshire Ref.No P2270116	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451679 / 190862 Police Officer Attend: Yes
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Date 19/01/2016 Day Tuesday	Road B4493 Location B4493 APPROX 200M SE OF RBT J/W A4130 MENDIP HEIGHTS DIDCOT
Time 18:44	Description C1 TRAV NW ON B4493 SWERVED TO OSIDE TO AVOID SLOWING TRAFFIC AHEAD & HIT F OF C2 TRAV SE ON B4493 of Accident
Weather Fine without high winds	
Road Surface Dry	
Street Lighting Dark: street lights present and lit	

SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 40 MPH	SPECIAL SITE CONDITIONS None	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Carriageway Single carriageway		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	A
Junction Detail Not at or within 20 metres of junction	CARRIAGEWAY HAZARDS None	409 Swerved (Driver/Rider - Error)		Vehicle 001	A
Junction Control					
2nd Road Number					
Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Vehicle type Car Make Model	Cas No 1 Cas Class Driver or Rider Veh ref No 1
Manoeuvre Going ahead other	Severity SLIGHT Age 58 yrs Sex Male Post code
Veh. direction from Southeast to Northwest Towing? No tow or articulation	Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet
Skidded No skidding, jack-knifing or overturning	Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Veh location at impact (restricted lane) On main carriageway not in restricted lane	
Junct. location of veh. at 1st impact Not at or within 20m of junction	
Veh left carriageway? Did not leave carriageway	
Hit object in c'way? None	
Hit object off c'way? None	
First point of impact Front	
Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run	Cas No 2 Cas Class Driver or Rider Veh ref No 2
Drivers age 58 yrs Sex Male Breath test Negative Driving Lic Full	Severity SLIGHT Age 50 yrs Sex Male Post code
Left Hand Drive No Foreign veh. Not foreign registered vehicle	Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet
Journey purpose Commuting to/from work	Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured

Veh.No. 2 Vehicle type Taxi Make Model	Other Details
Manoeuvre Going ahead other	
Veh. direction from Northwest to Southeast Towing? No tow or articulation	
Skidded No skidding, jack-knifing or overturning	
Veh location at impact (restricted lane) On main carriageway not in restricted lane	
Junct. location of veh. at 1st impact Not at or within 20m of junction	
Veh left carriageway? Did not leave carriageway	
Hit object in c'way? None	
Hit object off c'way? None	
First point of impact Front	
Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run	
Drivers age 50 yrs Sex Male Breath test Negative Driving Lic Full	
Left Hand Drive No Foreign veh. Not foreign registered vehicle	
Journey purpose Journey as part of work	

SEVERITY SLIGHT	District South Oxfordshire Ref.No P3660116	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452197 / 191871 Police Officer Attend: Yes
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Date 20/01/2016 Time 17:34 Weather Fine without high winds Road Surface Frost/Ice Street Lighting Dark: street lights present and lit	Day Wednesday Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W COLLETT DIDCOT Description C1 TRAV E ON A4130 ENTER RBT HIT PC2 TRAV N ROUNDING RBT & RIDER FELL of Accident
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY	
Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres Central refuge - no other controls	CARRIAGEWAY HAZARDS None		405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A	406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1 Manoeuvre Veh. direction from Skidded Veh location at impact (restricted lane) Junct. location of veh. at 1st impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age Left Hand Drive Journey purpose	1 Vehicle type Car Make Model Going ahead other West to East Towing? No tow or articulation No skidding, jack-knifing or overturning On main carriageway not in restricted lane Mid junction - on roundabout or main road Did not leave carriageway None None Front Other veh.hit (ref.no) 2 Hit and run Not hit and run Breath test Negative Driving Lic Full No Foreign veh. Not foreign registered vehicle Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 67 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not known Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Manoeuvre Veh. direction from Skidded Veh location at impact (restricted lane) Junct. location of veh. at 1st impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age Left Hand Drive Journey purpose	2 Vehicle type Pedal Cycle Make Model Going ahead other South to North Towing? No tow or articulation No skidding, jack-knifing or overturning On main carriageway not in restricted lane Mid junction - on roundabout or main road Did not leave carriageway None None Back Other veh.hit (ref.no) 1 Hit and run Not hit and run Breath test Not Applicable Driving Lic Full No Foreign veh. Not foreign registered vehicle Not Known
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Other Details

SEVERITY SERIOUS	District South Oxfordshire Ref.No P1790216	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451532 / 191161 Police Officer Attend: Yes
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Date 16/02/2016 Time 17:40 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Day Tuesday	Road A4130 Location A4130 DIDCOT PERIMETER RD AT POWER STATION RBT J/W MILTON ROAD / POWER STATION ACCESS & BASIL HILL ROAD DIDCOT	Description of Accident C1 TRAV S ON A4130 ENTERED RBT FAILING TO GIVE TO PC2 TRAV FROM MILTON ROAD TO BASIL HILL ROAD ROUNDING RBT & RIDER SUSTAINED SERIOUS INJURY
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	50 MPH		405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS None	710 Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001	B	
Junction Detail	Roundabout					
Junction Control	Give way or uncontrolled					
2nd Road Number	U					
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre					

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Going ahead other				Severity	SERIOUS	Age	26 yrs	Sex	Male
Veh. direction from	North to South	Towing?	No tow or articulation		Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger	Post code	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable	Cycle Helmet	Yes		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable				
Junct. location of veh. at 1st impact	Entering roundabout				Ped Location	Not applicable				
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable				
Hit object in c'way?	None				School Pupil	Other				
Hit object off c'way?	None				Roadworker injured					
First point of impact	Front				<u>Other Details</u>					
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run					
Drivers age	49 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full			
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Commuting to/from work									

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model			
Manoeuvre	Going ahead right hand bend						
Veh. direction from	Southwest to East	Towing?	No tow or articulation				
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Nearside						
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run		
Drivers age	26 yrs	Sex	Male	Breath test	Not Applicable	Driving Lic	Full
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle				
Journey purpose	Commuting to/from work						

SEVERITY SLIGHT	District South Oxfordshire Ref.No P1950616	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451431 / 190616 Police Officer Attend: Yes
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Date 19/06/2016 Day Sunday Time 17:59 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Road U189 Location THE OVAL BY HOUSE NUMBER 30 DIDCOT Description of Accident C1 TRAV S ON THE OVAL PASSED U/K PARKED VEH TO OSIDE AS PED (4 YRS OLD - ONE OF GROUP OF CHILDREN PLAYING) RAN FROM IN FRONT OF VEH TRAV E XING CWAY & C1 HIT PED CAUSING SLIGHT INJURY
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SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 805 Dangerous action in carriageway (Pedestrian) 801 Crossed road masked by stationary or parked vehicle (Pedestrian) 802 Failed to look properly (Pedestrian) 405 Failed to look properly (Driver/Rider - Error) 602 Careless/Reckless (Driver/Rider - Behaviour)	PARTICIPANT Casualty 001 Casualty 001 Casualty 001 Vehicle 001 Vehicle 001	PROBABILITY A A A B B
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VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh.Direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junction Location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 24 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Pedestrian Veh ref No 1 Severity SLIGHT Age 4 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Crossing from driver's offside - masked Ped Location In carriageway, crossing elsewhere Ped Direction to East bound School Pupil Other Roadworker injured
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Other Details

SEVERITY SLIGHT	District South Oxfordshire Ref.No P2470716	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451939 / 190747 Police Officer Attend: No - reported over the counter
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Date 24/07/2016 Day Sunday	Road B4493 Location B4493 STATION RD RBT J/W FOXHALL ROAD DIDCOT
Time 05:45	Description C1 TRAV SE ON FOXHALL RD ENTERED RBT J/W B4493 HIT PC2 TRAV N ROUNDING RBT FROM B4493 FOXHALL ROAD
Weather Fine without high winds	Description of Accident TO EXIT TO BASIL HILL ROAD
Road Surface Dry	
Street Lighting Daylight	

SITE DETAILS		SPECIAL SITE CONDITIONS	CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
Speed Limit	30 MPH	None	405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	B
Carriageway	Roundabout	None	406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	B
Junction Detail	Roundabout		401 Junction overshoot (Driver/Rider - Error)	Vehicle 001	B
Junction Control	Give way or uncontrolled	CARRIAGEWAY HAZARDS None	306 Exceeding speed limit (Driver/Rider - Injudicious)	Vehicle 001	B
2nd Road Number	U		302 Disobeyed give way or stop sign markings (Driver/Rider - Injud)	Vehicle 001	B
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre		602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	B

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	50 yrs	Sex	Female
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Entering roundabout									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run					
Drivers age ? yrs	Sex	Not know	Breath test	Driver not contacted	Driving Lic	Full				
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known									

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model		
Manoeuvre	Going ahead other					
Veh. direction from	South to North		Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)	On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact	Leaving roundabout					
Veh left carriageway?	Did not leave carriageway					
Hit object in c'way?	None					
Hit object off c'way?	None					
First point of impact	Nearside					
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run	
Drivers age 50 yrs	Sex	Female	Breath test	Not Applicable	Driving Lic	Full
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle			
Journey purpose	Not Known					

Other Details

SEVERITY SERIOUS	District South Oxfordshire Ref.No 43160248978	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451533 / 191160 Police Officer Attend: Yes
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Date 31/08/2016 Day Wednesday Time 18:26 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 POWER STATION RBT J/W A4130 NORTHERN PERIMETER ROAD DIDCOT Description C1 TRAV S ON A4130 ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV E ROUNDING RBT FROM MILTON ROAD of Accident INTENDING TO EXIT TO BASIL HILL ROAD
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	50 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	B
SPECIAL SITE CONDITIONS					
Carriageway	Roundabout				
Junction Detail	Roundabout				
Junction Control	Give way or uncontrolled				
2nd Road Number	U				
CARRIAGEWAY HAZARDS					
Pedestrian Facilities	None within 50 metres Central refuge - no other controls				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Manoeuvre Going ahead other Veh. direction from North to South Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Drivers age 43 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Vehicle type Car Make Model Towing? No tow or articulation On main carriageway not in restricted lane Entering roundabout Did not leave carriageway None None Front Hit and run Not hit and run Driving Lic Full	Cas No 1 Severity SERIOUS Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Driver or Rider Age 34 yrs Sex Male PSV Passenger? Not a passenger Cycle Helmet Yes	Veh ref No 2 Post code
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Veh.No. 2 Manoeuvre Going ahead right hand bend Veh. direction from Southwest to East Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Drivers age 34 yrs Sex Male Breath test Not Applicable Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Vehicle type Pedal Cycle Make Model Towing? No tow or articulation On main carriageway not in restricted lane Mid junction - on roundabout or main road Did not leave carriageway None None Offside Hit and run Not hit and run Driving Lic Full
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43160282148	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451946 / 190751 Police Officer Attend: Yes
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Date 25/09/2016 Day Sunday Time 13:20 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road B4493 Location B4493 STATION ROAD RBT J/W FOXHALL ROAD DIDCOT Description C1 TRAV SE ON B4493 ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV N ROUNDING RBT FROM B4493 FOXHALL ROAD INTENDING TO EXIT TO BASIL HILL ROAD & RIDER FELL & SUSTAINED SLIGHT INJURY
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS None	302 Disobeyed give way or stop sign markings (Driver/Rider - Injud Vehicle 001		A			
Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres Central refuge - no other controls		CARRIAGEWAY HAZARDS None					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Northwest to Southeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 87 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 38 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not known Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 38 yrs Sex Male Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170021424	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451632 / 191544 Police Officer Attend: Yes
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Date 10/01/2017 Day Tuesday Time 13:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD AT RBT J/W HAWKSWORTH DIDCOT Description of Accident C1 (DRIVER INTOXICATED) TRAV S ON A4130 AT SPEED OVERTOOK ANOTHER VEH ON APPROACH TO RBT THEN ENTERED RBT FAILING TO GIVE WAY TO LGV2 TRAV N ON A4130 TURNING RT TO HAWKSWORTH - BOTH VEHS LEFT CWAY ON E SIDE OF ROAD
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 501 Impaired by alcohol (Driver/Rider - Impairment)	PARTICIPANT Vehicle 001	PROBABILITY A
Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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VEHICLE 1 Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 36 yrs Sex Female Breath test Positive Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	CASUALTY 1 Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 36 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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VEHICLE 2 Veh.No. 2 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Turning right Veh. direction from South to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 33 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170028756	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451534 / 191163 Police Officer Attend: Yes
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Date 20/01/2017 Day Friday Time 13:09 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W MILTON ROAD & BASIL HILL ROAD DIDCOT Description LGV1 TRAV S ON A4130 ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV FROM MILTON RD TO BASIL HILL RD & of Accident HIT OCCURRED
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	50 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Carriageway	Roundabout	602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001	B
Junction Detail	Roundabout				
Junction Control	Give way or uncontrolled				
2nd Road Number	U				
Pedestrian Facilities	None within 50 metres Central refuge - no other controls				
SPECIAL SITE CONDITIONS					
None					
CARRIAGEWAY HAZARDS					
None					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 40 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 57 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 57 yrs Sex Female Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170061708	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451942 / 190732 Police Officer Attend: No - reported over the counter
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Date 13/02/2017 Day Monday Time 20:05 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Road B4493 Location B4493 RBT J/W FOXHALL ROAD & STATION ROAD DIDCOT Description of Accident C1 TRAV N ON B4493 FOXHALL ROAD ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV NW FROM STATION ROAD TO CONTINUE ON B4493 TO NW - C1 FTS
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error)	PARTICIPANT Vehicle 001	PROBABILITY A
Speed Limit 30 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres Central refuge - no other controls	CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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REPORT Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Hit and Run Drivers age ? yrs Sex Not know Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 26 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured <u>Other Details</u>
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Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from Southeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 26 yrs Sex Male Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other
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SEVERITY SERIOUS	District Vale of White Horse Ref.No 43170175919	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 450287 / 191299 Police Officer Attend: Yes
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Date 30/05/2017 Day Tuesday Time 13:25 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 APPROX 500M W OF J/W SIR FRANK WILLIAMS WAY HARWELL - SOME UNCERTAINTY OVER EXACT LOCATION Description LGV1 TRAV W ON A4130 IN QUEUING TRAFFIC DUE TO ROAD WORKS MADE U TURN TO RETURN TO E BUT HIT MC2 of Accident OVERTAKING QUEUE
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway	403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Not at or within 20 metres of junction	402 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001		A	
Junction Control							
2nd Road Number							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre						
SPECIAL SITE CONDITIONS							
Roadworks							
CARRIAGEWAY HAZARDS							
None							

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model	Cas No 1 Cas Class Driver or Rider Veh ref No 2
Manoeuvre U turn	Severity SERIOUS Age 52 yrs Sex Male Post code
Veh. direction from East to East Towing? No tow or articulation	Car Passenger? Not a passenger PSV Passenger? Not a passenger
Skidded No skidding, jack-knifing or overturning	Seat Belt Not applicable Cycle Helmet Not a cyclist
Veh location at impact (restricted lane) On main carriageway not in restricted lane	Ped Movement Not applicable
Junct. location of veh. at 1st impact Not at or within 20m of junction	Ped Location Not applicable
Veh left carriageway? Did not leave carriageway	Ped Direction to Not applicable
Hit object in c'way? None	School Pupil Other
Hit object off c'way? None	Roadworker injured
First point of impact Offside	<u>Other Details</u>
Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run	
Drivers age 36 yrs Sex Male Breath test Negative Driving Lic Full	
Left Hand Drive No Foreign veh. Not foreign registered vehicle	
Journey purpose Journey as part of work	

Veh.No. 2 Vehicle type M/cycle > 500cc Make Model	
Manoeuvre Overtaking stat veh on its offside	
Veh. direction from East to West Towing? No tow or articulation	
Skidded No skidding, jack-knifing or overturning	
Veh location at impact (restricted lane) On main carriageway not in restricted lane	
Junct. location of veh. at 1st impact Not at or within 20m of junction	
Veh left carriageway? Did not leave carriageway	
Hit object in c'way? None	
Hit object off c'way? None	
First point of impact Nearside	
Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run	
Drivers age 52 yrs Sex Male Breath test Negative Driving Lic Full	
Left Hand Drive No Foreign veh. Not foreign registered vehicle	
Journey purpose Not Known	

SEVERITY SERIOUS	District Vale of White Horse Ref.No 43170203459	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 450840 / 191158 Police Officer Attend: Yes
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Date 16/06/2017 Day Friday Time 05:30 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 APPROX 50M E OF J/W SIR FRANK WILLIAMS WAY HARWELL Description HGV1 TRAV E ON A4130 (DRIVER SUFFERING FROM FATIGUE) WENT TO OISDE OF CWAY & HIT ONCOMING HGV2 of Accident
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY		
Speed Limit	40 MPH	None		503 Fatigue (Driver/Rider - Impairment)		Vehicle 001		A		
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B		
Junction Detail	Not at or within 20 metres of junction			403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		B		
Junction Control										
2nd Road Number										
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre									

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Manoeuvre Going ahead other Veh. direction from West to East Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Drivers age 53 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Make Model Towing? Articulated vehicle Hit and run Not hit and run Driving Lic Full	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 53 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Veh.No. 2 Manoeuvre Going ahead other Veh. direction from East to West Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Drivers age 63 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic Full	Cas No 2 Cas Class Driver or Rider Veh ref No 2 Severity SERIOUS Age 63 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured

Other Details

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170187821	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451934 / 190743 Police Officer Attend: Yes
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Date 16/06/2017 Day Friday Time 01:18 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Road B4493 Location B4493 RBT J/W B4493 FOXHALL ROAD DIDCOT Description of Accident C1 (DRIVER INTOXICATED) TRAV N ON B4493 FOXHALL ROAD LOST CONTROL TURNING LT AT SPEED TO B4493 TOWARDS A34 & HIT SPLITTER ISLAND ON B4493 IMMEDIATELY WEST OF RBT THEN OVERTURNED
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SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS None	501 Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	A	
Carriageway Roundabout		403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	A	
Junction Detail Roundabout	CARRIAGEWAY HAZARDS None	307 Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	B	
Junction Control Give way or uncontrolled		306 Exceeding speed limit (Driver/Rider - Injudicious)	Vehicle 001	B	
2nd Road Number B4493					
Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre					

VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model	Cas No 1 Cas Class Driver or Rider Veh ref No 1
Manoeuvre Turning left	Severity SLIGHT Age 25 yrs Sex Male Post code
Veh. direction from South to Northwest Towing? No tow or articulation	Car Passenger? Not a passenger PSV Passenger? Not a passenger
Skidded Skidded and overturned	Seat Belt Not applicable Cycle Helmet Not a cyclist
Veh location at impact (restricted lane) On main carriageway not in restricted lane	Ped Movement Not applicable
Junct. location of veh. at 1st impact Leaving roundabout	Ped Location Not applicable
Veh left carriageway? Did not leave carriageway	Ped Direction to Not applicable
Hit object in c'way? Bollard/refuge	School Pupil Other
Hit object off c'way? None	Roadworker injured
First point of impact Offside	<u>Other Details</u>
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run	
Drivers age 25 yrs Sex Male Breath test Positive Driving Lic Full	
Left Hand Drive No Foreign veh. Not foreign registered vehicle	
Journey purpose Other	

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170202475	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451531 / 191163 Police Officer Attend: Yes
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Date 03/07/2017 Day Monday Time 06:45 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight	Road A4130 Location A4130 AT POWER STATION RBT J/W MILTON ROAD & BASIL HILL ROAD DIDCOT Description LGV1 TRAV S ON A4130 DIDCOT NORTHERN PERIMETER ROAD ENTERED RBT FAILING TO GIVE WAY TO PC2 ON RBT of Accident TRAVELLING FROM MILTON ROAD & HIT OCCURRED
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None		405 Failed to look properly (Driver/Rider - Error) 402 Junction restart (Driver/Rider - Error) 103 Slippery road due to weather (Road Environment Contrib) 703 Road layout (Driver/Rider - Vision Affected)	Vehicle 001 Vehicle 001 Vehicle 001 Vehicle 001	A A B B	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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<p>Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Slowing or stopping Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age ? yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known</p>	<p>Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 45 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured</p>
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<p>Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 45 yrs Sex Male Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work</p>	<p><u>Other Details</u></p>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170245907	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 450771 / 191136 Police Officer Attend: Yes
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Date 14/08/2017 Day Monday Time 10:14 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U189 Location SIR FRANK WILLIAMS WAY APPROX 20M S OF J/W A4130 HARWELL Description C1 TRAV N ON SIR FRANK WILLIAMS WAY MOVED OFF AS SIGNALS AHEAD CHANGED TO GREEN BUT HIT REAR OF C2 of Accident AHEAD ALSO MOVING OFF
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	30 MPH	None		402 Junction restart (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway			405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	T or staggered junction			307 Travelling too fast for conditions (Driver/Rider - Injudicious)		Vehicle 001		B	
Junction Control	Automatic traffic signal			308 Following too close (Driver/Rider - Injudicious)		Vehicle 001		B	
2nd Road Number	A4130	CARRIAGEWAY HAZARDS							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre	None							

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Moving off Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? Parked vehicle Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age ? yrs Sex Female Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 57 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Moving off Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 57 yrs Sex Female Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170280331	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452194 / 191870 Police Officer Attend: Yes
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Date 12/09/2017 Day Tuesday Time 14:05 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD J/W COLLETT DIDCOT Description HGV1 TRAV W ON A4130 TURNED RT AT RBT TO N - WHILE DOING SO DRIVER SUFFFERED COUGHING FIT & WENT TO of Accident NSIDE & HIT HGV2 TRAV E ON A4130 APPROACHING RBT GIVE WAY
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	505 Illness or disability, mental or physical (Driver/Rider - Impairm		Vehicle 001		A	
Carriageway	Roundabout	SPECIAL SITE CONDITIONS		None			
Junction Detail	Roundabout	CARRIAGEWAY HAZARDS		None			
Junction Control	Give way or uncontrolled						
2nd Road Number	U						
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre						

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Manoeuvre Turning right Veh. direction from East to North Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Leaving roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 52 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 57 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Manoeuvre Going ahead other Veh. direction from West to East Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 57 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	<u>Other Details</u>
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SEVERITY SERIOUS	District South Oxfordshire Ref.No 43170345099	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451534 / 191161 Police Officer Attend: Yes
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Date 05/11/2017 Day Sunday Time 14:15 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 RBT J/W MILTON ROAD & BASIL HILL ROAD DIDCOT Description C1 TRAV S ON A4130 DIDCOT NORTHERN PERIMETER ROAD ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV E FROM MILTON ROAD TO BASIL HILL ROAD - GLARE FROM SUN / VEHICLE BLIND SPOT POSS CONTRIBUTORY
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres Central refuge - no other controls	CARRIAGEWAY HAZARDS None		405 Failed to look properly (Driver/Rider - Error) 406 Failed to judge other person's path/speed (Driver/Rider - Error) 403 Poor turn or manoeuvre (Driver/Rider - Error) 706 Dazzling sun (Driver/Rider - Vision Affected) 710 Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001 Vehicle 001 Vehicle 001 Vehicle 001 Vehicle 001	A A A B B	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 36 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SERIOUS Age 58 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet No Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 58 yrs Sex Female Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	<u>Other Details</u>
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SEVERITY SERIOUS	District South Oxfordshire Ref.No 43170349714	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451109 / 191078 Police Officer Attend: Yes
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Date 22/11/2017 Day Wednesday Time 18:40 Weather Fine with high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Road A4130 Location A4130 APPROX 400M NW OF RBT J/W MENDIP HEIGHTS DIDCOT Description of Accident C1 (APPEARS DRIVER DISTRACTED POSS USING MOBILE PHONE) TRAV NW ON A4130 HIT REAR OF STAT C2 IN QUEUING TRAFFIC
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 40 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None		509 Distraction in vehicle (Driver/Rider - Impairment) 308 Following too close (Driver/Rider - Injudicious) 408 Sudden braking (Driver/Rider - Error) 508 Driver using mobile phone (Driver/Rider - Impairment) 504 Uncorrected, defective eyesight (Driver/Rider - Impairment) 405 Failed to look properly (Driver/Rider - Error)	Vehicle 001 Vehicle 001 Vehicle 002 Vehicle 001 Vehicle 001 Vehicle 001	A B B B B B	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Manoeuvre Slowing or stopping Veh. direction from Southeast to Northwest Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Drivers age 65 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Vehicle type Car Make Model Towing? No tow or articulation On main carriageway not in restricted lane Not at or within 20m of junction Did not leave carriageway None None Front Hit and run Not hit and run Driving Lic Full	Cas No 1 Severity SERIOUS Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Driver or Rider Age 65 yrs Sex Male PSV Passenger? Not a passenger Cycle Helmet Not a cyclist	Veh ref No 1 Post code
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Veh.No. 2 Manoeuvre Waiting to go ahead but held up Veh. direction from Southeast to Northwest Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Drivers age 33 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Vehicle type Car Make Model Towing? No tow or articulation On main carriageway not in restricted lane Not at or within 20m of junction Did not leave carriageway None None Back Hit and run Not hit and run Driving Lic Full	Cas No 2 Severity SERIOUS Car Passenger? Front seat passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Passenger Age 63 yrs Sex Female PSV Passenger? Not a passenger Cycle Helmet Not a cyclist	Veh ref No 1 Post code
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Other Details

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43180060864	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451937 / 190749 Police Officer Attend: Yes
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Date 20/02/2018 Day Tuesday Time 18:05 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Road B4493 Location B4493 STATION ROAD RBT J/W FOXHALL ROAD DIDCOT Description C1 TRAV SE ON B4493 STATION ROAD ENTERED RBT HIT PC2 TRAV N ROUNDING RBT FROM B4493 FOXHALL ROAD TO EXIT TO BASIL HILL ROAD
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error)	PARTICIPANT Vehicle 001	PROBABILITY A
Speed Limit 30 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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<p>Veh.No. 1 Vehicle type Car Make Model</p> <p>Manoeuvre Going ahead other</p> <p>Veh. direction from West to East Towing? No tow or articulation</p> <p>Skidded No skidding, jack-knifing or overturning</p> <p>Veh location at impact (restricted lane) On main carriageway not in restricted lane</p> <p>Junct. location of veh. at 1st impact Entering roundabout</p> <p>Veh left carriageway? Did not leave carriageway</p> <p>Hit object in c'way? None</p> <p>Hit object off c'way? None</p> <p>First point of impact Front</p> <p>Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run</p> <p>Drivers age 40 yrs Sex Male Breath test Driver not contacted Driving Lic Full</p> <p>Left Hand Drive No Foreign veh. Not foreign registered vehicle</p> <p>Journey purpose Not Known</p>	<p>Cas No 1 Cas Class Driver or Rider Veh ref No 2</p> <p>Severity SLIGHT Age 45 yrs Sex Male Post code</p> <p>Car Passenger? Not a passenger PSV Passenger? Not a passenger</p> <p>Seat Belt Not applicable Cycle Helmet Yes</p> <p>Ped Movement Not applicable</p> <p>Ped Location Not applicable</p> <p>Ped Direction to Not applicable</p> <p>School Pupil Other</p> <p>Roadworker injured</p>
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<p>Veh.No. 2 Vehicle type Pedal Cycle Make Model</p> <p>Manoeuvre Going ahead other</p> <p>Veh. direction from South to North Towing? No tow or articulation</p> <p>Skidded No skidding, jack-knifing or overturning</p> <p>Veh location at impact (restricted lane) On main carriageway not in restricted lane</p> <p>Junct. location of veh. at 1st impact Mid junction - on roundabout or main road</p> <p>Veh left carriageway? Did not leave carriageway</p> <p>Hit object in c'way? None</p> <p>Hit object off c'way? None</p> <p>First point of impact Nearside</p> <p>Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run</p> <p>Drivers age 45 yrs Sex Male Breath test Not Applicable Driving Lic Full</p> <p>Left Hand Drive No Foreign veh. Not foreign registered vehicle</p> <p>Journey purpose Not Known</p>	<p><u>Other Details</u></p>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43180131504	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451936 / 190985 Police Officer Attend: Yes
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Date 15/04/2018 Day Sunday Time 13:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U189 Location BASIL HILL ROAD AT J/W TRACK ON N SIDE ORF ROAD APPROX 100M NW OF RAIL BRIDGE DIDCOT Description of Accident MC1 TRAV NW ON BASIL HILL ROAD WHEN PC2 ALSO TRAV NW IN CYCLE LANE MOVED TO OSIDE TO TURN RT TO TRACK INTO PATH OF MC1 & HIT OCCURRED (POSS THAT PC2 HAD ENTERED CWAY FROM FOOTWAY JUST PRIOR TO HIT
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SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS None	310 Cyclist entering road from pavement (Driver/Rider - Injudicious		Vehicle 002	B
Carriageway Single carriageway Junction Detail Other junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		405 Failed to look properly (Driver/Rider - Error)		Vehicle 002	B
CARRIAGEWAY HAZARDS		None			

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Manoeuvre Overtaking moving veh on its offside Veh. direction from Southeast to Northwest Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 2 Drivers age 25 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic Full	Cas No 1 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Driver or Rider Age 25 yrs Sex Male PSV Passenger? Not a passenger Cycle Helmet Not a cyclist	Veh ref No 1 Post code
Veh.No. 2 Manoeuvre Turning right Veh. direction from Southeast to Northeast Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) Cycle lane (on main carriageway) Junct. location of veh. at 1st impact Leaving main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Drivers age 25 yrs Sex Female Breath test Not Applicable Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic Full	Cas No 2 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Driver or Rider Age 25 yrs Sex Female PSV Passenger? Not a passenger Cycle Helmet Not known	Veh ref No 2 Post code

Other Details

SEVERITY SERIOUS	District South Oxfordshire Ref.No 43180255933	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451532 / 191158 Police Officer Attend: Yes
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Date 20/08/2018 Day Monday Time 21:46 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Road A4130 Location A4130 AT POWER STATION DIDCOT Description C1 TRAV S ON A4130 STOPPED AT ENTRY TO RBT BUT THEN MOVED OFF FAILING TO SEE / GIVE WAY TO PC2 NEG of Accident RBT & HIT OCCURRED
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 602 Careless/Reckless (Driver/Rider - Behaviour)	PARTICIPANT Vehicle 001	PROBABILITY A
Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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<p>Veh.No. 1 Vehicle type Car Make Model</p> <p>Manoeuvre Going ahead other</p> <p>Veh. direction from North to South Towing? No tow or articulation</p> <p>Skidded No skidding, jack-knifing or overturning</p> <p>Veh location at impact (restricted lane) On main carriageway not in restricted lane</p> <p>Junct. location of veh. at 1st impact Entering roundabout</p> <p>Veh left carriageway? Did not leave carriageway</p> <p>Hit object in c'way? None</p> <p>Hit object off c'way? None</p> <p>First point of impact Front</p> <p>Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run</p> <p>Drivers age 66 yrs Sex Male Breath test Negative Driving Lic Full</p> <p>Left Hand Drive No Foreign veh. Not foreign registered vehicle</p> <p>Journey purpose Other</p>	<p>Cas No 1 Cas Class Driver or Rider Veh ref No 2</p> <p>Severity SERIOUS Age 49 yrs Sex Female Post code</p> <p>Car Passenger? Not a passenger PSV Passenger? Not a passenger</p> <p>Seat Belt Not applicable Cycle Helmet Yes</p> <p>Ped Movement Not applicable</p> <p>Ped Location Not applicable</p> <p>Ped Direction to Not applicable</p> <p>School Pupil Other</p> <p>Roadworker injured</p>
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<p>Veh.No. 2 Vehicle type Pedal Cycle Make Model</p> <p>Manoeuvre Going ahead other</p> <p>Veh. direction from West to East Towing? No tow or articulation</p> <p>Skidded Skidded</p> <p>Veh location at impact (restricted lane) On main carriageway not in restricted lane</p> <p>Junct. location of veh. at 1st impact Mid junction - on roundabout or main road</p> <p>Veh left carriageway? Did not leave carriageway</p> <p>Hit object in c'way? None</p> <p>Hit object off c'way? None</p> <p>First point of impact Front</p> <p>Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run</p> <p>Drivers age 49 yrs Sex Female Breath test Not Applicable Driving Lic Full</p> <p>Left Hand Drive No Foreign veh. Not foreign registered vehicle</p> <p>Journey purpose Not Known</p>	<p><u>Other Details</u></p>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43180349134	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451532 / 191162 Police Officer Attend: No - self completed form
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Date 11/12/2018 Day Tuesday Time 14:15 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W MILTON ROAD & BASIL HILL ROAD DIDCOT Description C1 TRAV S ON A4130 ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV FROM MILTON RD TO BASIL HILL RD & HIT of Accident OCCURRED
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
SPECIAL SITE CONDITIONS							
Carriageway	Roundabout						
Junction Detail	Roundabout						
Junction Control	Give way or uncontrolled						
2nd Road Number	U						
PEDESTRIAN FACILITIES		CARRIAGEWAY HAZARDS					
Pedestrian Facilities		None					
None within 50 metres							
No physical crossing facility within 50 metre							

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Manoeuvre Veh. direction from Skidded Veh location at impact (restricted lane) Junct. location of veh. at 1st impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age 49 yrs Left Hand Drive Journey purpose	Vehicle type Car Make Model Going ahead other North to South Towing? No tow or articulation No skidding, jack-knifing or overturning On main carriageway not in restricted lane Entering roundabout Did not leave carriageway None None Front Other veh.hit (ref.no) 2 Hit and run Not hit and run Breath test Driver not contacted Driving Lic Full No Foreign veh. Not foreign registered vehicle Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 26 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not known Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Manoeuvre Veh. direction from Skidded Veh location at impact (restricted lane) Junct. location of veh. at 1st impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age 26 yrs Left Hand Drive Journey purpose	Vehicle type Pedal Cycle Make Model Going ahead other Northwest to Southeast Towing? No tow or articulation No skidding, jack-knifing or overturning On main carriageway not in restricted lane Mid junction - on roundabout or main road Did not leave carriageway None None Offside Other veh.hit (ref.no) 1 Hit and run Not hit and run Breath test Not Applicable Driving Lic Full No Foreign veh. Not foreign registered vehicle Not Known
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Full Details	04-December-2019	Accident Ref.No 43180349134
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43190109476	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 450686 / 191198 Police Officer Attend: Yes
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Date 01/04/2019 Day Monday Time 13:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 APPROX 100M W OF J/W SIR FRANK WILLIAMS WAY DIDCOT Description MBS1 TRAV W ON A4130 WHEN APPEARS DRIVER DISTRACTED & SWERVED TO OSIDE & ONCOMING HGV2 of Accident
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		509 Distraction in vehicle (Driver/Rider - Impairment)		Vehicle 001		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		410 Loss of control (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Not at or within 20 metres of junction			409 Swerved (Driver/Rider - Error)		Vehicle 001		A	
Junction Control		None							
2nd Road Number									
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Minibus Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 26 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 26 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Goods > 7.5t Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? Articulated vehicle Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 47 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43190175262	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451972 / 190730 Police Officer Attend: No - self completed form
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Date 08/06/2019 Day Saturday Time 18:00 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U189 Location STATION ROAD RBT J/W B4493 FOXHALL ROAD DIDCOT Description C1 TRAV NW ON STATION ROAD HIT REAR OF STAT / VERY SLOW MOVING C2 ALSO TRAV NW WAITING TO ENTER of Accident RBT - C1 FTS
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	30 MPH	601 Aggressive driving (Driver/Rider - Behaviour)		Vehicle 001	A
Carriageway	Roundabout	602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001	A
Junction Detail	Roundabout	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	A
Junction Control	Give way or uncontrolled				
2nd Road Number	B4493				
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				
SPECIAL SITE CONDITIONS					
None					
CARRIAGEWAY HAZARDS					
None					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Hit and Run Drivers age 40 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 31 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Waiting to go ahead but held up Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 31 yrs Sex Female Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	<u>Other Details</u>
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SEVERITY SLIGHT	District Ref.No	Vale of White Horse P1330614	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	452663 / 193587 Yes
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Date Time Weather Road Surface Street Lighting	16/06/2014 20:50 Fine without high winds Dry Daylight	Day Monday	Road B4016	Location B4016 MAIN RD APPROX 30M S OF J/W CHURCH ST	APPLEFORD	Description of Accident	C1 (DRIVER GAVE POS BREATH TEST) TRAV S ON B4016 LOST CONTROL & EXITED CWAY TO THE OSIDE & HIT BRICK WALL CASUING SLIGHT INJURY TO DRIVER
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	30 MPH	None		501 Impaired by alcohol (Driver/Rider - Impairment)		Vehicle 001		A	
CARRIAGEWAY HAZARDS									
CARRIAGEWAY HAZARDS		None							
SITE DETAILS									
Junction Detail	Not at or within 20 metres of junction								
Junction Control									
2nd Road Number									
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	1	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Manoeuvre	Going ahead other							Severity	SLIGHT	Age	23 yrs	Sex	Male
Veh. direction from	North to South	Towing?	No tow or articulation					Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger	Post code	
Skidded	Skidded							Seat Belt	Not applicable	Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable				
Junct. location of veh. at 1st impact	Not at or within 20m of junction							Ped Location	Not applicable				
Veh left carriageway?	Left carriageway offside							Ped Direction to	Not applicable				
Hit object in c'way?	None							School Pupil	Other				
Hit object off c'way?	Wall or fence							Roadworker injured					
First point of impact	Front							<u>Other Details</u>					
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run								
Drivers age	23 yrs	Sex	Male	Breath test	Positive	Driving Lic	Full						
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle										
Journey purpose	Not Known												

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P2790614	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	452216 / 191868 Yes	
Date Time Weather Road Surface Street Lighting	26/06/2014 08:40 Fine without high winds Dry Daylight	Day Thursday	Road A4130	Location A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W COLLETT & ACCESS ROAD TO HILL FARM / WASTE SITE DIDCOT	Description of Accident	C1 (DRIVER 85 YRS) TRAV E ON A4130 ENTERED RBT BUT HIT OSIDE OMV2 (REFUSE LORRY) WHICH HAD ENTERED RBT FROM HILL FARM / WASTE SITE TO TURN RT ONTO A4130 AT RBT
Speed Limit Carriageway Junction Detail Junction Control 2nd Road Number Pedestrian Facilities	SITE DETAILS 50 MPH Roundabout Roundabout Give way or uncontrolled U None within 50 metres Central refuge - no other controls	SPECIAL SITE CONDITIONS None	CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) 403 Poor turn or manoeuvre (Driver/Rider - Error)	PARTICIPANT Vehicle 001 Vehicle 001	PROBABILITY A A
VEHICLES INVOLVED	2		CASUALTIES INVOLVED	2		
Veh.No. 1 Manoeuvre Veh. direction from Skidded Veh location at impact (restricted lane) Junct. location of veh. at 1st impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age Left Hand Drive Journey purpose	1 Car Going ahead other West to East No skidding, jack-knifing or overturning On main carriageway not in restricted lane Entering roundabout Did not leave carriageway None None Front Other veh.hit (ref.no) 2 85 yrs No Other	Make Model Towing? No tow or articulation No On main carriageway not in restricted lane Entering roundabout Did not leave carriageway None None Front 2 Negative Not foreign registered vehicle	Hit and run Not hit and run Full	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 85 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	1 Male Post code Not a passenger Not a passenger Cycle Helmet Not applicable Not applicable Not applicable Other Roadworker injured	
Veh.No. 2 Manoeuvre Veh. direction from Skidded Veh location at impact (restricted lane) Junct. location of veh. at 1st impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age Left Hand Drive Journey purpose	2 Other: REFUSE VEHICLE Turning right North to West No skidding, jack-knifing or overturning On main carriageway not in restricted lane Mid junction - on roundabout or main road Did not leave carriageway None None Offside Other veh.hit (ref.no) 1 32 yrs No Journey as part of work	Make Model Towing? No tow or articulation No On main carriageway not in restricted lane Mid junction - on roundabout or main road Did not leave carriageway None None Offside 1 Negative Not foreign registered vehicle	Hit and run Not hit and run Full	Cas No 2 Cas Class Passenger Veh ref No 1 Severity SLIGHT Age 78 yrs Sex Female Post code Car Passenger? Front seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	1 Female Post code Not a passenger Not a passenger Cycle Helmet Not applicable Not applicable Not applicable Other Roadworker injured	
				<u>Other Details</u>		
Full Details		04-December-2019		Accident Ref.No P2790614		

SEVERITY SERIOUS	District South Oxfordshire Ref.No P2320714	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451575 / 191351 Police Officer Attend: Yes
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Date 15/07/2014 Time 17:00 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Day Tuesday	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER RD J/W TRIDENT HOUSE ENTRANCE DIDCOT	Description of Accident C1 TRAV E FROM ACCESS TURNED RT TO A4130 BUT HIT MC2 TRAV S ON A4130 HAVING JUST OVR TK U/K SBOUND VEH WHICH HAD SLOWED TO ALLOW C1 TO TURN - APPEARS C1 HAD SEEN APPROACHING FIRE APPLIANCE ON EMERGENCY CALL & WAS IN HURRY TO CLEAR JUNCTION
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SITE DETAILS		SPECIAL SITE CONDITIONS	CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
Speed Limit	50 MPH	None	405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
Carriageway	Single carriageway	None	402 Junction restart (Driver/Rider - Error)	Vehicle 001	B
Junction Detail	T or staggered junction		403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	B
Junction Control	Give way or uncontrolled	CARRIAGEWAY HAZARDS None	510 Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	B
2nd Road Number	U		403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	B
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Goods 3.5 - 7.5t	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Turning right				Severity	SERIOUS	Age	35 yrs	Sex	Male
Veh. direction from	West to South		Towing?	No tow or articulation	Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger	Post code	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable	Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable				
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road				Ped Location	Not applicable				
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable				
Hit object in c'way?	None				School Pupil	Other				
Hit object off c'way?	None				Roadworker injured					
First point of impact	Front				Other Details					
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run					
Drivers age	58 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full			
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Journey as part of work									

Veh.No. 2	Vehicle type	M/cycle > 500cc	Make	Model			
Manoeuvre	Going ahead other						
Veh. direction from	North to South		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Approaching junction or waiting						
Veh left carriageway?	Left carriageway nearside						
Hit object in c'way?	None						
Hit object off c'way?	Tree						
First point of impact	Back						
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run		
Drivers age	35 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle				
Journey purpose	Other						

SEVERITY SLIGHT	District Vale of White Horse Ref.No P0560914	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452655 / 193551 Police Officer Attend: Yes
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Date 08/09/2014 Day Monday	Road B4016 Location B4016 MAIN RD APPROX 70M S OF J/W CHURCH ST APPLEFORD
Time 13:01	Description C1 TRAV N ON B4016 WHEN DRIVER SUFFERING FATIGUE / ILLNESS LOST CONTROL CROSSED TO OSIDE & HIT F OF C2 of Accident TRAV S ON B4016
Weather Fine without high winds	
Road Surface Dry	
Street Lighting Daylight	

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY		
Speed Limit	30 MPH	None		503 Fatigue (Driver/Rider - Impairment)		Vehicle 001		A		
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		505 Illness or disability, mental or physical (Driver/Rider - Impairment)		Vehicle 001		A		
Junction Detail	Not at or within 20 metres of junction									
Junction Control										
2nd Road Number										
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre									

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	3
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	1		
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	68 yrs	Sex	Female		
Veh. direction from	South to North		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Not at or within 20m of junction				Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable						
Hit object in c'way?	None				School Pupil	Other		Roadworker injured				
Hit object off c'way?	None				Cas No	2	Cas Class	Passenger	Veh ref No	2		
First point of impact	Front				Severity	SLIGHT	Age	22 yrs	Sex	Male		
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run		Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger	
Drivers age	68 yrs	Sex	Female	Breath test	Negative		Seat Belt	Not applicable		Cycle Helmet		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle		Ped Movement	Not applicable					
Journey purpose	Other				Ped Location	Not applicable						

Veh.No. 2	Vehicle type	Car	Make	Model	Cas No	3	Cas Class	Passenger	Veh ref No	2		
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	42 yrs	Sex	Male		
Veh. direction from	North to South		Towing?	No tow or articulation		Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Not at or within 20m of junction				Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable						
Hit object in c'way?	None				School Pupil	Other		Roadworker injured				
Hit object off c'way?	None				Cas No	2	Cas Class	Passenger	Veh ref No	2		
First point of impact	Front				Severity	SLIGHT	Age	42 yrs	Sex	Male		
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run		Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger	
Drivers age	44 yrs	Sex	Male	Breath test	Negative		Seat Belt	Not applicable		Cycle Helmet		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle		Ped Movement	Not applicable					
Journey purpose	Journey as part of work				Ped Location	Not applicable						
					Ped Direction to	Not applicable						
					School Pupil	Other						

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P1151014	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	451534 / 191159 Yes
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Date Time Weather Road Surface Street Lighting	10/10/2014 Day Friday 07:27 Fine without high winds Wet/Damp Daylight	Road A4130 Location A4130 AT RBT J/W BASIL HILL RD & MILTON RD & POWER STATION ACCESS DIDCOT	Description of Accident	C1 TRAV S ON A4130 MOVED OFF TO ENTER RBT BUT FAILED TO GIVEWAY TO PC2 TRAV SE ROUNDING RBT & C1 HIT NSIDE OF PC2
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	None		405	Failed to look properly (Driver/Rider - Error)	Vehicle 001	A		
Carriageway	Roundabout			406	Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A		
Junction Detail	Roundabout			407	Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	Vehicle 001	A		
Junction Control	Give way or uncontrolled			602	Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	B		
2nd Road Number	U	CARRIAGEWAY HAZARDS							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre	None							

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Moving off				Severity	SLIGHT	Age	39 yrs	Sex	Male
Veh. direction from	North to South		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Entering roundabout									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run					
Drivers age	49 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Commuting to/from work									

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model	<u>Other Details</u>						
Manoeuvre	Going ahead other										
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Nearside										
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run						
Drivers age	39 yrs	Sex	Male	Breath test	Not Applicable		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

SEVERITY SLIGHT	District South Oxfordshire Ref.No P0141114	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451531 / 191161 Police Officer Attend: Yes
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Date 01/11/2014 Time 16:10 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Day Saturday	Road A4130 Location A4130 DIDCOT PERIMETER RD AT POWER STATION RBT J/W MILTON ROAD / POWER STATION ACCESS & BASIL HILL ROAD DIDCOT	Description TX1 TRAV S ON A4130 ENTERED RBT BUT FAILED TO GIVE WAY TO PC2 WHICH HAD ENTERED RBT FROM MILTON of Accident ROAD & HIT OCCURRED
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS		602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001		A	
Junction Detail	Roundabout								
Junction Control	Give way or uncontrolled								
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres Central refuge - no other controls								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Taxi	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2		
Manoeuvre	Moving off				Severity	SLIGHT		Age	32 yrs	Sex	Male	Post code
Veh. direction from	North to South		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet	Not known			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Entering roundabout				Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable						
Hit object in c'way?	None				School Pupil	Other						
Hit object off c'way?	None				Roadworker injured							
First point of impact	Front				<u>Other Details</u>							
Veh registration no.		Other veh.hit (ref.no)	2		Hit and run	Not hit and run						
Drivers age	51 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full				
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle								
Journey purpose	Journey as part of work											

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model							
Manoeuvre	Going ahead other										
Veh. direction from	West to East		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Back										
Veh registration no.		Other veh.hit (ref.no)	1		Hit and run	Not hit and run					
Drivers age	32 yrs	Sex	Male	Breath test	Not Applicable		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P2001114	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	452781 / 191252 No - reported over the counter
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Date	19/11/2014	Day	Wednesday	Road	U189	Location	AVON WAY J/W BRUNSTOCK BECK	DIDCOT
Time	08:05			Description of Accident	C1 TRAV W ON BRUNSTOCK BECK TURNED LT TO AVON WAY FAILING TO GIVE WAY TO PC2 TRAV S ON AVON WAY & HIT OCCURRED			
Weather	Fine without high winds							
Road Surface	Dry							
Street Lighting	Daylight							

SPEED LIMIT			SPECIAL SITE CONDITIONS			CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	30 MPH		None			405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Carriageway	Single carriageway		CARRIAGEWAY HAZARDS								
Junction Detail	T or staggered junction										
Junction Control	Give way or uncontrolled		None								
2nd Road Number	U										
Pedestrian Facilities	None within 50 metres		None								
	No physical crossing facility within 50 metre										

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	2			
Manoeuvre	Turning left							Severity	SLIGHT	Age	-1 yrs	Sex	Male	Post code		
Veh. direction from	East to South							Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger				
Skidded	No skidding, jack-knifing or overturning							Seat Belt	Not applicable		Cycle Helmet	Yes				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable		Ped Location	Not applicable				
Junct. location of veh. at 1st impact	Entering main road							Ped Direction to	Not applicable		School Pupil	Other				
Veh left carriageway?	Did not leave carriageway							Roadworker injured								
Hit object in c'way?	None							<u>Other Details</u>								
Hit object off c'way?	None															
First point of impact	Offside															
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run											
Drivers age ? yrs		Sex	Not know	Breath test	Driver not contacted		Driving Lic	Full								
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle												
Journey purpose	Not Known															

Veh.No	2	Vehicle type	Pedal Cycle	Make		Model		
Manoeuvre	Going ahead other							
Veh. direction from	North to South							
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Front							
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run			
Drivers age ? yrs		Sex	Male	Breath test	Not Applicable		Driving Lic	Full
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle				
Journey purpose	Not Known							

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P2931114	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	451611 / 191529 Yes
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Date Time Weather Road Surface Street Lighting	25/11/2014 18:56 Raining without high winds Wet/Damp Dark: street lights present and lit	Day Tuesday	Road A4130	Location A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W HAWKSWORTH	DIDCOT
Description of Accident	C1 TRAV N ON A4130 ENTERED RBT J/W HAWKSWORTH FAILED TO GIVEWAY TO PC2 TRAV W ROUNDING RBT FROM HA & C1 HIT NSIDE OF PC2 - SOME UNCERTAINTY OVER DIRECTIONS OF TRAVEL				

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	None		302 Disobeyed give way or stop sign markings (Driver/Rider - Injud		Vehicle 001		B	
Carriageway	Roundabout			405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Roundabout			707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)		Vehicle 001		B	
Junction Control	Give way or uncontrolled	CARRIAGEWAY HAZARDS							
2nd Road Number	U	None							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	34 yrs	Sex	Male
Veh. direction from	South to North		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Entering roundabout									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Offside									
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run					
Drivers age	64 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Other									

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model	<u>Other Details</u>						
Manoeuvre	Going ahead other										
Veh. direction from	East to West		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Nearside										
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run						
Drivers age	34 yrs	Sex	Male	Breath test	Not Applicable		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Commuting to/from work										

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P2181214	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	451611 / 191523 Yes
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Date	18/12/2014	Day	Thursday	Road	A4130	Location	A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W HAWKSWORTH	DIDCOT
Time	18:50			Description of Accident	MC1 TRAV N ON A4130 IN WET CONDITIONS HIT R OF C2 SLOWING ON ENTRY TO RBT TO GIVE WAY TO U/K VEH TURNING RT ONTO A4130 FROM HAWKSWORTH			
Weather	Fine without high winds							
Road Surface	Wet/Damp							
Street Lighting	Dark: street lights present and lit							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	None		103 Slippery road due to weather (Road Environment Contrib)		Vehicle 001		B	
Carriageway	Roundabout			405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Roundabout			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		A	
Junction Control	Give way or uncontrolled	CARRIAGEWAY HAZARDS							
2nd Road Number	U	None							
Pedestrian Facilities	None within 50 metres								
	No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	2
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Veh.No. 1	Vehicle type	M/cycle 125 - 500cc	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	1		
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	41 yrs	Sex	Male		
Veh. direction from	South to North		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	Skidded				Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Approaching junction or waiting				Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable						
Hit object in c'way?	None				School Pupil	Other		Roadworker injured				
Hit object off c'way?	None				Cas No	2	Cas Class	Driver or Rider	Veh ref No	2		
First point of impact	Front				Severity	SLIGHT	Age	53 yrs	Sex	Female		
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Drivers age	41 yrs	Sex	Male	Breath test	Negative		Seat Belt	Not applicable		Cycle Helmet		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle		Ped Movement	Not applicable					
Journey purpose	Other				Ped Location	Not applicable						

Veh.No. 2	Vehicle type	Car	Make	Model	Other Details			
Manoeuvre	Slowing or stopping							
Veh. direction from	South to North		Towing?	No tow or articulation				
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Approaching junction or waiting							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Back							
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run			
Drivers age	53 yrs	Sex	Female	Breath test	Negative			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle		Driving Lic	Full	
Journey purpose	Other							

SEVERITY SLIGHT	District Vale of White Horse Ref.No P1040215	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452608 / 193688 Police Officer Attend: No - reported over the counter
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Date 06/02/2015 Day Friday Time 08:50 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight	Road B4016 Location B4016 MAIN ROAD J/W CHAMBRAI CLOSE APPLEFORD Description C1 TRAV SE ON B4016 IN WET CONDITIONS HIT R OF C2 TRAV SE AHEAD WAITING TO TURN RT TO CHAMBRAI CLOSE of Accident
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	30 MPH	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	A
Carriageway	Single carriageway	SPECIAL SITE CONDITIONS		None	
Junction Detail	T or staggered junction	CARRIAGEWAY HAZARDS		None	
Junction Control	Give way or uncontrolled				
2nd Road Number	U				
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Going ahead other				Severity	SLIGHT		Age	47 yrs	Sex	Male
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Approaching junction or waiting				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Front				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	? yrs	Sex	Female	Breath test	Driver not contacted		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Other										

Veh.No. 2	Vehicle type	Car	Make	Model							
Manoeuvre	Waiting to turn right										
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Approaching junction or waiting										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Back										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age	47 yrs	Sex	Male	Breath test	Driver not contacted		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Other										

SEVERITY SERIOUS	District South Oxfordshire Ref.No P2480215	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451532 / 191153 Police Officer Attend: Yes
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Date 16/02/2015 Time 06:05 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Dark: street lights present and lit	Day Monday Road A4130 Location A4130 AT RBT J/W BASIL HILL RD & MILTON RD & POWER STATION ACCESS DIDCOT Description of Accident C1 TRAV S ON A4130 ENTERED RBT FAILING TO SEE PC2 (RIDER WITH HIGH VIS AND LIGHTS) NEG RBT FROM MILTON ROAD TO TRAV S ON A4130 (SOME UNCERTAINTY OVER EXACT DETAILS - POSS C2 ENTERING RBT FROM BASIL HILL ROAD)
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	50 MPH	103 Slippery road due to weather (Road Environment Contrib)		Vehicle 001	B
Carriageway	Roundabout	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Junction Detail	Roundabout	510 Distraction outside vehicle (Driver/Rider - Impairment)		Vehicle 001	B
Junction Control	Give way or uncontrolled	602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001	A
2nd Road Number	U				
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				
SPECIAL SITE CONDITIONS					
CARRIAGEWAY HAZARDS					
None					

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Turning right				Severity	SERIOUS	Age	43 yrs	Sex	Female
Veh. direction from	North to Southwest	Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	Skidded				Seat Belt	Not applicable		Cycle Helmet	Not known	
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable				
Junct. location of veh. at 1st impact	Entering roundabout				Ped Location	Not applicable				
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable				
Hit object in c'way?	None				School Pupil	Other				
Hit object off c'way?	None				Roadworker injured					
First point of impact	Front				<u>Other Details</u>					
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run					
Drivers age	64 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle							
Journey purpose	Commuting to/from work									

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model		
Manoeuvre	Turning right					
Veh. direction from	Southwest to South	Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)	On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road					
Veh left carriageway?	Did not leave carriageway					
Hit object in c'way?	None					
Hit object off c'way?	None					
First point of impact	Back					
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run	
Drivers age	43 yrs	Sex	Female	Breath test	Not Applicable	
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle		Driving Lic	Full
Journey purpose	Commuting to/from work					

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P3340315	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	451686 / 195358 Yes
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Date	27/03/2015	Day	Friday	Road	A415	Location	A415 APPROX 210M E OF J/W EURO SCHOOL	CULHAM
Time	16:20							
Weather	Fine without high winds							
Road Surface	Dry							
Street Lighting	Daylight							
Description of Accident	C1 (DRIVER 81 YRS) TRAV W ON A415 OVR TK 3 OR 4 U/K WBOUND VEHS & HIT F OF C2 TRAV E ON A415 & C2 THEN HIT F OF C3 TRAV E BEHIND C2							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY		
Speed Limit	60 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B		
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		A		
Junction Detail	Not at or within 20 metres of junction									
Junction Control										
2nd Road Number										
Pedestrian Facilities	None within 50 metres		None							
	No physical crossing facility within 50 metre									

VEHICLES INVOLVED	3	CASUALTIES INVOLVED	3
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	1		
Manoeuvre	Overtaking moving veh on its offside							Severity	SLIGHT	Age	81 yrs	Sex	Female	Post code	
Veh. direction from	East to West		Towing?	No tow or articulation				Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger			
Skidded	No skidding, jack-knifing or overturning							Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Not at or within 20m of junction							Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway							Ped Direction to	Not applicable						
Hit object in c'way?	None							School Pupil	Other						
Hit object off c'way?	None							Roadworker injured							
First point of impact	Front							Cas No	2	Cas Class	Driver or Rider	Veh ref No	2		
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run		Severity	SLIGHT	Age	50 yrs	Sex	Female	Post code		
Drivers age	81 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full							
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle				Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger			
Journey purpose	Not Known							Seat Belt	Not applicable		Cycle Helmet				

Veh.No.	2	Vehicle type	Car	Make		Model		Cas No	3	Cas Class	Driver or Rider	Veh ref No	3		
Manoeuvre	Going ahead other							Severity	SLIGHT	Age	24 yrs	Sex	Female	Post code	
Veh. direction from	West to East		Towing?	No tow or articulation				Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger			
Skidded	No skidding, jack-knifing or overturning							Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Not at or within 20m of junction							Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway							Ped Direction to	Not applicable						
Hit object in c'way?	None							School Pupil	Other						
Hit object off c'way?	None							Roadworker injured							
First point of impact	Front							Cas No	3	Cas Class	Driver or Rider	Veh ref No	3		
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run		Severity	SLIGHT	Age	24 yrs	Sex	Female	Post code		
Drivers age	50 yrs	Sex	Female	Breath test	Not requested		Driving Lic	Full							
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle				Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger			
Journey purpose	Commuting to/from work							Seat Belt	Not applicable		Cycle Helmet				

Veh.No.	3	Vehicle type	Car	Make		Model		<u>Other Details</u>
Manoeuvre		Going ahead other						
Veh. direction from		West to East		Towing?		No tow or articulation		
Skidded		No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)		On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact		Not at or within 20m of junction						
Veh left carriageway?		Did not leave carriageway						
Hit object in c'way?		None						
Hit object off c'way?		None						
First point of impact		Front						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run		Not hit and run		
Drivers age	24 yrs	Sex	Female	Breath test	Not requested	Driving Lic	Full	
Left Hand Drive		No		Foreign veh.	Not foreign registered vehicle			
Journey purpose		Other						

SEVERITY SLIGHT	District South Oxfordshire Ref.No P0840715	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451533 / 191171 Police Officer Attend: No - reported over the counter
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Date 13/07/2015 Time 08:55 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Day Monday	Road A4130 Location A4130 AT RBT J/W BASIL HILL RD & MILTON RD & POWER STATION ACCESS DIDCOT	Description of Accident C1 TRAV S ON A4130 APPROACHING RBT J/W BASIL HILL RD HIT PC2 TRAV S AHEAD OF C1 TO NSIDE OF A4130 & RIDER FELL & SUSTAINED SLIGHT INJURY - EXACT CIRCUMSTANCES UNCLEAR - POSS PC2 WAS USING CYCLE CROSSING POINT JUST N OF RBT
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	50 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	B
Carriageway	Roundabout	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	B
Junction Detail	Roundabout				
Junction Control	Give way or uncontrolled				
2nd Road Number	U				
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				
SPECIAL SITE CONDITIONS					
None					
CARRIAGEWAY HAZARDS					
None					

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	-1 yrs	Sex	Female
Veh. direction from	North to South		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Approaching junction or waiting									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run					
Drivers age	35 yrs	Sex	Male	Breath test	Driver not contacted		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Commuting to/from work									

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model	<u>Other Details</u>					
Manoeuvre	Going ahead other									
Veh. direction from	North to South		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Approaching junction or waiting									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Back									
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run					
Drivers age	? yrs	Sex	Female	Breath test	Not Applicable		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Not Known									

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P1691115	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	451528 / 191155 Yes
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Date	13/11/2015	Day	Friday	Road	A4130	Location	A4130 AT RBT J/W BASIL HILL RD & MILTON RD & POWER STATION ACCESS	DIDCOT
Time	19:19			Description of Accident	HGV1 TRAV S ON A4130 ENTERED RBT FAILING TO GIVE WAY TO MP2 TRAV FROM MILTON ROAD NEG RBT TO EXIT TO BASIL HILL ROAD			
Weather	Fine without high winds							
Road Surface	Dry							
Street Lighting	Dark: street lights present and lit							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	40 MPH	None		710 Vehicle blind spot (Driver/Rider - Vision Affected)		Vehicle 001		A	
Carriageway	Roundabout			405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Roundabout			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Control	Give way or uncontrolled	CARRIAGEWAY HAZARDS							
2nd Road Number	U	None							
Pedestrian Facilities	None within 50 metres								
	No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Goods > 7.5t	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	17 yrs	Sex	Male	
Veh. direction from	North to South		Towing?	Articulated vehicle	Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger		
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Entering roundabout				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Front				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	67 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Journey as part of work										

Veh.No. 2	Vehicle type	M/cycle <= 50cc	Make	Model							
Manoeuvre	Going ahead other										
Veh. direction from	Northwest to Southeast		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Front										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age	17 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Other										

SEVERITY SERIOUS	District Ref.No	South Oxfordshire P2711115	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	452968 / 195189 Yes
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Date	17/11/2015	Day	Tuesday	Road	A415	Location	A415 ABINGDON ROAD APPROX 280M E OF J/W STATION ROAD	CULHAM
Time	17:28			Description of Accident	MC1 TRAV W ON A415 OVR TK U/K VEH & MOVED BACK TO NSIDE BUT FAILED TO SEE & HIT R OF SLOW MOVING AGR2 ALSO TRAV W - RIDER FELL & SUSTAINED SERIOUS INJURY			
Weather	Fine with high winds							
Road Surface	Wet/Damp							
Street Lighting	Dark: no street lighting							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		405	Failed to look properly (Driver/Rider - Error)	Vehicle 001	A		
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		406	Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A		
Junction Detail	Not at or within 20 metres of junction			403	Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	A		
Junction Control				409	Swerved (Driver/Rider - Error)	Vehicle 001	A		
2nd Road Number									
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	M/cycle > 500cc	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Manoeuvre	Overtaking moving veh on its offside							Severity	SERIOUS				
Veh. direction from	East to West		Towing?	No tow or articulation				Age	47 yrs		Sex	Male	
Skidded	No skidding, jack-knifing or overturning							Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Seat Belt	Not applicable				
Junct. location of veh. at 1st impact	Not at or within 20m of junction							Ped Movement	Not applicable				
Veh left carriageway?	Did not leave carriageway							Ped Location	Not applicable				
Hit object in c'way?	None							Ped Direction to	Not applicable				
Hit object off c'way?	None							School Pupil	Other				
First point of impact	Front							Roadworker injured					
Veh registration no.			Other veh.hit (ref.no)	2		Hit and run	Not hit and run		<u>Other Details</u>				
Drivers age	47 yrs	Sex	Male	Breath test	Not provided (medical reas		Driving Lic	Full					
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle									
Journey purpose	Not Known												

Veh.No.	2	Vehicle type	Agric Veh	Make		Model				
Manoeuvre	Going ahead other									
Veh. direction from	East to West		Towing?	No tow or articulation						
Skidded	Overturned									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Not at or within 20m of junction									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Back									
Veh registration no.			Other veh.hit (ref.no)	1		Hit and run	Not hit and run			
Drivers age	38 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Not Known									

SEVERITY SLIGHT	District South Oxfordshire Ref.No P3660116	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452197 / 191871 Police Officer Attend: Yes
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Date 20/01/2016 Time 17:34 Weather Fine without high winds Road Surface Frost/Ice Street Lighting Dark: street lights present and lit	Day Wednesday Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W COLLETT DIDCOT Description C1 TRAV E ON A4130 ENTER RBT HIT PC2 TRAV N ROUNDING RBT & RIDER FELL of Accident
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY	
Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres Central refuge - no other controls	CARRIAGEWAY HAZARDS None		405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A	406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1 Manoeuvre Veh. direction from Skidded Veh location at impact (restricted lane) Junct. location of veh. at 1st impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age Left Hand Drive Journey purpose	1 Vehicle type Car Make Model Going ahead other West to East Towing? No tow or articulation No skidding, jack-knifing or overturning On main carriageway not in restricted lane Mid junction - on roundabout or main road Did not leave carriageway None None Front Other veh.hit (ref.no) 2 Hit and run Not hit and run Breath test Negative Driving Lic Full No Foreign veh. Not foreign registered vehicle Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 67 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not known Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Manoeuvre Veh. direction from Skidded Veh location at impact (restricted lane) Junct. location of veh. at 1st impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age Left Hand Drive Journey purpose	2 Vehicle type Pedal Cycle Make Model Going ahead other South to North Towing? No tow or articulation No skidding, jack-knifing or overturning On main carriageway not in restricted lane Mid junction - on roundabout or main road Did not leave carriageway None None Back Other veh.hit (ref.no) 1 Hit and run Not hit and run Breath test Not Applicable Driving Lic Full No Foreign veh. Not foreign registered vehicle Not Known
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Other Details

SEVERITY SLIGHT	District Ref.No	Vale of White Horse P2130116	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451714 / 194081	Police Officer Attend: No - reported over the counter
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Date Time Weather Road Surface Street Lighting	21/01/2016 16:00 Fine without high winds Wet/Damp Daylight	Day Thursday	Road B4016	Location B4016 APPROX 6900M E OF SUTTON COURTENAY - SOME UNCERTAINTY OVER LOCATION COURTENAY	SUTTON
Description of Accident	MP1 TRAV SE ON B4016 HIT REAR OF PC2 (CHILD RIDER, CYCLING BACK FROM SCHOOL) CAUSING RIDER TO FALL - MP1 FTS				

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS							
Junction Detail	Not at or within 20 metres of junction								
Junction Control									
2nd Road Number									
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	M/cycle <= 50cc	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	2		
Manoeuvre	Going ahead other							Severity	SLIGHT	Age	10 yrs	Sex	Female	Post code	
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation												
Skidded	No skidding, jack-knifing or overturning														
Veh location at impact (restricted lane)	On main carriageway not in restricted lane														
Junct. location of veh. at 1st impact	Not at or within 20m of junction														
Veh left carriageway?	Did not leave carriageway														
Hit object in c'way?	None														
Hit object off c'way?	None														
First point of impact	Did not impact														
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Hit and Run										
Drivers age	? yrs	Sex	Not know	Breath test	Driver not contacted	Driving Lic	Full								
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle												
Journey purpose	Not Known														

Veh.No.	2	Vehicle type	Pedal Cycle	Make		Model		<u>Other Details</u>						
Manoeuvre	Going ahead other													
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation											
Skidded	No skidding, jack-knifing or overturning													
Veh location at impact (restricted lane)	On main carriageway not in restricted lane													
Junct. location of veh. at 1st impact	Not at or within 20m of junction													
Veh left carriageway?	Did not leave carriageway													
Hit object in c'way?	None													
Hit object off c'way?	None													
First point of impact	Did not impact													
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run									
Drivers age	10 yrs	Sex	Female	Breath test	Not Applicable	Driving Lic	Full							
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle											
Journey purpose	Pupil riding to/from school													

SEVERITY SERIOUS	District South Oxfordshire Ref.No P1790216	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451532 / 191161 Police Officer Attend: Yes
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Date 16/02/2016 Time 17:40 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Day Tuesday	Road A4130 Location A4130 DIDCOT PERIMETER RD AT POWER STATION RBT J/W MILTON ROAD / POWER STATION ACCESS & BASIL HILL ROAD DIDCOT	Description of Accident C1 TRAV S ON A4130 ENTERED RBT FAILING TO GIVE TO PC2 TRAV FROM MILTON ROAD TO BASIL HILL ROAD ROUNDING RBT & RIDER SUSTAINED SERIOUS INJURY
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	50 MPH		405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS None	710 Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001	B	
Junction Detail	Roundabout					
Junction Control	Give way or uncontrolled					
2nd Road Number	U					
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre					

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Going ahead other				Severity	SERIOUS	Age	26 yrs	Sex	Male
Veh. direction from	North to South		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Entering roundabout									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run					
Drivers age	49 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Commuting to/from work									

Veh.No. 2	Vehicle type	Pedal Cycle	Make	Model	<u>Other Details</u>						
Manoeuvre	Going ahead right hand bend										
Veh. direction from	Southwest to East		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Nearside										
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run						
Drivers age	26 yrs	Sex	Male	Breath test	Not Applicable		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Commuting to/from work										

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P0900616	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	452687 / 195206 Yes
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Date	07/06/2016	Day	Tuesday	Road	A415	Location	A415 ABINGDON ROAD J/W STATION ROAD	CULHAM
Time	07:50	Description						
Weather	Fine without high winds			HG1 TRAV W ON A415 HIT R OF C2 WHO IN TURN HIT R OF C3 TRAV W STATIONARY FOR C3 WAITING TO TURN RT				
Road Surface	Dry			of Accident				
Street Lighting	Daylight			TO J/W STATION RD				

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	T or staggered junction			510 Distraction outside vehicle (Driver/Rider - Impairment)		Vehicle 001		B	
Junction Control	Give way or uncontrolled	None							
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres								
	No physical crossing facility within 50 metre								

VEHICLES INVOLVED	3	CASUALTIES INVOLVED	3
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Veh.No.	1	Vehicle type	Goods 3.5 - 7.5t	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	3			
Manoeuvre	Going ahead other			Towing?	No tow or articulation				Severity	SLIGHT	Age	29 yrs	Sex	Female	Post code	
Veh. direction from	East to West								Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger			
Skidded	Skidded								Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane								Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Approaching junction or waiting								Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway								Ped Direction to	Not applicable						
Hit object in c'way?	None								School Pupil	Other						
Hit object off c'way?	None								Roadworker injured							
First point of impact	Front								Cas No	2	Cas Class	Driver or Rider	Veh ref No	2		
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run			Severity	SLIGHT	Age	52 yrs	Sex	Female	Post code		
Drivers age	58 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full								
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle			Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger				
Journey purpose	Journey as part of work								Seat Belt	Not applicable		Cycle Helmet				

Veh.No.	2	Vehicle type	Car	Make		Model		Cas No	3	Cas Class	Passenger	Veh ref No	2			
Manoeuvre	Slowing or stopping			Towing?	No tow or articulation				Severity	SLIGHT	Age	13 yrs	Sex	Female	Post code	
Veh. direction from	East to West								Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger			
Skidded	No skidding, jack-knifing or overturning								Seat Belt	Not applicable		Cycle Helmet				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane								Ped Movement	Not applicable						
Junct. location of veh. at 1st impact	Approaching junction or waiting								Ped Location	Not applicable						
Veh left carriageway?	Did not leave carriageway								Ped Direction to	Not applicable						
Hit object in c'way?	None								School Pupil	Other						
Hit object off c'way?	None								Roadworker injured							
First point of impact	Back								Cas No	3	Cas Class	Passenger	Veh ref No	2		
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run			Severity	SLIGHT	Age	13 yrs	Sex	Female	Post code		
Drivers age	52 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full								
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle			Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger				
Journey purpose	Other								Seat Belt	Not applicable		Cycle Helmet				

Veh.No.	3	Vehicle type	Car	Make		Model	
Manoeuvre	Waiting to turn right						
Veh. direction from	East to West		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Approaching junction or waiting						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Back						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run		
Drivers age	29 yrs	Sex	Female	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle			
Journey purpose	Other						

Other Details

SEVERITY SERIOUS	District South Oxfordshire Ref.No 43160248978	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451533 / 191160 Police Officer Attend: Yes
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Date 31/08/2016 Day Wednesday Time 18:26 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 POWER STATION RBT J/W A4130 NORTHERN PERIMETER ROAD DIDCOT Description C1 TRAV S ON A4130 ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV E ROUNDING RBT FROM MILTON ROAD of Accident INTENDING TO EXIT TO BASIL HILL ROAD
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS							
Junction Detail	Roundabout								
Junction Control	Give way or uncontrolled								
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres Central refuge - no other controls								

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 43 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SERIOUS Age 34 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead right hand bend Veh. direction from Southwest to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 34 yrs Sex Male Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170021424	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451632 / 191544 Police Officer Attend: Yes
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Date 10/01/2017 Day Tuesday Time 13:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD AT RBT J/W HAWKSWORTH DIDCOT Description of Accident C1 (DRIVER INTOXICATED) TRAV S ON A4130 AT SPEED OVERTOOK ANOTHER VEH ON APPROACH TO RBT THEN ENTERED RBT FAILING TO GIVE WAY TO LGV2 TRAV N ON A4130 TURNING RT TO HAWKSWORTH - BOTH VEHS LEFT CWAY ON E SIDE OF ROAD
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 501 Impaired by alcohol (Driver/Rider - Impairment)	PARTICIPANT Vehicle 001	PROBABILITY A
Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Details Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 36 yrs Sex Female Breath test Positive Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 36 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured <u>Other Details</u>
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Veh.No. 2 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Turning right Veh. direction from South to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 33 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170028756	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451534 / 191163 Police Officer Attend: Yes
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Date 20/01/2017 Day Friday Time 13:09 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W MILTON ROAD & BASIL HILL ROAD DIDCOT Description LGV1 TRAV S ON A4130 ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV FROM MILTON RD TO BASIL HILL RD & of Accident HIT OCCURRED
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	50 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Carriageway	Roundabout	602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001	B
Junction Detail	Roundabout				
Junction Control	Give way or uncontrolled				
2nd Road Number	U				
Pedestrian Facilities	None within 50 metres Central refuge - no other controls				
SPECIAL SITE CONDITIONS					
None					
CARRIAGEWAY HAZARDS					
None					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 40 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 57 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 57 yrs Sex Female Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170202475	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451531 / 191163 Police Officer Attend: Yes
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Date 03/07/2017 Day Monday Time 06:45 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight	Road A4130 Location A4130 AT POWER STATION RBT J/W MILTON ROAD & BASIL HILL ROAD DIDCOT Description LGV1 TRAV S ON A4130 DIDCOT NORTHERN PERIMETER ROAD ENTERED RBT FAILING TO GIVE WAY TO PC2 ON RBT of Accident TRAVELLING FROM MILTON ROAD & HIT OCCURRED
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None		405 Failed to look properly (Driver/Rider - Error) 402 Junction restart (Driver/Rider - Error) 103 Slippery road due to weather (Road Environment Contrib) 703 Road layout (Driver/Rider - Vision Affected)	Vehicle 001 Vehicle 001 Vehicle 001 Vehicle 001	A A B B	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Page 1 of 1 Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Slowing or stopping Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age ? yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 45 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured <u>Other Details</u>
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Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 45 yrs Sex Male Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170278846	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 453425 / 195190 Police Officer Attend: Yes
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Date 31/08/2017 Day Thursday Time 10:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A415 Location A415 APPROX 50M W OF J/W ACCESS TO CULHAM SCIENCE CENTRE CULHAM Description of Accident LGV2 TRAV W ON A415 STOPPED TO GIVE ASSISTANCE TO RIDER OF PC3 (DIRECTION OF TRAVEL UNKNOWN, BUT ASSUMED ALSO TO W) WHO HAD FALLEN FOR UNKNOWN REASON - C1 ALSO TRAV W HIT REAR OF STAT LGV2 - PC3 NOT HIT & OTHERWISE UNINVOLVED
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 60 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None		510 Distraction outside vehicle (Driver/Rider - Impairment) 406 Failed to judge other person's path/speed (Driver/Rider - Error) 410 Loss of control (Driver/Rider - Error)	Vehicle 001 Vehicle 001 Vehicle 003	B B A	

VEHICLES INVOLVED 3	CASUALTIES INVOLVED 2
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 56 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 56 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Veh.No. 2 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Waiting to go ahead but held up Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 33 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Cas No 2 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 33 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured

Other Details

Veh.No.	3	Vehicle type	Pedal Cycle	Make		Model	
Manoeuvre		Going ahead other					
Veh. direction from		East to West		Towing?	No tow or articulation		
Skidded		No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Not at or within 20m of junction					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		None					
Hit object off c'way?		None					
First point of impact		Did not impact					
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run		
Drivers age ? yrs		Sex	Not know	Breath test	Not Applicable	Driving Lic	Full
Left Hand Drive		No		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Not Known					

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170280331	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452194 / 191870 Police Officer Attend: Yes
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Date 12/09/2017 Day Tuesday Time 14:05 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD J/W COLLETT DIDCOT Description of Accident HGV1 TRAV W ON A4130 TURNED RT AT RBT TO N - WHILE DOING SO DRIVER SUFFFERED COUGHING FIT & WENT TO NSIDE & HIT HGV2 TRAV E ON A4130 APPROACHING RBT GIVE WAY
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	505 Illness or disability, mental or physical (Driver/Rider - Impairm		Vehicle 001		A	
Carriageway	Roundabout	SPECIAL SITE CONDITIONS		None			
Junction Detail	Roundabout	CARRIAGEWAY HAZARDS		None			
Junction Control	Give way or uncontrolled						
2nd Road Number	U						
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre						

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Goods > 7.5t Make Model Manoeuvre Turning right Veh. direction from East to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Leaving roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 52 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 57 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Goods > 7.5t Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 57 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170330966	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452536 / 193721 Police Officer Attend: No - reported over the counter
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Date 02/11/2017 Day Thursday Time 08:10 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road B4016 Location B4016 AT APPLEFORD RAIL BRIDGE APPLEFORD Description C1 TRAV W ON B4016 HIT WITH NSIDE WING MIRROR PED WALKING ON S SIDE OF CWAY TO W TO RAIL STATION (NO of Accident FOOTWAY PRESENT) - C1 FTS
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SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	PARTICIPANT PROBABILITY Vehicle 001 A
CARRIAGEWAY HAZARDS None			

VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh.Direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junction location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Hit and Run Drivers age ? yrs Sex Not know Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Pedestrian Veh ref No 1 Severity SLIGHT Age 51 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Walking - back to traffic Ped Location In carriageway, not crossing Ped Direction to West bound School Pupil Other Roadworker injured Not applicable
	<u>Other Details</u>

SEVERITY SERIOUS	District South Oxfordshire Ref.No 43170345099	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451534 / 191161 Police Officer Attend: Yes
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Date 05/11/2017 Day Sunday Time 14:15 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 RBT J/W MILTON ROAD & BASIL HILL ROAD DIDCOT Description of Accident C1 TRAV S ON A4130 DIDCOT NORTHERN PERIMETER ROAD ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV E FROM MILTON ROAD TO BASIL HILL ROAD - GLARE FROM SUN / VEHICLE BLIND SPOT POSS CONTRIBUTORY
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres Central refuge - no other controls	CARRIAGEWAY HAZARDS None		405 Failed to look properly (Driver/Rider - Error) 406 Failed to judge other person's path/speed (Driver/Rider - Error) 403 Poor turn or manoeuvre (Driver/Rider - Error) 706 Dazzling sun (Driver/Rider - Vision Affected) 710 Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001 Vehicle 001 Vehicle 001 Vehicle 001 Vehicle 001	A A A B B	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 36 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SERIOUS Age 58 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet No Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 58 yrs Sex Female Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	<u>Other Details</u>
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SEVERITY SLIGHT	District Vale of White Horse Ref.No 43170384320	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 453029 / 192645 Police Officer Attend: Yes
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Date 19/12/2017 Day Tuesday Time 18:00 Weather Fine without high winds Road Surface Dry Street Lighting Dark: no street lighting	Road B4016 Location B4016 APPLEFORD ROAD J/W CYCLE ROUTE / BRIDLEWAY APPROX 900M NW OF J/W B4016 ABINGDON ROAD LONG WITTENHAM Description of Accident MC1 TRAV E ON B4016 POSS HAD OVERTAKEN SLOW MOVING CARS BUT THEN FAILED TO SEE STAT PC2 WAITING TO TURN RT TO S TO CYCLE ROUTE
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error)	PARTICIPANT Vehicle 001	PROBABILITY B
Speed Limit 60 MPH Carriageway Single carriageway Junction Detail Other junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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<p>Veh.No. 1 Vehicle type M/Cycle Unknown cc Make Model Manoeuvre Going ahead other Veh. direction from Northwest to Southeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age ? yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known</p>	<p>Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 45 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured</p>
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<p>Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Waiting to turn right Veh. direction from Northwest to Southeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 45 yrs Sex Male Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known</p>	<p><u>Other Details</u></p>
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SEVERITY SERIOUS	District Vale of White Horse Ref.No 43180010328	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452660 / 193565 Police Officer Attend: Yes
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Date 10/01/2018 Day Wednesday Time 14:05 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight	Road B4015 Location B4016 MAIN RD BY THORNTON LODGE APPLEFORD (CHECK LOCATION PLOTTED) Description PC1 ASSUMED TRAV S ON B4016 FAILED TO SEE PC2 ALSO ASSUMED TRAV S (AND PROBABLY RIDING WITH PC1) AND THEN HIT REAR OF STAT C3 & FELL & RIDER WAS HIT BY C4 ASSUMED TRAV N - LIMITED DETAILS SUPPLIED
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	30 MPH	405 Failed to look properly (Driver/Rider - Error)		Vehicle 001	A
Carriageway	Single carriageway	602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001	B
Junction Detail	Not at or within 20 metres of junction				
Junction Control					
2nd Road Number					
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				
SPECIAL SITE CONDITIONS					
None					
CARRIAGEWAY HAZARDS					
None					

VEHICLES INVOLVED 4	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 72 yrs Sex Male Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SERIOUS Age 72 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Did not impact Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 64 yrs Sex Male Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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Veh.No.	3	Vehicle type	Car	Make		Model	
Manoeuvre	Waiting to go ahead but held up						
Veh. direction from	North to South		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Not at or within 20m of junction						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Back						
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run		
Drivers age	42 yrs	Sex	Female	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle			
Journey purpose	Not Known						

Veh.No.	4	Vehicle type	Car	Make		Model	
Manoeuvre	Going ahead other						
Veh. direction from	South to North		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Not at or within 20m of junction						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Front						
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run		
Drivers age	68 yrs	Sex	Female	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle			
Journey purpose	Not Known						

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43180114430	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452811 / 191610 Police Officer Attend: Yes
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Date 11/04/2018 Day Wednesday Time 09:35 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Road A4130 Location A4130 DIDCOT NE PERIMETER ROAD RBT J/W AVON WAY DIDCOT Description of Accident HGV1 TRAV N ON AVON WAY ENTERED RBT FAILING TO GIVE WAY TO C2 TRAV NW ON A4130 - HIT OCCURRED - C2 WAS PUSHED INTO SPLITTER ISLAND ON A4130 JUST W OF RBT
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Roundabout	CARRIAGEWAY HAZARDS		704 Buildings, road signs, street furniture (Driver/Rider - Vision Aff		Vehicle 001		B	
Junction Detail	Roundabout								
Junction Control	Give way or uncontrolled								
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Goods > 7.5t Make Model Manoeuvre Moving off Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 63 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 40 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Southeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Leaving roundabout Veh left carriageway? Left carriageway offside Hit object in c'way? None Hit object off c'way? Other permanent object First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 40 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43180131504	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451936 / 190985 Police Officer Attend: Yes
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Date 15/04/2018 Day Sunday Time 13:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U189 Location BASIL HILL ROAD AT J/W TRACK ON N SIDE ORF ROAD APPROX 100M NW OF RAIL BRIDGE DIDCOT Description of Accident MC1 TRAV NW ON BASIL HILL ROAD WHEN PC2 ALSO TRAV NW IN CYCLE LANE MOVED TO OSIDE TO TURN RT TO TRACK INTO PATH OF MC1 & HIT OCCURRED (POSS THAT PC2 HAD ENTERED CWAY FROM FOOTWAY JUST PRIOR TO HIT
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SPEED LIMIT		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit	30 MPH	310 Cyclist entering road from pavement (Driver/Rider - Injudicious		Vehicle 002	B
Carriageway	Single carriageway	405 Failed to look properly (Driver/Rider - Error)		Vehicle 002	B
Junction Detail	Other junction				
Junction Control	Give way or uncontrolled				
2nd Road Number	U				
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				
SPECIAL SITE CONDITIONS					
None					
CARRIAGEWAY HAZARDS					
None					

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Manoeuvre Overtaking moving veh on its offside Veh. direction from Southeast to Northwest Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 2 Drivers age 25 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Cas No 1 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Driver or Rider Age 25 yrs Sex Male PSV Passenger? Not a passenger Cycle Helmet Not a cyclist	Veh ref No 1 Post code
Veh.No. 2 Manoeuvre Turning right Veh. direction from Southeast to Northeast Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) Cycle lane (on main carriageway) Junct. location of veh. at 1st impact Leaving main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 1 Drivers age 25 yrs Sex Female Breath test Not Applicable Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Cas No 2 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Driver or Rider Age 25 yrs Sex Female PSV Passenger? Not a passenger Cycle Helmet Not known	Veh ref No 2 Post code

Other Details

SEVERITY SLIGHT	District Vale of White Horse Ref.No 43180233809	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452385 / 193740 Police Officer Attend: No - self completed form	
Date 28/07/2018 Day Saturday Time 12:47 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road B4015 Location B4016 J/W ACCESS TO BRIDGE FARM HOUSE APPLEFORD Description C1 TRAV W ON B4016 HIT REAR OF C2 SLOWING TO TURN RT TO BRIDGE FARM HOUSE of Accident			
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Using private drive or entrance Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 602 Careless/Reckless (Driver/Rider - Behaviour) 308 Following too close (Driver/Rider - Injudicious) 509 Distraction in vehicle (Driver/Rider - Impairment)	PARTICIPANT PROBABILITY Vehicle 001 A Vehicle 001 A Vehicle 001 A
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 2		
Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 22 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known		Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 25 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		
Veh.No. 2 Vehicle type Car Make Model Manoeuvre Waiting to turn right Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 25 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known		Cas No 2 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 24 yrs Sex Female Post code Car Passenger? Front seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		
		<u>Other Details</u>		
Full Details		04-December-2019		
		Accident Ref.No 43180233809		

SEVERITY SERIOUS	District South Oxfordshire Ref.No 43180255933	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451532 / 191158 Police Officer Attend: Yes
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Date 20/08/2018 Day Monday Time 21:46 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Road A4130 Location A4130 AT POWER STATION DIDCOT Description C1 TRAV S ON A4130 STOPPED AT ENTRY TO RBT BUT THEN MOVED OFF FAILING TO SEE / GIVE WAY TO PC2 NEG of Accident RBT & HIT OCCURRED
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 602 Careless/Reckless (Driver/Rider - Behaviour)	PARTICIPANT Vehicle 001	PROBABILITY A
Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Vehicle 1 Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 66 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Casualty 1 Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SERIOUS Age 49 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Vehicle 2 Veh.No. 2 Vehicle type Pedal Cycle Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 49 yrs Sex Female Breath test Not Applicable Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43180349134	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 451532 / 191162 Police Officer Attend: No - self completed form
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Date 11/12/2018 Day Tuesday Time 14:15 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A4130 Location A4130 DIDCOT NORTHERN PERIMETER ROAD RBT J/W MILTON ROAD & BASIL HILL ROAD DIDCOT Description C1 TRAV S ON A4130 ENTERED RBT FAILING TO GIVE WAY TO PC2 TRAV FROM MILTON RD TO BASIL HILL RD & HIT of Accident OCCURRED
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SPEED LIMIT		SPECIAL SITE CONDITIONS	CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
Speed Limit	50 MPH				
Carriageway	Roundabout	CARRIAGEWAY HAZARDS			
Junction Detail	Roundabout				
Junction Control	Give way or uncontrolled				
2nd Road Number	U				
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class	Driver or Rider	Veh ref No 2
Manoeuvre	Going ahead other			Severity	SLIGHT	Age 26 yrs	Sex Male
Veh. direction from	North to South	Towing?	No tow or articulation	Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger
Skidded	No skidding, jack-knifing or overturning			Seat Belt	Not applicable	Cycle Helmet	Not known
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			Ped Movement	Not applicable		
Junct. location of veh. at 1st impact	Entering roundabout			Ped Location	Not applicable		
Veh left carriageway?	Did not leave carriageway			Ped Direction to	Not applicable		
Hit object in c'way?	None			School Pupil	Other		
Hit object off c'way?	None			Roadworker injured			
First point of impact	Front			<u>Other Details</u>			
Veh registration no.		Other veh.hit (ref.no) 2	Hit and run Not hit and run				
Drivers age 49 yrs	Sex Male	Breath test Driver not contacted	Driving Lic Full				
Left Hand Drive	No	Foreign veh. Not foreign registered vehicle					
Journey purpose	Journey as part of work						

Veh.No. 2	Vehicle type Pedal Cycle	Make	Model				
Manoeuvre	Going ahead other						
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation				
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Offside						
Veh registration no.		Other veh.hit (ref.no) 1	Hit and run Not hit and run				
Drivers age 26 yrs	Sex Male	Breath test Not Applicable	Driving Lic Full				
Left Hand Drive	No	Foreign veh. Not foreign registered vehicle					
Journey purpose	Not Known						

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43190053355	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 453353 / 195183 Police Officer Attend: Yes
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Date 19/02/2019 Day Tuesday Time 11:35 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Road A415 Location A415 APPROX 75M W OF ACCESS TO CULHAM SCIENCE CENTRE BY FULLAMORE FARM CULHAM Description HGV1 TRAV W ON A415 HIT REAR OF C2 ALSO TRAV W SLOWING FOR UNKNOWN REASON of Accident
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SPEED LIMITS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Not at or within 20 metres of junction			408 Sudden braking (Driver/Rider - Error)		Vehicle 002		B	
Junction Control		None							
2nd Road Number									
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Manoeuvre Going ahead other Veh. direction from East to West Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Drivers age 44 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic Full	Cas No 1 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Cas Class Driver or Rider Age 44 yrs Sex Female PSV Passenger? Not a passenger Cycle Helmet Not a cyclist Veh ref No 2 Post code
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Veh.No. 2 Manoeuvre Slowing or stopping Veh. direction from East to West Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Drivers age 44 yrs Sex Female Breath test Negative Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic Full	Other Details
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43190070071	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452839 / 191619 Police Officer Attend: Yes
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Date 05/03/2019 Day Tuesday Time 22:19 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Dark: street lights present and lit	Road A4130 Location A4130 DIDCOT NE PERIMETER ROAD RBT J/W AVON WAY DIDCOT Description of Accident C1 TRAV NE ON AVON WAY TURNED RT TO A4130 BUT LOST CONTROL ON EXITING RBT ON WET ROAD / POSS DIESEL SPILL & LEFT CWAY TO NSIDE & HIT TREE & ENTERED DITCH
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SITE DETAILS Speed Limit 50 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		SPECIAL SITE CONDITIONS Oil or diesel CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 102 Deposit on road e.g. oil, mud, chippings (Road Environment Co Vehicle 001 B 602 Careless/Reckless (Driver/Rider - Behaviour) Vehicle 001 B	PARTICIPANT PROBABILITY Vehicle 001 B
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VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Manoeuvre Turning right Veh. direction from Southwest to Southeast Towing? No tow or articulation Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Cleared junction or waiting Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? Tree First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 21 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 21 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured <u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No P3030614	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 454824 / 196293 Police Officer Attend: Yes
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Date 28/06/2014 Time 14:40 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Day Saturday	Road B4015 Location B4015 OXFORD ROAD AT BEND 450M NE OF J/W THE COPPICE ACCESS RD CLIFTON HAMPDEN
Description C1 (DRIVER 21 YRS) TRAV S ROUNDING LH BEND ON B4015 HIT R OF STAT C2 TRAV S IN QUEUE ON APPROACH TO of Accident J/W A415 - PASSENGER OF C2 THEN ASSAULTED DRIVER C1		

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	50 MPH	None		605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)		Vehicle 001		B	
Carriageway	Single carriageway			703 Road layout (Driver/Rider - Vision Affected)		Vehicle 001		B	
Junction Detail	Not at or within 20 metres of junction			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Control		CARRIAGEWAY HAZARDS							
2nd Road Number		None							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Passenger	Veh ref No	2
Manoeuvre	Going ahead left hand bend				Severity	SLIGHT	Age	52 yrs	Sex	Female
Veh. direction from	Northeast to South		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Not at or within 20m of junction									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run					
Drivers age	21 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Other									

Veh.No. 2	Vehicle type	Car	Make	Model	<u>Other Details</u>					
Manoeuvre	Waiting to go ahead but held up									
Veh. direction from	North to South		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Not at or within 20m of junction									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Back									
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run					
Drivers age	54 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full		
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Other									

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P0350814	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	454647 / 195615 Yes
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Date Time Weather Road Surface Street Lighting	05/08/2014 15:25 Fine without high winds Dry Daylight	Day Tuesday	Road A415	Location A415 APPROX 60M W OF J/W HIGH ST BY ACCESS TO VILLAGE HALL (NURSERY)	CLIFTON HAMPDEN
Description of Accident	C1 TRAV E ON A415 APPROACHING QUEUE FOR SIGNALS AT J/W B4015 - APPEARS DRIVER FAILED TO SEE QUEUE TILL LATE THEN IN ERROR PRESSED ACCELERATOR & HIT STAT TX2 AT REAR OF QUEUE				

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	30 MPH	None		607 Inexperience with vehicle type (Driver/Rider - Behaviour)		Vehicle 001		A	
Carriageway	Single carriageway			405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Using private drive or entrance								
Junction Control	Give way or uncontrolled								
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								
CARRIAGEWAY HAZARDS									

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Car	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	46 yrs	Sex	Male	
Veh. direction from	West to East		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning				Seat Belt	Not applicable		Cycle Helmet			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				Ped Movement	Not applicable					
Junct. location of veh. at 1st impact	Approaching junction or waiting				Ped Location	Not applicable					
Veh left carriageway?	Did not leave carriageway				Ped Direction to	Not applicable					
Hit object in c'way?	None				School Pupil	Other					
Hit object off c'way?	None				Roadworker injured						
First point of impact	Front				<u>Other Details</u>						
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	35 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Not Known										

Veh.No. 2	Vehicle type	Taxi	Make	Model				
Manoeuvre	Waiting to go ahead but held up							
Veh. direction from	West to East		Towing?	No tow or articulation				
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Approaching junction or waiting							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Back							
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run			
Drivers age	46 yrs	Sex	Male	Breath test	Negative			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle		Driving Lic	Full	
Journey purpose	Not Known							

SEVERITY SERIOUS	District Ref.No	South Oxfordshire P0980315	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	454843 / 195294 Yes
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Date Time Weather Road Surface Street Lighting	09/03/2015 12:38 Fine without high winds Dry Daylight	Day Monday	Road U287	Location CLIFTON HAMPDEN ROAD AT BEND O/S THE BARLEY MOW INN	LONG WITTENHAM
Description of Accident	MC1 (RIDER 20 YRS) TRAV SE ROUNDING RH BEND ON CLIFTON HAMPDEN RD LOST CONTROL & RIDER FELL & SUSTAINED SERIOUS INJURY				

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	30 MPH	None		103 Slippery road due to weather (Road Environment Contrib)		Vehicle 001		B	
Carriageway	Single carriageway			108 Road layout e.g. bend, hill or narrow (Road Environment Contri		Vehicle 001		B	
Junction Detail	Not at or within 20 metres of junction								
Junction Control		CARRIAGEWAY HAZARDS							
2nd Road Number		None							
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	1	CASUALTIES INVOLVED	1
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Veh.No	1	Vehicle type	M/cycle 50 - 125cc	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Manoeuvr		Going ahead right hand bend						Severity	SERIOUS	Age	20 yrs	Sex	Male
Veh.Direction from		Northwest to South		Towing?	No tow or articulation			Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger	Post code	
Skidded		Skidded						Seat Belt	Not applicable	Cycle Helmet			
Veh location at impact (restricted lane)		On main carriageway not in restricted lane						Ped Movement	Not applicable				
Junct. Location of veh. at 1st impact		Not at or within 20m of junction						Ped Location	Not applicable				
Veh left carriageway?		Did not leave carriageway						Ped Direction to	Not applicable				
Hit object in c'way?		None						School Pupil	Other				
Hit object off c'way?		None						Roadworker injured					
First point of impact		Offside						<u>Other Details</u>					
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Not hit and run							
Drivers age	20 yrs	Sex	Male	Breath test	Negative	Driving Lic	Full						
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle										
Journey purpose	Commuting to/from work												

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P3380415	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	454093 / 195339 Yes
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Date	29/04/2015	Day	Wednesday	Road	A415	Location	A415 ABINGDON RD J/W ACCESS TO TURNPIKE GARAGE	CLIFTON HAMDEN
Time	14:35	Description						
Weather	Fine without high winds			C1 TRAV NW ON EXIT FROM GARAGE TURNED RT TO W A415 HIT LGV2 TRAV SW ON A415 & LGV2 CROSSED TO OSIDE				
Road Surface	Dry			of Accident & HIT LGV3 TRAV NE ON A415 & C1 THEN HIT C4 PARKED FACING NW NEAR EXIT FROM GARAGE				
Street Lighting	Daylight							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		B	
Carriageway	Single carriageway			406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Using private drive or entrance								
Junction Control	Give way or uncontrolled	CARRIAGEWAY HAZARDS							
2nd Road Number	U	None							
Pedestrian Facilities	None within 50 metres								
	No physical crossing facility within 50 metre								

VEHICLES INVOLVED	4	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	2			
Manoeuvre	Turning right							Severity	SLIGHT		Age	48 yrs	Sex	Male	Post code	
Veh. direction from	Southeast to Northeast			Towing?	No tow or articulation			Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger				
Skidded	No skidding, jack-knifing or overturning							Seat Belt	Not applicable		Cycle Helmet					
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable							
Junct. location of veh. at 1st impact	Entering main road							Ped Location	Not applicable							
Veh left carriageway?	Did not leave carriageway							Ped Direction to	Not applicable							
Hit object in c'way?	None							School Pupil	Other							
Hit object off c'way?	None							Roadworker injured								
First point of impact	Offside							<u>Other Details</u>								
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run											
Drivers age	? yrs	Sex	Female	Breath test	Not requested		Driving Lic	Full								
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle											
Journey purpose	Commuting to/from work															

Veh.No.	2	Vehicle type	Van/Goods < 3.5t	Make		Model			
Manoeuvre	Going ahead other								
Veh. direction from	Northeast to Southwest			Towing?	No tow or articulation				
Skidded	No skidding, jack-knifing or overturning								
Veh location at impact (restricted lane)	On main carriageway not in restricted lane								
Junct. location of veh. at 1st impact	Approaching junction or waiting								
Veh left carriageway?	Did not leave carriageway								
Hit object in c'way?	None								
Hit object off c'way?	None								
First point of impact	Front								
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run				
Drivers age	48 yrs	Sex	Male	Breath test	Not requested		Driving Lic	Full	
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle				
Journey purpose	Journey as part of work								

Veh.No.	3	Vehicle type	Van/Goods < 3.5t	Make		Model	
Manoeuvre		Going ahead other					
Veh. direction from		Southwest to Northeast		Towing?		No tow or articulation	
Skidded		No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Approaching junction or waiting					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		None					
Hit object off c'way?		None					
First point of impact		Offside					
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run		Not hit and run	
Drivers age	? yrs	Sex	Male	Breath test	Not requested	Driving Lic	Full
Left Hand Drive		No		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Journey as part of work					

Veh.No.	4	Vehicle type	Car	Make		Model	
Manoeuvre		Parked					
Veh. direction from		Southeast to Parked		Towing?		No tow or articulation	
Skidded		No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Approaching junction or waiting					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		None					
Hit object off c'way?		None					
First point of impact		Offside					
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run		Not hit and run	
Drivers age	? yrs	Sex	Not know	Breath test	Not requested	Driving Lic	Full
Left Hand Drive		No		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Not Known					

SEVERITY SLIGHT	District South Oxfordshire Ref.No P2680815	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 454806 / 195137 Police Officer Attend: Yes
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Date 26/08/2015 Time 07:23 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Day Wednesday	Road U287 Location CLIFTON HAMPDEN ROAD APPROX 150M S OF BEND BY THE BARLEY MOW INN WITTENHAM LONG	Description of Accident LGV1 TRAV S ON CLIFTON HAMPDEN RD HAD SUDDEN TYRE DEFLATION LOST CONTROL & CROSSED TO OSIDE & HIT C2 TRAV N - C2 EXITED CWAY TO OSIDE INTO DITCH
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		103 Slippery road due to weather (Road Environment Contrib)		Vehicle 001		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS None							
Junction Detail	Not at or within 20 metres of junction								
Junction Control									
2nd Road Number									
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1	Vehicle type	Van/Goods < 3.5t	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	51 yrs	Sex	Female	
Veh. direction from	North to South		Towing?	No tow or articulation		Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Not at or within 20m of junction										
Veh left carriageway?	Did not leave carriageway										
Hit object in c'way?	None										
Hit object off c'way?	None										
First point of impact	Front										
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run						
Drivers age	34 yrs	Sex	Male	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Journey as part of work										

Veh.No. 2	Vehicle type	Car	Make	Model	<u>Other Details</u>						
Manoeuvre	Going ahead other										
Veh. direction from	South to North		Towing?	No tow or articulation							
Skidded	No skidding, jack-knifing or overturning										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane										
Junct. location of veh. at 1st impact	Not at or within 20m of junction										
Veh left carriageway?	Left carriageway offside										
Hit object in c'way?	None										
Hit object off c'way?	Entered ditch										
First point of impact	Offside										
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run						
Drivers age	51 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full			
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle							
Journey purpose	Commuting to/from work										

SEVERITY SERIOUS	District South Oxfordshire Ref.No P2711115	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 452968 / 195189 Police Officer Attend: Yes
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Date 17/11/2015 Time 17:28 Weather Fine with high winds Road Surface Wet/Damp Street Lighting Dark: no street lighting	Day Tuesday Road A415 Location A415 ABINGDON ROAD APPROX 280M E OF J/W STATION ROAD Description of Accident MC1 TRAV W ON A415 OVR TK U/K VEH & MOVED BACK TO NSIDE BUT FAILED TO SEE & HIT R OF SLOW MOVING AGR2 ALSO TRAV W - RIDER FELL & SUSTAINED SERIOUS INJURY	CULHAM
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 60 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None		405 Failed to look properly (Driver/Rider - Error) 406 Failed to judge other person's path/speed (Driver/Rider - Error) 403 Poor turn or manoeuvre (Driver/Rider - Error) 409 Swerved (Driver/Rider - Error)	Vehicle 001 Vehicle 001 Vehicle 001 Vehicle 001	A A A A	

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No. 1 Manoeuvre Overtaking moving veh on its offside Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 47 yrs Sex Male Breath test Not provided (medical reas Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Veh type M/cycle > 500cc Make Model	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SERIOUS Age 47 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded Overturned Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 38 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Veh type Agric Veh Make Model
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Other Details

SEVERITY SERIOUS	District Ref.No	South Oxfordshire P1020516	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	454090 / 195337 Yes
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Date	09/05/2016	Day	Monday	Road	A415	Location	A415 ABINGDON ROAD J/W ACCESS TO TURNPIKE GARAGE	CLIFTON HAMDEN
Time	13:00			Description of Accident	C1 TRAV NE ON A415 TURNED RT TO TURNPIKE GARAGE HIT F OF MC2 TRAV SW ON A415 & RIDER SUSTAINED SERIOUS INJURY			
Weather	Fine without high winds							
Road Surface	Dry							
Street Lighting	Daylight							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		B	
Junction Detail	Using private drive or entrance			403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001		B	
Junction Control	Give way or uncontrolled	None		602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001		A	
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres								
	No physical crossing facility within 50 metre								

VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
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Veh.No.	1	Vehicle type	Car	Make		Model		Cas No	1	Cas Class	Driver or Rider	Veh ref No	2				
Manoeuvre	Turning right			Towing?	No tow or articulation				Severity	SERIOUS		Age	30 yrs	Sex	Male	Post code	
Veh. direction from	Southwest to Southeast								Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger				
Skidded	No skidding, jack-knifing or overturning							Seat Belt	Not applicable		Cycle Helmet						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							Ped Movement	Not applicable								
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road							Ped Location	Not applicable								
Veh left carriageway?	Did not leave carriageway							Ped Direction to	Not applicable								
Hit object in c'way?	None							School Pupil	Other								
Hit object off c'way?	None							Roadworker injured									
First point of impact	Front							<u>Other Details</u>									
Veh registration no.		Other veh.hit (ref.no)	2	Hit and run	Not hit and run												
Drivers age	35 yrs	Sex	Female	Breath test	Negative		Driving Lic	Full									
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle												
Journey purpose	Not Known																

Veh.No.	2	Vehicle type	M/cycle 50 - 125cc	Make		Model		
Manoeuvre	Going ahead other							
Veh. direction from	Northeast to Southwest			Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning							
Veh location at impact (restricted lane)	On main carriageway not in restricted lane							
Junct. location of veh. at 1st impact	Approaching junction or waiting							
Veh left carriageway?	Did not leave carriageway							
Hit object in c'way?	None							
Hit object off c'way?	None							
First point of impact	Front							
Veh registration no.		Other veh.hit (ref.no)	1	Hit and run	Not hit and run			
Drivers age	30 yrs	Sex	Male	Breath test	Not requested		Driving Lic	Full
Left Hand Drive	No			Foreign veh.	Not foreign registered vehicle			
Journey purpose	Not Known							

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P0900616	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	452687 / 195206 Yes
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Date	07/06/2016	Day	Tuesday	Road	A415	Location	A415 ABINGDON ROAD J/W STATION ROAD	CULHAM
Time	07:50			Description of Accident	HGV1 TRAV W ON A415 HIT R OF C2 WHO IN TURN HIT R OF C3 TRAV W STATIONARY FOR C3 WAITING TO TURN RT TO J/W STATION RD			
Weather	Fine without high winds							
Road Surface	Dry							
Street Lighting	Daylight							

SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	T or staggered junction			510 Distraction outside vehicle (Driver/Rider - Impairment)		Vehicle 001		B	
Junction Control	Give way or uncontrolled	None							
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED	3	CASUALTIES INVOLVED	3
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Veh.No. 1	Vehicle type	Goods 3.5 - 7.5t	Make	Model	Cas No	1	Cas Class	Driver or Rider	Veh ref No	3
Manoeuvre	Going ahead other				Severity	SLIGHT	Age	29 yrs	Sex	Female
Veh. direction from	East to West		Towing?	No tow or articulation						
Skidded	Skidded									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Approaching junction or waiting									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Front									
Veh registration no.	Other veh.hit (ref.no)		2	Hit and run	Not hit and run					
Drivers age	58 yrs	Sex	Male	Breath test	Negative					
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Journey as part of work									

Veh.No. 2	Vehicle type	Car	Make	Model	Cas No	2	Cas Class	Driver or Rider	Veh ref No	2
Manoeuvre	Slowing or stopping									
Veh. direction from	East to West		Towing?	No tow or articulation						
Skidded	No skidding, jack-knifing or overturning									
Veh location at impact (restricted lane)	On main carriageway not in restricted lane									
Junct. location of veh. at 1st impact	Approaching junction or waiting									
Veh left carriageway?	Did not leave carriageway									
Hit object in c'way?	None									
Hit object off c'way?	None									
First point of impact	Back									
Veh registration no.	Other veh.hit (ref.no)		1	Hit and run	Not hit and run					
Drivers age	52 yrs	Sex	Female	Breath test	Negative					
Left Hand Drive	No		Foreign veh.	Not foreign registered vehicle						
Journey purpose	Other									

Cas No	3	Cas Class	Passenger	Veh ref No	2
Severity	SLIGHT	Age	13 yrs	Sex	Female
Car Passenger?	Front seat passenger		PSV Passenger?	Not a passenger	
Seat Belt	Not applicable				
Ped Movement	Not applicable				
Ped Location	Not applicable				
Ped Direction to	Not applicable				
School Pupil	Other				
Roadworker injured					

Veh.No.	3	Vehicle type	Car	Make		Model		<u>Other Details</u>
Manoeuvre		Waiting to turn right						
Veh. direction from		East to West		Towing?		No tow or articulation		
Skidded		No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)		On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact		Approaching junction or waiting						
Veh left carriageway?		Did not leave carriageway						
Hit object in c'way?		None						
Hit object off c'way?		None						
First point of impact		Back						
Veh registration no.			Other veh.hit (ref.no)	2	Hit and run	Not hit and run		
Drivers age	29 yrs	Sex	Female	Breath test	Negative	Driving Lic	Full	
Left Hand Drive		No	Foreign veh.	Not foreign registered vehicle				
Journey purpose		Other						

SEVERITY SLIGHT	District Ref.No	South Oxfordshire P0390716	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference Police Officer Attend:	454695 / 195623 No - reported over the counter
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Date Time Weather Road Surface Street Lighting	06/07/2016 15:40 Fine without high winds Dry Daylight	Day Wednesday	Road A415	Location A415 J/W HIGH STREET CLIFTON HAMPDEN	Description of Accident	PC1 TRAV SW ON A415 FAILED TO STOP FOR RED SIGNAL & HIT PED (5 YRS/OCCOMPANIED) TRAV N ON GREEN MAN SIGNAL XING FROM PC1 NSIDE & RIDER FELL FROM PC BUT GOT BACK ON & FTS
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SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	30 MPH	None		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
CARRIAGEWAY HAZARDS									
Carriageway	Single carriageway								
Junction Detail	T or staggered junction								
Junction Control	Automatic traffic signal								
2nd Road Number	U								
Pedestrian Facilities	None within 50 metres Pedestrian phase at traffic signal junction								

VEHICLES INVOLVED	1	CASUALTIES INVOLVED	1
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Veh.No	1	Vehicle type	Pedal Cycle	Make		Model		Cas No	1	Cas Class	Pedestrian	Veh ref No	1
Manoeuvre		Going ahead other						Severity	SLIGHT	Age	5 yrs	Sex	Female
Veh.Direction from		Southwest to Northeast		Towing?	No tow or articulation			Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger	Post code	
Skidded		No skidding, jack-knifing or overturning						Seat Belt	Not applicable	Cycle Helmet			
Veh location at impact (restricted lane)		On main carriageway not in restricted lane						Ped Movement	Crossing from driver's nearside				
Junct. location of veh. at 1st impact		Cleared junction or waiting						Ped Location	On ped. crossing facility				
Veh left carriageway?		Did not leave carriageway						Ped Direction to	Northwest bound				
Hit object in c'way?		None						School Pupil	Other				
Hit object off c'way?		None						Roadworker injured					
First point of impact		Front						<u>Other Details</u>					
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Hit and Run							
Drivers age ? yrs		Sex Male	Breath test	Not Applicable	Driving Lic	Full							
Left Hand Drive		No	Foreign veh.	Not foreign registered vehicle									
Journey purpose		Not Known											

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170207547	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 454188 / 195378 Police Officer Attend: Yes
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Date 04/07/2017 Day Tuesday Time 17:09 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A415 Location A415 APPROX 50M E OF J/W HIGH STREET CLIFTON HAMPDEN - SOME UNCERTAINTY OVER EXACT LOCATION Description C1 TRAV SW ON A415 HIT REAR OF C2 SLOWING TO ALLOW C3 TOTURN LT FROM HIGH STREET TO A415 of Accident
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SITE DETAILS Speed Limit 60 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 308 Following too close (Driver/Rider - Injudicious) 408 Sudden braking (Driver/Rider - Error)	PARTICIPANT PROBABILITY Vehicle 001 A Vehicle 002 B
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VEHICLES INVOLVED 3	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 50 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 50 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 23 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	<u>Other Details</u>
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Veh.No.	3	Vehicle type	Car	Make		Model	
Manoeuvre	Going ahead other						
Veh. direction from	Northeast to Southwest		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Not at or within 20m of junction						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Did not impact						
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Non-stop vehicle,		
Drivers age ? yrs	Sex	Not know	Breath test	Driver not contacted	Driving Lic	Full	
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle				
Journey purpose	Not Known						

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43170278846	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 453425 / 195190 Police Officer Attend: Yes
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Date 31/08/2017 Day Thursday Time 10:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A415 Location A415 APPROX 50M W OF J/W ACCESS TO CULHAM SCIENCE CENTRE CULHAM Description of Accident LGV2 TRAV W ON A415 STOPPED TO GIVE ASSISTANCE TO RIDER OF PC3 (DIRECTION OF TRAVEL UNKNOWN, BUT ASSUMED ALSO TO W) WHO HAD FALLEN FOR UNKNOWN REASON - C1 ALSO TRAV W HIT REAR OF STAT LGV2 - PC3 NOT HIT & OTHERWISE UNINVOLVED
---	--

SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 60 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None		510 Distraction outside vehicle (Driver/Rider - Impairment) 406 Failed to judge other person's path/speed (Driver/Rider - Error) 410 Loss of control (Driver/Rider - Error)	Vehicle 001 Vehicle 001 Vehicle 003	B B A	

VEHICLES INVOLVED 3	CASUALTIES INVOLVED 2
---------------------	-----------------------

Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 56 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 56 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
Veh.No. 2 Vehicle type Van/Goods < 3.5t Make Model Manoeuvre Waiting to go ahead but held up Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 33 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	Cas No 2 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 33 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured

Other Details

Veh.No.	3	Vehicle type	Pedal Cycle	Make		Model	
Manoeuvre		Going ahead other					
Veh. direction from		East to West		Towing?	No tow or articulation		
Skidded		No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Not at or within 20m of junction					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		None					
Hit object off c'way?		None					
First point of impact		Did not impact					
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run		
Drivers age ? yrs		Sex	Not know	Breath test	Not Applicable	Driving Lic	Full
Left Hand Drive		No		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Not Known					

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43180248712	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 454078 / 195334 Police Officer Attend: No - self completed form	
Date 10/08/2018 Day Friday Time 10:30 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Road A415 Location A415 ABINGDON RD J/W ACCESS TO TURNPIKE GARAGE CLIFTON HAMDEN Description C1 TRAV E ON A415 HIT STAT C2 WAITING BEHIND C3 WAITNG TO TURN RT TO TURNPIKE GARAGE of Accident			
SITE DETAILS Speed Limit 60 MPH Carriageway Single carriageway Junction Detail Using private drive or entrance Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 602 Careless/Reckless (Driver/Rider - Behaviour) 405 Failed to look properly (Driver/Rider - Error)	PARTICIPANT PROBABILITY Vehicle 001 A Vehicle 001 A
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 2		
Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age ? yrs Sex 9 Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other		Cas No 1 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 41 yrs Sex Female Post code Car Passenger? Front seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		
Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 48 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other		Cas No 2 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 10 yrs Sex Male Post code Car Passenger? Rear seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		
		<u>Other Details</u>		
Full Details		04-December-2019		
		Accident Ref.No 43180248712		

SEVERITY SLIGHT	District South Oxfordshire Ref.No 43180383934	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 454673 / 195492 Police Officer Attend: No - self completed form
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Date 13/12/2018 Day Thursday Time 18:55 Weather Fine without high winds Road Surface Dry Street Lighting Dark: no street lighting	Road U171 Location HIGH STREET BY PARKING LAYBY OPPOSITE PRIMARY SCHOOL CLIFTON HAMPDEN Description of Accident C1 TRAV SW ON HIGH STREET HIT WITH NSIDE WING MIRROR PED STANDING BY PARKED C2 ASSISTING CHILD PASSENGER INTO CAR SEAT (FOLLOWING EVENING EVENT AT SCHOOL)
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error)	PARTICIPANT Vehicle 001	PROBABILITY A
Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Vehicle 1 Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 36 yrs Sex Male Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Not Known	Casualty 1 Cas No 1 Cas Class Pedestrian Veh ref No 2 Severity SLIGHT Age 45 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement In carriageway - not crossing Ped Location In carriageway, not crossing Ped Direction to Standing still School Pupil Other Roadworker injured Not applicable
---	---

Vehicle 2 Veh.No. 2 Vehicle type Car Make Model Manoeuvre Parked Veh. direction from Northeast to Parked Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On lay-by/hard shoulder Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 45 yrs Sex Female Breath test Driver not contacted Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Other	<u>Other Details</u>
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SEVERITY SLIGHT	District South Oxfordshire Ref.No 43190053355	Accident Date BETWEEN '09-Jun-2014' AND '08-Jun-2019'	Grid Reference 453353 / 195183 Police Officer Attend: Yes
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Date 19/02/2019 Day Tuesday Time 11:35 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Road A415 Location A415 APPROX 75M W OF ACCESS TO CULHAM SCIENCE CENTRE BY FULLAMORE FARM CULHAM Description HGV1 TRAV W ON A415 HIT REAR OF C2 ALSO TRAV W SLOWING FOR UNKNOWN REASON of Accident
--	---

SPEED LIMITS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		PARTICIPANT		PROBABILITY	
Speed Limit	60 MPH	None		406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001		A	
Carriageway	Single carriageway	CARRIAGEWAY HAZARDS		405 Failed to look properly (Driver/Rider - Error)		Vehicle 001		A	
Junction Detail	Not at or within 20 metres of junction			408 Sudden braking (Driver/Rider - Error)		Vehicle 002		B	
Junction Control		None							
2nd Road Number									
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre								

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Goods > 7.5t Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 44 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Journey as part of work	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 44 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Slowing or stopping Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 44 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Not foreign registered vehicle Journey purpose Commuting to/from work	<u>Other Details</u>
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Appendix D – Stage 1 Road Safety Audit Reports

**Didcot Garden Town HIF 1 Schemes
A4130 Widening
Road Safety Audit Stage 1**

Stage 1 Road Safety Audit Report

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by / Verified by
DGT - A4130 Widening Prelim	6716R/RSA01	Oxfordshire CC	Ian Batcock	January 2020	Baber Beg/ Dakshesh Lad

Revision history

Revision	Revision date	Details	Name	Position
0	11 Jan 2021	Draft Issue	Ian Batcock	Road Safety Auditor
P01	11 Jan 2021	Designers Responses	Andy Blanchard	Project Manager
P02	2 February 2021	Designer signed version	Andy Blanchard	Project Manager

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Introduction

01

Introduction

AECOM was commissioned by Oxfordshire County Council to complete a Stage 1 Road Safety Audit for the proposals to widen a section of the A4130 as part of the Didcot Garden Town Development. The Audit Brief was prepared by Andy Blanchard of AECOM, approved by Phil Hill on behalf of Oxfordshire County Council. And accepted by the Audit Team.

The Road Safety Audit Team membership, approved by the Overseeing Organisation, Project Sponsor, was as follows:

Ian Batcock Team Leader	MCIHT, MSoRSA IAN 152/11 Certificate of Competency AECOM, St Albans
Baber Beg Team Member	MCIHT, MSoRSA AECOM, Croydon

The audit comprised of a review of the supplied drawings listed in Appendix A, which were examined during week commencing 14th December 2020. A previous visit to the site was made by both members of the audit team together in the morning and afternoon of Wednesday 22nd January 2020 between 11.00am and 2.00pm as part of the Stage 1 road safety audit for the feasibility design. The Project Sponsor has indicated that a further daytime inspection of the scheme proposals is not required.

This section of A4130 is subject to a 40mph speed limit and the national speed limit to the east of the Backhill Tunnel signal-controlled crossing.

Works Summary

The proposed A4130 Widening scheme will deliver a dual carriageway between A34 Milton Interchange and the proposed Didcot Science Bridge, which continues north and east to link with the existing A4130 northern perimeter road and the proposed Didcot Culham River Crossing and the Clifton Hampden Bypass schemes.

As part of the A4130 Widening scheme, there are three proposed roundabouts and one new traffic signal-controlled junction to facilitate access to major future development immediately south of the A4130. The speed limit for the new scheme will be 40mph except for the roundabout that connect to Didcot Science Bridge and Valley Park, which will be subject to a 30mph speed limit.

Special Considerations that might affect Road Safety

The majority of the section of A4130 affected by the scheme currently falls with a derestricted section and is subject to a 60mph speed limit. It intended to reduce the speed limit to 40mph within the extents of the scheme.

Departures from Standard

The Audit Team have been informed of an application for the following departures from standard:

Departure from Standard 1

The traffic lane widths proposed are less than 3.65m for an all-purpose road. The narrower lane widths are proposed to encourage more compliance with the posted speed limit.

Departure from Standard 2

The dimensions of the proposed bus lay-by west of the Valley Park Western Access T-junction differs to those set out in CD 169C1.3.7.

Summary of Personal Injury Collision Data

Collision data was obtained for the five-year period between 9th June 2014 and 8th June 2019 in the vicinity of the scheme. There was a total of 64 collisions recorded, which resulted in 82 casualties. One involved a pedestrian and one involved a cyclist. However, some of the collision data includes part of the A34 and the Milton Interchange roundabout, which fall outside the extents of the scheme.

Terms of Reference

The Terms of Reference of this Audit are as described in DMRB GG 119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in Section 3 of this report does not imply that they have not been considered, instead the Audit Team feel they are not adversely affected by the proposed changes.

This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure GG 119. Any safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, will be set out in separate correspondence.

Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.

The Audit Team has been provided with collision data for the five-year period between 09/06/2014 and 08/06/2019. There has been a total of 64 collisions recorded within the vicinity of the scheme's extents, with 82 casualties. However, a high number of the collisions are associated with the A34 Milton Interchange. 17 collisions have occurred on the single carriageway two-way section subject to the A4130 Widening.

In accordance with GG 119, this Audit has a maximum shelf life of 5 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.

Unless general to the scheme, any comments and recommendations are referenced to the drawings supplied in the audit brief, and the locations will be indicated on the plan(s) in Appendix B where appropriate.



**Items Raised at
Previous Road Safety Audits**

02

Items Raised at Previous Road Safety Audits

- 2.1** A previous Stage 1 road safety audit was undertaken for the feasibility design stage for the A4130 Widening scheme (SA Ref: DGT- Package A: A4130 Widening 6631R/RSA01) in January 2020, which was carried out by AECOM.
- 2.2** There were a number of safety issues raised with the feasibility design in the previous road safety audit, some of which have either been addressed or designed out at the preliminary design stage and require no further comment by the Audit Team.
- 2.3** However, any safety issues that the Audit Team consider to be outstanding from the previous safety audit will be raised again in Section 3 of this report.



**Items Raised at this
Stage 1 Road Safety Audit**

03

Items Raised at this Stage 1 Road Safety Audit

3.1.1 The following Problems have been identified from the documents submitted:

GENERAL

Problem: 3.1

Location: A4130 between Backhill & Northern RBTs
40mph Speed Limit

Drawing: WID PD-ACM-HGA-SW_ ZZ_ ZZ_ ZZ-DR-CH-
0001 & 0002

Summary It might be difficult to promote compliance with the proposed 40mph speed limit on the section of the two-lane dual carriageway between the Backhill and Northern roundabouts

Description:

The section of A4130 to the east of the Milton Interchange will be improved. A two-lane dual carriageway will be provided between the new Backhill Roundabout and the new Northern Roundabout.

This section of road is straight between the two roundabouts. There is concern that there will be little compliance with the 40mph speed limit by some vehicle drivers. There is a risk that slower moving vehicles that observe the speed limit could be left vulnerable to conflict with a faster moving vehicle when attempting to change lanes to overtake.

Recommendation:

It is recommended that the 40mph speed limit is reviewed once the road is open to traffic.

Problem: 3.2

Location: A4130 Valley Park junction to Northern RBT
Valley Park Drainage Basin

Drawing: WID PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0002

Summary The proximity of the drainage basin to the edge of the A4130 footway could present a hazard to pedestrians

Description:

The Valley Park Drainage Basin will be located alongside the A4130 between the Valley Park Western Access junction and the Northern Roundabout. (A note on the drawing indicates that the Valley Park Drainage Basin locations and construction strip to be confirmed).

The cross section C-C shows a low fence at the back of the southern footway with an embankment detailed behind it. However, the plan shows the basins hard up against the back of the footway. A low fence with a drop behind it could present a potential hazard to pedestrians using the footway.

Recommendation:

It is recommended that higher stock-proof post and rail fencing is provided at the back of the footway to prevent any incursion into the drainage basin by the public.

THE ALIGNMENT:

No comments

THE JUNCTIONS:

Problem: 3.3

Location: A4130 Valley Park junction
Right turning lane

Drawing: WID PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-
0002

Summary The length of the A4130 right turning lane for the valley park junction might be too short if the right turn runs on a separate stage

Description:

An automatic traffic signal-controlled junction will be provided on the A4130 dual carriageway for the Valley Park western access. A segregated right turn lane will be provided behind the eastbound stop line.

The drawing indicates that a right turning lane approximately 50m long with a 15m direct taper will be provided behind the stop line – this will accommodate approximately six vehicles behind the stop line clear of the offside eastbound traffic lane. There is concern that if the right turn is held separately when the eastbound traffic lanes run that the number of right turners might exceed the stacking space. Those vehicles intending to turn right at the junction that have to slow down or stop in the offside lane could be left vulnerable to conflict with a through vehicle(s) in the offside lane.

Recommendation:

It is recommended that the right turning lane is extended to increase the number of vehicles that can wait clear of the offside eastbound traffic lane.

NON-MOTORISED USER PROVISION:

No comments

ROAD SIGNS, CARRIAGEWAY MARKINGS AND STREET LIGHTING:

Problem: 3.4

Location: Backhill, Northern & Science Bridge RBTs
Turn Left signs

Drawing: WID PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-
0001 & 0003

Summary Regulatory 'Turn Left' signs should be provided
opposite the roundabout entries

Description:

Three new roundabouts; Backhill Roundabout, Northern Roundabout & Science Bridge Roundabout will be provided as part of the A4130 Widening scheme.

The drawings indicate the provision of Chevron signs, to Diag 515 opposite each of the roundabout entries, but the regulatory Turn Left signs, are not shown on the drawings – presumed to be a drawing error.

Recommendation:

Turn Left signs, to Diag 606 should be provided on the central islands opposite each of the roundabout entries, in association with the chevron signs.

The page features three thin, black, intersecting lines that create a series of geometric shapes, including triangles and quadrilaterals, primarily in the upper-left and upper-right areas of the page. The lines are thin and black, set against a plain white background.

Audit Team Statement

04

We certify that this Road Safety Audit has been carried out all in the accordance with the requirements of DMRB

Audit Team Statement

GG 119 Road Safety Audit.

Road Safety Audit Team Leader

Ian Batcock
Senior Engineer

Signed:



AECOM
Aecom House
63 - 77, Victoria Street
St Albans
Herts, AL1 3ER

Date 17 December 2020

Road Safety Audit Team Member

Baber Beg
Senior Consultant

Signed:



AECOM
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Surrey, CR0 2AP

Date 17 December 2020

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Appendix

A

List of Drawings Provided

Drawing No.	Rev	Description	Date
WID PD-ACM-HGA-SW_ZZ_ZZ_ZZ-SW_CH_0001		DGT HIF 1 Schemes - A4130 Widening Preliminary Design - Audit Brief	15/12/2020
WID PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 to 0003	P03.1	A4130 Widening – Preliminary Design General Arrangement (Sheets 1 to 3)	17/11/2020
WID PD-ACM-HGN-SW_ZZ_ZZ_ZZ-DR-CH-0024 to 0028, 0038	P01.1	A4130 Widening – Preliminary Design Contours (Sheets 1 to 6)	26/11/2020
WID PD-ACM-HGN-SW_ZZ_ZZ_ZZ-DR-CH-0029 to 0040	P01.1	A4130 Widening – Preliminary Design Cross sections (Sheets 1 to 11)	02/11/2020
WID PD-ACM-HGN-SW_ZZ_ZZ_ZZ-DR-CH-0040 to 0043	P01	A4130 Widening – Preliminary Design Long sections (Sheets 1 to 4)	26/10/2020
WID PD-ACM-HLG-SW_LTG_ZZ_ZZ-DR-LE-1301 to 1303	P01.1	A4130 Widening – Preliminary Design Lighting Layout (Sheets 1 to 3)	26/11/2020
WID PD-ACM-HML-SW_ZZ_ZZ_ZZ-DR-CH-0001 to 0014	P01.2	A4130 Widening – Preliminary Design Swept Path Analysis (Sheets 1 to 14)	23/11/2020
WID PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0015 to 0016	P01.1	A4130 Widening – Preliminary Design SPA Abnormal Load (Sheets 1 and 2)	19/11/2020

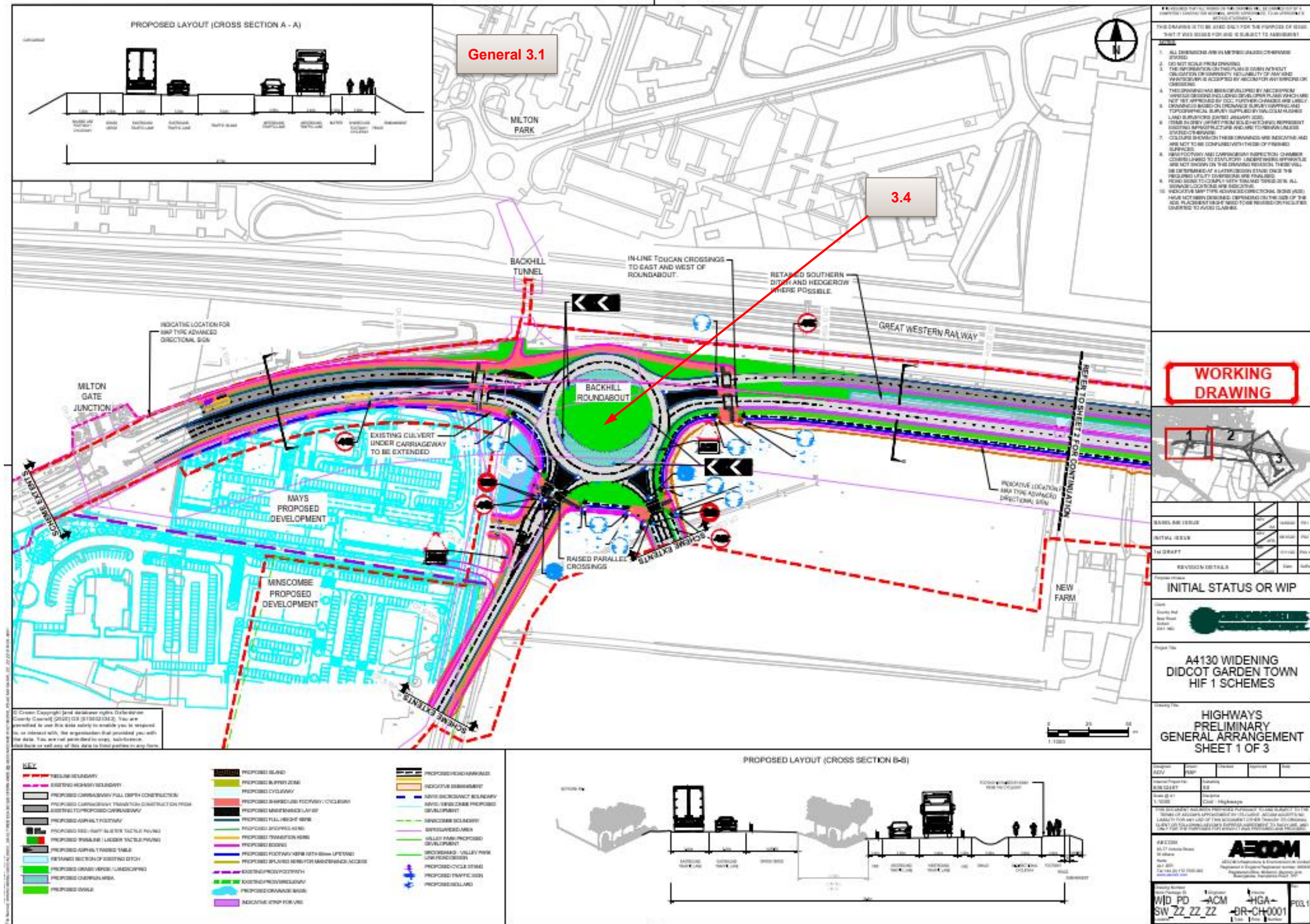
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Appendix

B

Problem Identification Plans

Page 229



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Appendix

C

Road Safety Audit Decision Log

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	It might be difficult to promote compliance with the proposed 40mph speed limit on the section of the two-lane dual carriageway between the Backhill and Northern roundabouts	It is recommended that the 40mph speed limit is reviewed once the road is open to traffic.	Agree with Auditor's recommendation. The proposed 40mph speed limit will be reviewed once the road is open to traffic.		<i>Undertake a review of the 40mph speed limit after the road is open to traffic</i>
3.2	The proximity of the drainage basin to the edge of the A4130 footway could present a hazard to pedestrians	It is recommended that higher stock-proof post and rail fencing is provided at the back of the footway to prevent any incursion into the drainage basin by the public.	Agree with Auditor's, higher fence to be provided at the back of the footway.		<i>Design to be amended to specify a taller fence at the back of the footway where in close proximity to proposed drainage basins</i>
3.3	The length of the A4130 right turning lane for the valley park junction might be too short if the right turn runs on a separate stage	It is recommended that the right turning lane is extended to increase the number of vehicles that can wait clear of the offside eastbound traffic lane.	Reject Auditor's recommendation. The right turning lane has a proposed length of 45m which the traffic model indicates is sufficient length if the right turn runs on a separate stage, as is proposed. The LinSig model produced for this junction estimates the following Mean Maximum Queue (MMQ) lengths <ul style="list-style-type: none"> • 2034 AM 1.8 PCUs (approx. 10m) • 2034 PM 5.5 PCUs (approx. 30m) The proposed right turn lane is 45m in length and is therefore of sufficient length to accommodate the predicted maximum MMQ (2034 PM) with additional room to spare		<i>No change to design</i>

3.4	Regulatory 'Turn Left' signs should be provided opposite the roundabout entries	Turn Left signs, to Diag 606 should be provided on the central islands opposite each of the roundabout entries, in association with the chevron signs.	Agree with Auditor's recommendation. Turn Left signs, to Diag. 606 to be provided on the central islands opposite each roundabout entry, in association with the chevron signs.		<i>Design to be amended to include Diag. 606 signs opposite each roundabout entry.</i>
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Appendix

D

Design Organisation statement

On behalf of the design organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation	
Name:	Abdirashid Ahmed
Signed:	<i>A. Ahmed</i>
Position	Principal Engineer
Organisation:	AECOM
Date	02/02/2021

Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
2) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation	
3) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position	
Organisation:	
Date	

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**Didcot Garden Town HIF 1 Schemes
Didcot Science Bridge
Road Safety Audit Stage 1**

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by / Verified by
DGT - Didcot Science Bridge	6698R/RSA01	Oxfordshire CC	Ian Batcock	November 2020	Baber Beg/ Dakshesh Lad

Revision history

Revision	Revision date	Details	Name	Position
0	6 Nov 2020	Draft Issue	Ian Batcock	Road Safety Auditor
P01	16 Nov 2020	Designers Response added	Andy Blanchard	Project Manager
P02	03 Dec 2020	Final - signed version	Andy Blanchard	Project Manager

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Introduction

01

Introduction

AECOM was commissioned by Oxfordshire County Council to complete a Stage 1 Road Safety Audit for the proposals for the Didcot Science Bridge as part of the Didcot Garden Town Development.

The Road Safety Audit Team membership, approved by the Overseeing Organisation, Project Sponsor, was as follows:

Ian Batcock Team Leader	MCIHT, MSoRSA IAN 152/11 Certificate of Competency AECOM, St Albans
Baber Beg Team Member	MCIHT, MSoRSA AECOM, Croydon

The audit comprised of a review of the supplied drawings listed in Appendix A, which were examined during week commencing 2nd November 2020. The Client has instructed that a daytime site inspection by the Audit Team is not required as a site inspection was carried out for the previous Stage 1 road safety audit in January 2020. The section of A4130 that will connect into the Didcot Science Bridge is currently subject to the national speed limit (60mph).

Works Summary

The proposed Didcot Science Bridge will facilitate the redevelopment of the decommissioned Didcot A Power Station site as a key part of the proposed development of the Science Vale area.

It is proposed to provide a new road over the railway via a new bridge to provide access to the former power station site and provide part of a strategic link between the A34 at Milton Interchange and the Didcot Northern Perimeter Road. The bridge is also intended to alleviate pressure on existing transport infrastructure in the Didcot area, predominately the existing A4130/B4493 roundabout, the A4130/Basil Hill Road roundabout and the A4130/Hawksworth roundabout.

The proposal includes providing a single carriageway link between the proposed A4130 Widening west of the Western Park development and the A4130 Didcot Northern Relief Road. The road corridor will also include cycle and footway facilities alongside the new road, as well as a number of formal controlled crossing points. The new road across the Didcot Science Bridge will be subject to a 30mph speed limit.

Special Considerations

The proposed scheme will require the relocation of the RWE security gatehouse (indicated on Sheet 2) and also the relocation of one of the two drainage lagoons (indicated on Sheet 3). The details of these relocations are not yet confirmed, so should be excluded from the RSA scope. (-taken directly from the audit brief).

Terms of Reference

The Terms of Reference of this Audit are as described in DMRB GG 119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in Section 3 of this report does not imply that they have not been considered, instead the Audit Team feel they are not adversely affected by the proposed changes.

This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure GG 119. Any safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, will be set out in separate correspondence.

Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.

The Audit Team has been provided with collision data for the five-year period between 09/06/2014 and 08/06/2019. There has been a total of 36 collisions recorded within the vicinity of the scheme's extents, with 42 casualties. The data does not show any clear evidence of deterioration or improvement in road safety in the study area. One collision involved a pedestrian and 21 involved cyclists. Of the 21 cycle collisions, almost all occurred at one of the three roundabouts within the study area, including 11 collisions at the Basil Hill Road/Milton Road roundabout. The collision report indicates that 95% of the collisions involving cyclists can be attributed to contributory factors made by the vehicle driver.

In accordance with GG 119, this Audit has a maximum shelf life of 5 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.

Unless general to the scheme, all comments and recommendations are referenced to the drawings supplied in the audit brief, and the locations have been indicated on the plan in Appendix B where appropriate.



**Items Raised at
Previous Road Safety Audits**

02

Items Raised at Previous Road Safety Audits

- 2.1** The Audit Team has been provided with a previous road safety audit carried out for the concept design for the Didcot Science Bridge. The Stage 1 road safety audit (SA Ref: DGT Package B Didcot Science Bridge – 6632R/RSA01) was carried out by AECOM during January 2020. The Designer's responses and the Client's comments have been added to the report, and the course of action agreed was issued on 28th February 2020.
- 2.2** The previous road safety audit raised 5 problems, the recommendations to which have been accepted or partially accepted. Further investigations have been carried out and the accepted recommendations have been implemented at the preliminary design stage of the scheme.
- 2.3** It is therefore assumed that the issues raised in the previous road safety audit have been resolved to the satisfaction of the Project Sponsor and require no further comment by the Audit Team.



**Items Raised at this
Stage 1 Road Safety Audit**

03

Items Raised at this Stage 1 Road Safety Audit

3.1.1 The following Problems have been identified from the documents submitted:

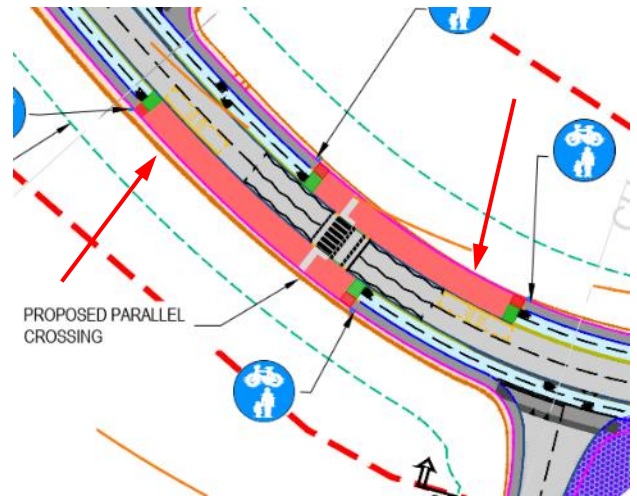
GENERAL

Problem: 3.1

Location: Didcot Science Bridge (DSB) Link Road
Bus Stops

Drawing: DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 to 0003 Rev P03

Summary Poorly located shelters could leave waiting bus passengers more vulnerable to conflict with an on-coming cyclist



Description:

Sections of unsegregated cycleway/footway will be provided to accommodate the bus stops for eastbound and westbound bus services along the link.

It is assumed that shelters will be provided with the bus stops, (which have not been shown on the drawings at the preliminary design stage). The cycleway elements of the adjacent segregated cycleway/footways are located alongside the carriageway. Bus shelters located poorly in these shared use areas could leave passengers waiting for a bus more vulnerable to conflict with an on-coming cyclist.

Recommendation:

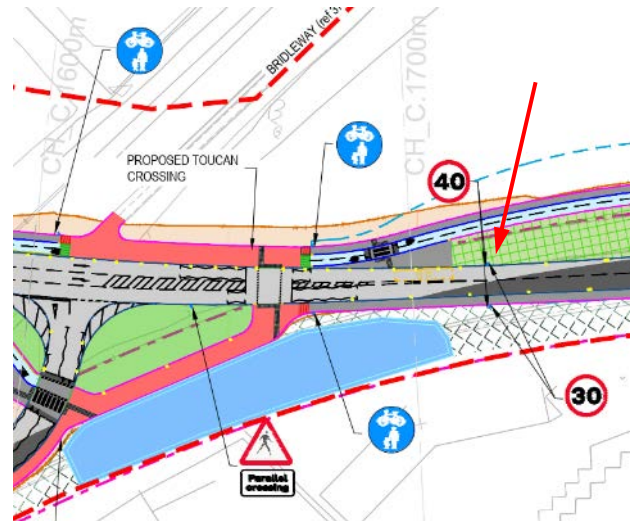
The bus shelters should be located at the back of the shared use areas in order to reduce the risk of conflict between waiting bus passengers and passing cyclists. The Highway Authority might wish to see that cantilevered type bus shelters are used to ensure that visibility sight lines can be achieved and maintained between waiting passengers and on-coming cyclists.

Problem: 3.2

Location: DSB Link Road
Speed Limit terminal signs

Drawing: DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0003 Rev P03

Summary The change to the lower speed limit is too close to the Toucan crossing and the junction with the Old A4130 side road junction



Description:

The Didcot Science Bridge link road will be subject to a 30mph speed limit.

The drawing indicates that the speed limit at the eastern end of the scheme will change from 40 to 30mph just to the east of a signal-controlled (TOUCAN) crossing and the Old A4130 side road junction. There is a risk that some westbound vehicles will carry speed from the higher speed limit into the scheme, which could leave a cyclist or pedestrian attempting to use the crossing more vulnerable to conflict with an errant vehicle.

Recommendation:

The change of speed limit should be located at least the desirable minimum stopping sight distance for the lower speed limit from the crossing.

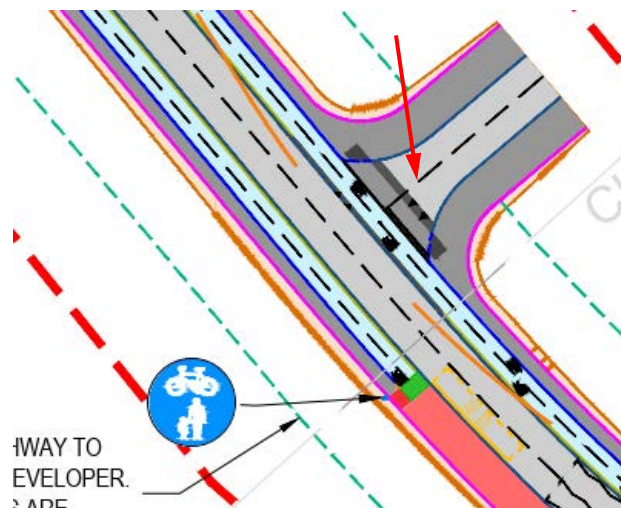
THE ALIGNMENT:

Problem: 3.3

Location: DSB Link Road
Side road junctions

Drawing: DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 to 0003 Rev P03

Summary There is no surface water drainage provision shown for the side road junctions in association with the raised entry treatments



Description:

The side road junctions will be provided with a raised entry treatment.

It is unclear from the drawings whether the side roads rise or fall away from the mainline carriageway. There is a kerb upstand between the cycle track and the two-way carriageway. A lack of suitable drainage could lead to the collection of surface water run-off, which could present a hazard for road users.

Recommendation:

Surface water drainage should be provided in areas where rainwater run-off is liable to collect.

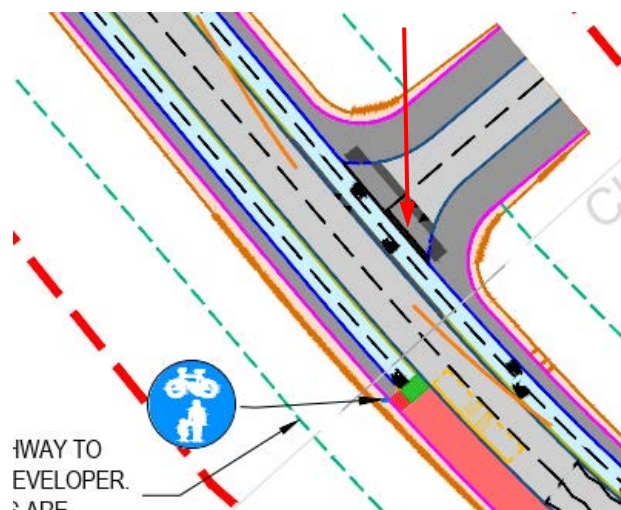
THE JUNCTIONS:

Problem: 3.4

Location: DSB Link Road
Side road junctions

Drawing: DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 to 0003 Rev P03

Summary The position of the side road give way line could have a detrimental effect on the safety of those pedestrians crossing the side road



Description:

The side road junctions will be provided with a raised entry treatment. The uncontrolled pedestrian crossing and the two-way cycle track will cross the plateaux of the entry treatments.

The drawing indicates that the side road give way line will be provided on the plateau of the entry treatment between the pedestrian crossing and the back of the cycle track. A lack of guidance could leave a pedestrian attempting to cross the junction more vulnerable to conflict with an on-coming vehicle approaching from the side road.

Recommendation:

The give way line should be moved back into the side road to the bottom of the raised entry treatment ramp. It should be ensured that the visibility splays for the side road junction can be achieved and maintained from this new position for the give way line.

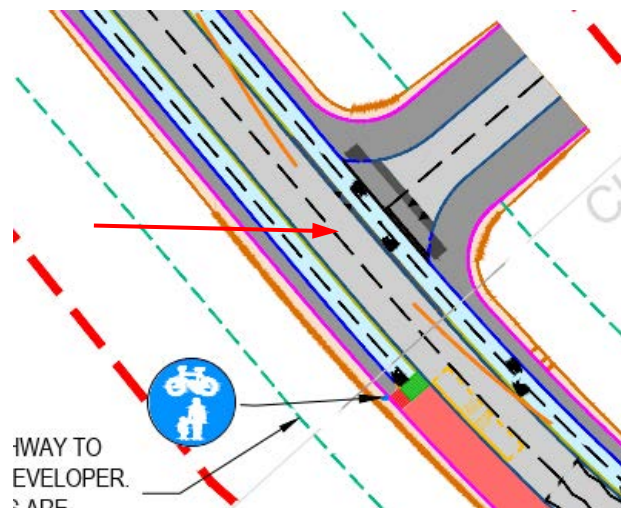
NON-MOTORISED USER PROVISION:

Problem: 3.5

Location: Side road junctions
Turning right of way

Drawing: DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0002 Rev P03

Summary It is unclear from the proposed road layout who has right of way at the side road junctions



Description:

The two-way cycle tracks on each side of the link road will continue past the side road junctions, (except for the junction with Old A4130).

There is no indication of who has right of way at a side road junction. The drawings imply that a cyclist may continue along the two-way cycle track across the junction without giving way to vehicles turning into the side road. A vehicle driver seeking a gap in on-coming traffic may turn into a side road without regard for a cyclist approaching from behind them and come into conflict with the cyclist, with the risk of a collision occurring as a result.

Recommendation:

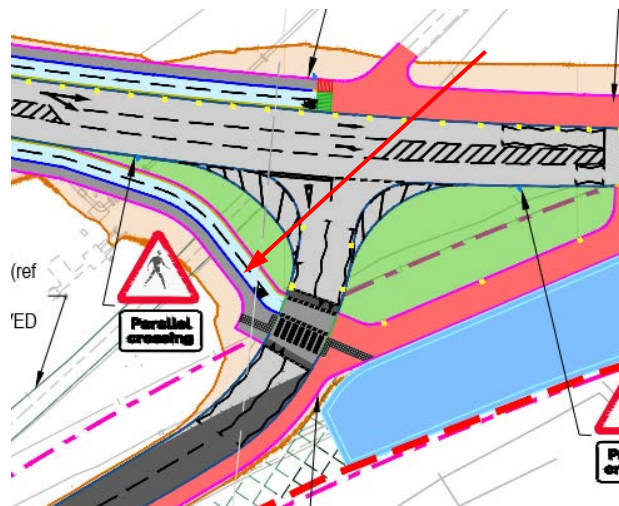
Junction warning signs with sub-plates bearing the legend "Give way to cyclists" could be provided on both of the approaches to the side road junctions; to highlight to turning vehicle drivers that they might encounter cyclists crossing the junction.

Problem: 3.6

Location: Old A4130
Parallel crossing

Drawing: DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0003 Rev P03

Summary A lack of guidance on the western side of the crossing could lead to some pedestrians joining the cycle track instead of the footway



Description:

A 'raised' Parallel crossing will be provided across the Old A4130 just south of the junction with the link road.

There is no unsegregated shared use area on the western side of the crossing shown on the drawings. There is a risk that pedestrians crossing east to west may join the cycle track element in error, which could leave them vulnerable to conflict with an on-coming cyclist.

Recommendation:

The segregated cycleway/footway on the western side of the crossing should be terminated with an appropriate layout of 'Tramline/Ladder pattern' tactile paving; to create a shared use waiting area alongside the crossing.

Upright signs, to Diag 956 and Diag 957 should be provided in association with the segregated/unsegregated cycleway/footway transition on this western side of the crossing.

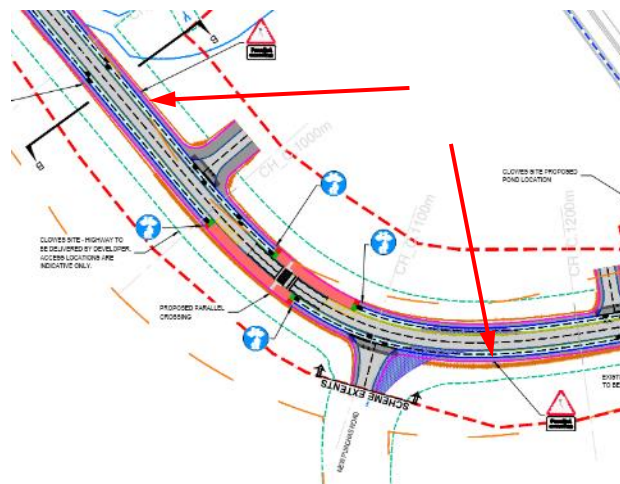
ROAD SIGNS, CARRIAGEWAY MARKINGS AND STREET LIGHTING:

Problem: 3.7

Location: Controlled crossings
Warning signs

Drawing: DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 to 0003 Rev P03

Summary The warning signs for the Parallel crossings are likely to be too far from the crossings to provide sufficient warning for approaching drivers



Description:

Zebra crossing warning signs with sub-plates bearing the legend “Parallel crossing” will be provided on both of the approaches to the controlled crossings on the link road, (-the former Parallel crossing to the east of the Old A4130 junction has been converted to a signal-controlled Toucan crossing and no longer needs warning signs).

The Parallel crossing warning signs are located approximately 100m from the respective crossing sites. There is a risk that signs located at these distances from the crossings may not highlight the presence of the Parallel crossings, especially where they fall prior to side road junctions, which could leave cyclists attempting to cross more vulnerable to conflict with an errant on-coming vehicle.

Recommendation:

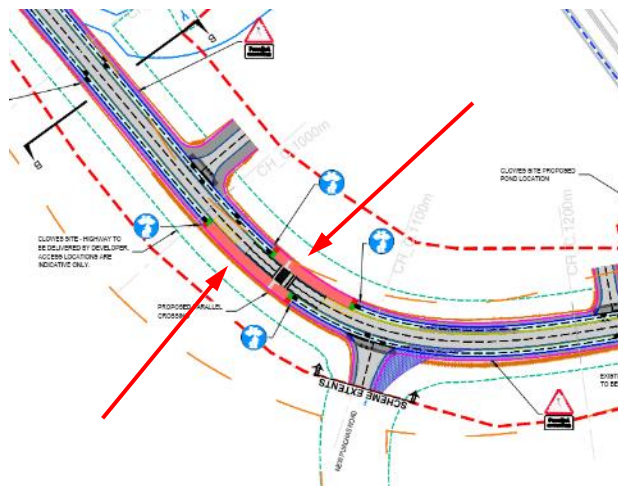
The warning signs should be located closer to the Parallel crossings. The locations of the upright signs should be designed carefully to ensure that they can be clearly seen on the immediate approaches to the crossings.

Problem: 3.8

Location: DSB Link Road
Segregated cycleway/footways

Drawing: DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 to 0003 Rev P03

Summary There are no upright signs for the segregated cycleway/footways shown on the drawings



Description:

Upright warning signs have been provided for the sections of unsegregated cycleway/footway at the transitions for the new crossings and bus stops.

There are no upright signs proposed for the segregated sections of cycleway/footway along the link road. A lack of guidance could lead to some pedestrians straying into the adjacent cycle track with a risk of tripping on the small kerb upstand between the two elements of the cycleway/footway.

Recommendation:

Suitably handed upright signs, to Diag 957 should be provided mounted back to back with the Diag 956 where the segregated sections of cycleway/footway commence. The Highway Authority may wish to see that repeater signs to Diag 957 are provided for the long distance sections.

Problem: 3.9

Location: DSB Link Road Crossings
Street Lighting

Drawing: DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-
0001 to 0003 Rev P03

Summary There is no street lighting to the west of the Old
A4130 junction shown on the drawings

Description:

Street lighting has been provided for the link road junction with the Old A4130 junction and its approaches.

There is no street lighting shown on the other sections of the link road. There is a risk that those pedestrians and cyclists attempting to use the Parallel crossings during the hours of darkness could be left more vulnerable to conflict with an errant on-coming vehicle. This issue is likely to be exacerbated during poor weather conditions.

Recommendation:

It is recommended that at least floodlights are provided for the Parallel crossings so that pedestrians and cyclists that have right of way on the controlled crossings can be clearly seen by approaching vehicle drivers during the hours of darkness.

Problem: 3.10

Location: DSB Link Road
Speed limit/Street Lighting

Drawing: DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-
0001 to 0003 Rev P03

Summary There is no street lighting to the west of the Old
A4130 junction shown on the drawings, which
could bring the 30mph speed limit into disrepute

Description:

The Didcot Science Bridge link road will be subject to a 30mph speed limit.

There is no street lighting shown on the link road west of its junction with Old A4130. The new link road will become de-restricted west of the proposed street lighting, and will revert to the national speed limit. Vehicle drivers are likely to travel at inappropriate speeds, above the design speed for the horizontal curves in the road alignment, which could increase the risk of a loss of control type collision occurring.

Recommendation:

A system of 30mph repeater signs should be provided on the unlit section of the Didcot Science Bridge link road; so that the speed limit can be enforced.

The top left corner of the page features three thin, black, intersecting lines that create a series of geometric shapes, including a large triangle and several smaller quadrilaterals.

Audit Team Statement

04

We certify that this Road Safety Audit has been carried out all in the accordance with the requirements of DMRB

Audit Team Statement

GG 119 Road Safety Audit.

Road Safety Audit Team Leader

Ian Batcock
Senior Engineer

Signed:



AECOM
Aecom House
63 - 77, Victoria Street
St Albans
Herts, AL1 3ER

Date 4 November 2020

Road Safety Audit Team Member

Baber Beg
Senior Consultant

Signed:



AECOM
Sunley House
4 Bedford Park
Croydon
Surrey, CR0 2AP

Date 5 November 2020

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Appendix

A

List of Drawings Provided

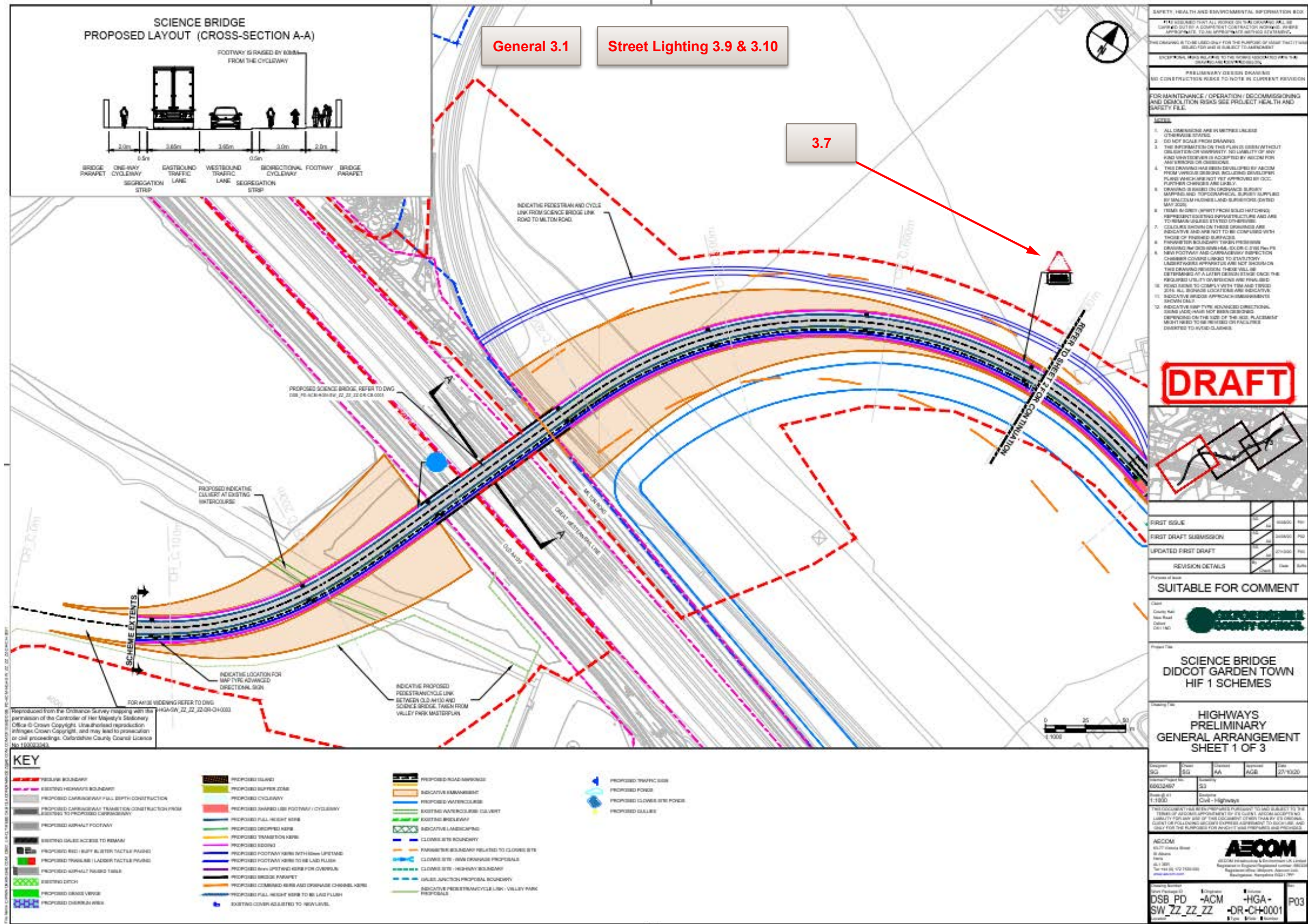
Drawing No.	Rev	Description	Date
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 to 0003	P03	Didcot Science Bridge – Preliminary General Arrangement Sheets 1 to 3	27/10/2020
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0101 to 0103	P01	Didcot Science Bridge – Preliminary Swept Path Analysis Sheets 1 to 3	20/10/2020
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0121 to 0123	P01	Didcot Science Bridge – Preliminary Long Section Sheets 1 to 3	27/10/2020
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0124 to 0126	P01	Didcot Science Bridge – Preliminary Contour Plan Sheets 1 to 3	27/10/2020
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0127 to 0129	P01	Didcot Science Bridge – Preliminary Cross sections Sheets 1 to 3	27/10/2020
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0136	P01	Didcot Science Bridge – Preliminary Swept Path Analysis Junction 1	20/10/2020
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0137	P01	Didcot Science Bridge – Preliminary Swept Path Analysis Junction 3	20/10/2020
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0138	P01	Didcot Science Bridge – Preliminary Swept Path Analysis Junction 5	20/10/2020
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0139	P01	Didcot Science Bridge – Preliminary Swept Path Analysis Junction 6	20/10/2020
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0140	P01	Didcot Science Bridge – Preliminary Swept Path Analysis Junction 7	20/10/2020
DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0141	P01	Didcot Science Bridge – Preliminary Swept Path Analysis Abnormal Load	20/10/2020
DSB_PD-ACM-HHC-SW_ZZ_ZZ_ZZ-DR-CH-0004 to 0006	P01	Didcot Science Bridge – Preliminary VRS Sheets 1 to 3	05/10/2020
DSB_PD-ACM-HLG-SW_LTG_ZZ_ZZ-DR-LE-1301 to 1303	P02	Didcot Science Bridge – Preliminary Street Lighting Sheets 1 to 3	27/10/2020

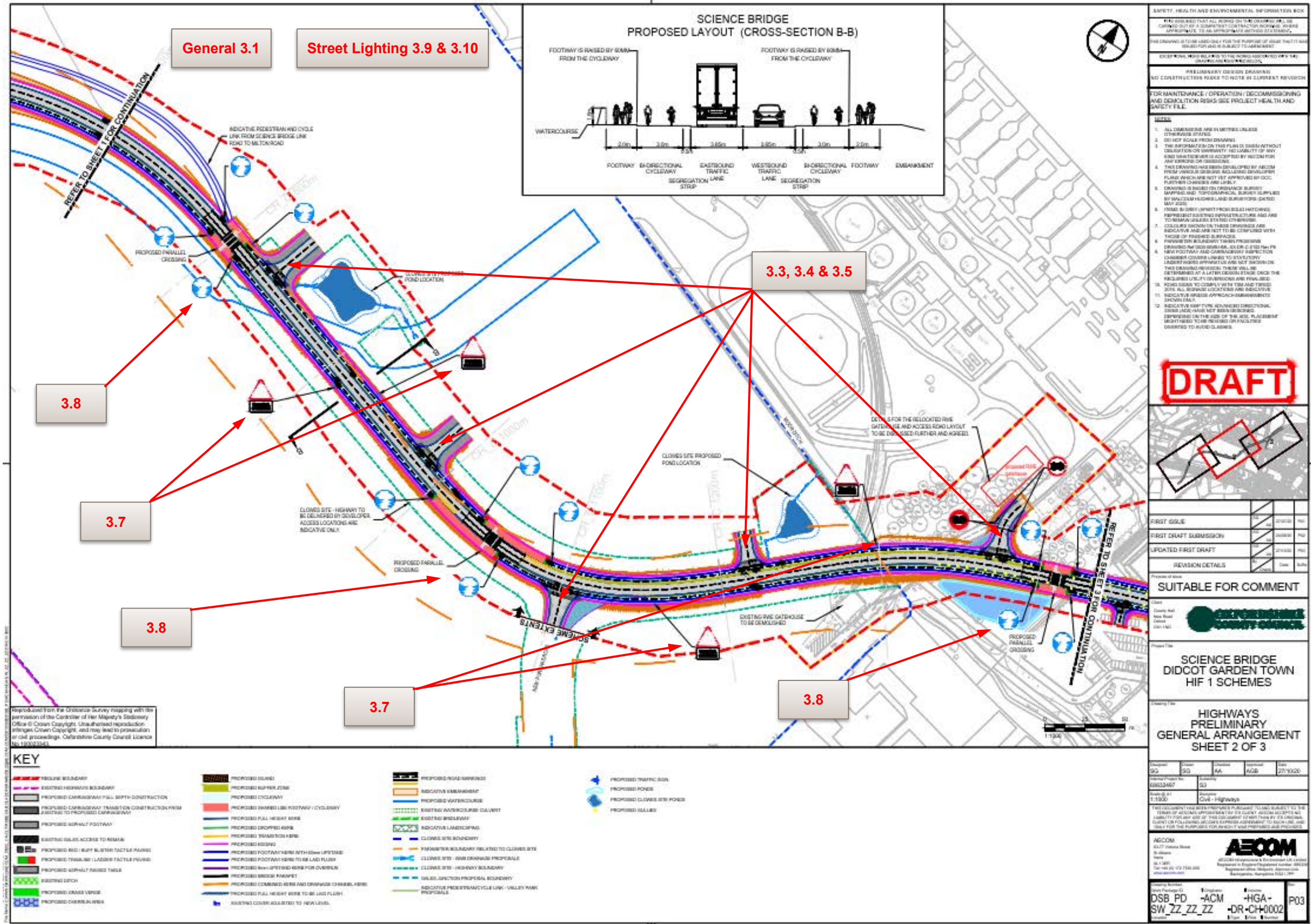
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Appendix

B

Problem Identification Plans



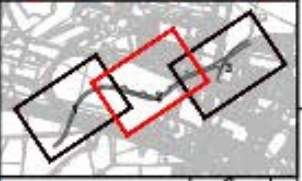


SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

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- NOTES**
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DRAFT



REVISION	NO.	DATE	BY	CHKD
FIRST ISSUE	01	27/03/20	AA	AA
FIRST DRAFT SUBMISSION	02	27/03/20	AA	AA
UPDATED FIRST DRAFT	03	27/03/20	AA	AA
REVISION DETAILS				

SUITABLE FOR COMMENT

Client: **Didcot Garden Town**

Project Title: **SCIENCE BRIDGE DIDCOT GARDEN TOWN HIF 1 SCHEMES**

HIGHWAYS PRELIMINARY GENERAL ARRANGEMENT SHEET 2 OF 3

Scale: 1:1000

Author: AA

Checked: AA

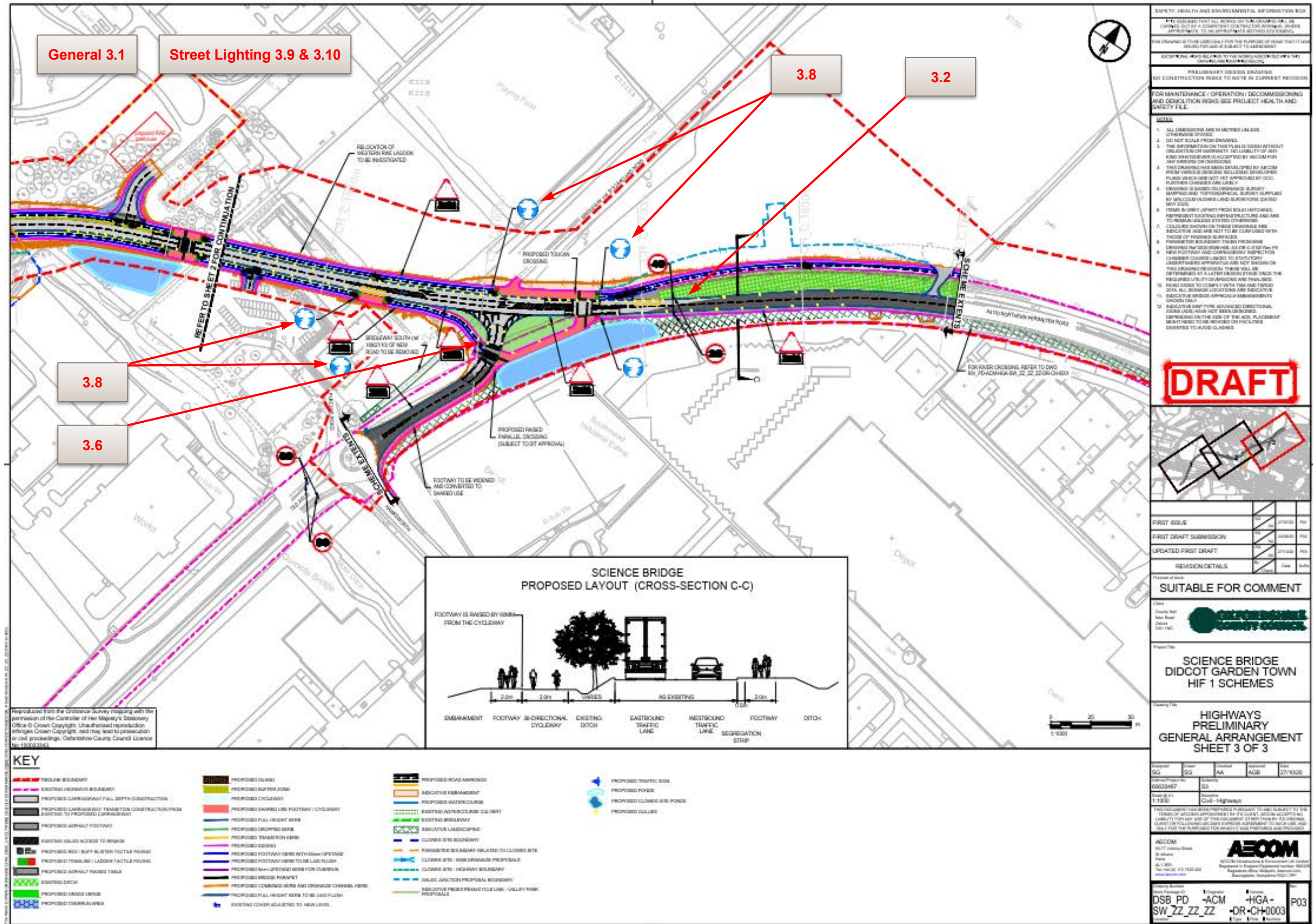
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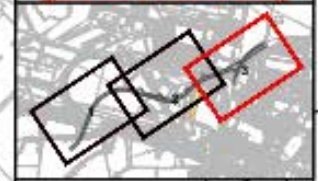
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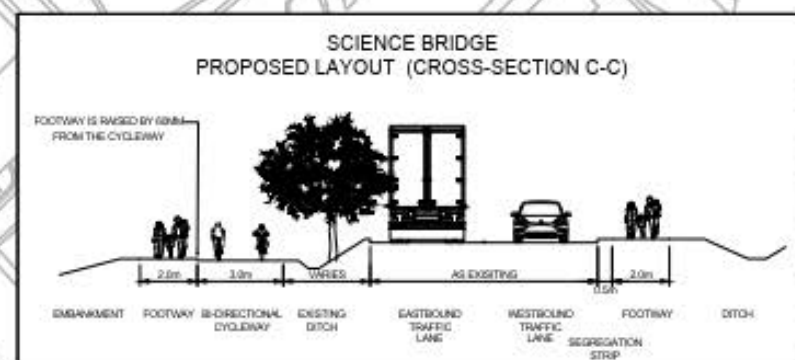
SCIENCE BRIDGE
 DIDCOT GARDEN TOWN
 HIF 1 SCHEMES

HIGHWAYS
 PRELIMINARY
 GENERAL ARRANGEMENT
 SHEET 3 OF 3

Author	Checker	Approved	Date
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- KEY**
- PROPOSED BOUNDARY
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED CARPARKWAY FULL DEPTH CONSTRUCTION
 - PROPOSED CARPARKWAY TRANSITION CONSTRUCTION FROM EXISTING TO PROPOSED CARPARKWAY
 - PROPOSED ASPHALT FOOTWAY
 - EXISTING GULL ACCESS TO MAIN
 - PROPOSED RED BURY BLURRY FACTS FINISH
 - PROPOSED TRAILING LADDER FACTS FINISH
 - PROPOSED ASPHALT PAVED TANK
 - EXISTING DITCH
 - PROPOSED DRAIN VIBES
 - PROPOSED CHANNEL AREA

- PROPOSED ISLAND
- PROPOSED BUFFER ZONE
- PROPOSED CYCLEWAY
- PROPOSED SHARED USE FOOTWAY / CYCLEWAY
- PROPOSED FULL HEIGHT KERB
- PROPOSED DROPPED KERB
- PROPOSED TRANSITION KERB
- PROPOSED EDGING
- PROPOSED FOOTWAY KERB WITH NEW LIFE LINE
- PROPOSED FOOTWAY KERB TO BE Laid FLUSH
- PROPOSED 60mm UPSTAND KERB FOR OVERLAP
- PROPOSED BRIDGE PARAPET
- PROPOSED COMBINED KERB AND DRAINAGE CHANNEL KERB
- PROPOSED FULL HEIGHT KERB TO BE Laid FLUSH
- EXISTING COVER ADJUSTED TO NEW LEVEL

- PROPOSED ROAD MARKINGS
- INDICATIVE EMBANKMENT
- PROPOSED WATERCOURSE
- EXISTING WATERCOURSE DIVERT
- EXISTING BRELVIWAY
- INDICATIVE LANDSCAPE
- CLOSURE SITE BOUNDARY
- PARAMETER BOUNDARY RELATED TO CLOSURE SITE
- CLOSURE SITE - RWS DRAINAGE PROPOSALS
- CLOSURE SITE - HIGHWAY BOUNDARY
- GULLS JUNCTION PROPOSED BOUNDARY
- INDICATIVE PROPOSED BICYCLE LINK / VALLEY PARK PROPOSAL

- PROPOSED TRAFFIC SIGN
- PROPOSED POWER
- PROPOSED CLOSURE SITE POWER
- PROPOSED GULLS

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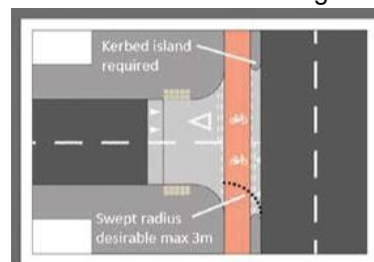
Appendix

C

Road Safety Audit Decision Log

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	<p>Sections of unsegregated cycleway/footway will be provided to accommodate the bus stops for eastbound and westbound bus services along the link.</p> <p>It is assumed that shelters will be provided with the bus stops, (which have not been shown on the drawings at the preliminary design stage). The cycleway elements of the adjacent segregated cycleway/footways are located alongside the carriageway. Bus shelters located poorly in these shared use areas could leave passengers waiting for a bus more vulnerable to conflict with an on-coming cyclist.</p>	<p>The bus shelters should be located at the back of the shared use areas in order to reduce the risk of conflict between waiting bus passengers and passing cyclists. The Highway Authority might wish to see that cantilevered type bus shelters are used to ensure that visibility sight lines can be achieved and maintained between waiting passengers and on-coming cyclists.</p>	<p>Agree with Auditor's recommendation, if provided bus shelters are to be located at the back of the shared use areas. Client to clarify if bus shelters will be provided.</p>	<p>Agreed with the designers response.</p>	<p><i>If specified, bus shelters are to be located at the back of the shared use areas.</i></p>
3.2	<p>The Didcot Science Bridge link road will be subject to a 30mph speed limit.</p> <p>The drawing indicates that the speed limit at the eastern end of the scheme will change from 40 to 30mph just to the east of a signal-controlled (TOUCAN) crossing and the Old A4130 side road junction. There is a risk that</p>	<p>The change of speed limit should be located at least the desirable minimum stopping sight distance for the lower speed limit from the crossing.</p>	<p>Agree with Auditor's recommendation. Change of speed limit location to be moved 90m from the crossing stop line as per CD 109, Table 2.10 – Design speed related parameters (stopping sight distance).</p>	<p>Agreed with the designers response.</p>	<p><i>Design drawing to be amended to show change of speed limit location 90m east of the crossing westbound stop line</i></p>

	<p>some westbound vehicles will carry speed from the higher speed limit into the scheme, which could leave a cyclist or pedestrian attempting to use the crossing more vulnerable to conflict with an errant vehicle.</p>				
3.3	<p>The side road junctions will be provided with a raised entry treatment.</p> <p>It is unclear from the drawings whether the side roads rise or fall away from the mainline carriageway. There is a kerb upstand between the cycle track and the two-way carriageway. A lack of suitable drainage could lead to the collection of surface water run-off, which could present a hazard for road users.</p>	<p>Surface water drainage should be provided in areas where rainwater run-off is liable to collect.</p>	<p>Agree with Auditor's recommendation. However, design is being carried out by third party.</p>	<p>Agreed with the designers response. Coordination to continue to ensure there is sufficient drainage to manage the surface water run-off.</p>	<p>Contact developer who is delivering the design of this section of the scheme, to inform them that appropriate drainage gullies are to be provided.</p>
3.4	<p>The side road junctions will be provided with a raised entry treatment. The uncontrolled pedestrian crossing and the two-way cycle track will cross the plateaux of the entry treatments.</p> <p>The drawing indicates that the side road give way line will be provided on the plateau of the entry treatment between the pedestrian crossing and the back of the cycle track. A lack of guidance could leave a pedestrian attempting to cross</p>	<p>The give way line should be moved back into the side road to the bottom of the raised entry treatment ramp. It should be ensured that the visibility splays for the side road junction can be achieved and maintained from this new position for the give way line.</p>	<p>Rejected – following LTN 1/20, specifically Figure 10.13 “Priority crossings of cycle tracks at side roads” the design shall follow the below image:</p>	<p>No change is required by the designer.</p>	<p>No change to design</p>



	the junction more vulnerable to conflict with an on-coming vehicle approaching from the side road.				
3.5	<p>The two-way cycle tracks on each side of the link road will continue past the side road junctions, (except for the junction with Old A4130).</p> <p>There is no indication of who has right of way at a side road junction. The drawings imply that a cyclist may continue along the two-way cycle track across the junction without giving way to vehicles turning into the side road. A vehicle driver seeking a gap in on-coming traffic may turn into a side road without regard for a cyclist approaching from behind them and come into conflict with the cyclist, with the risk of a collision occurring as a result.</p>	<p>Junction warning signs with sub-plates bearing the legend "Give way to cyclists" could be provided on both of the approaches to the side road junctions; to highlight to turning vehicle drivers that they might encounter cyclists crossing the junction.</p>	<p>Rejected – to avoid street clutter no warning signs are proposed. Additionally, any warning signs would not be clearly visible as they would be located at least 5m from the edge of the carriageway (behind the cycleway and footway to avoid causing an obstruction).</p> <p>However, it is proposed that a coloured surfacing be applied across the mouth of the side road junctions to highlight the cycleway and the potential presence of cyclists at these locations.</p>	<p>Agreed that only coloured surfacing across the junction is necessary.</p>	<p><i>Design drawing to be amended to show coloured surfacing of the cycleway across the mouths of the side road junctions.</i></p>
3.6	<p>A 'raised' Parallel crossing will be provided across the Old A4130 just south of the junction with the link road.</p> <p>There is no unsegregated shared use area on the western side of the crossing shown on the drawings. There is a risk that pedestrians crossing east to west may join the cycle track element in error, which could</p>	<p>The segregated cycleway/footway on the western side of the crossing should be terminated with an appropriate layout of 'Tramline/Ladder pattern' tactile paving; to create a</p>	<p>Rejected – the layout proposed is relatively straight, with good sightlines and it will be clear to any users approaching from the east, that the crossing and western side are segregated.</p> <p>However, it is proposed that a sign to Diag 957 and cycle symbol road markings associated with the segregated facility are provided to enhance</p>	<p>Agreed that only cycle symbol and sign is necessary at this location</p>	<p><i>Design drawing to be amended to show Diag 957 sign on a bollard and cycle symbols at this location.</i></p>

	leave them vulnerable to conflict with an on-coming cyclist.	shared use waiting area alongside the crossing. Upright signs, to Diag 956 and Diag 957 should be provided in association with the segregated/unsegregated cycleway/footway transition on this western side of the crossing.	users comprehension of the proposed layout.		
3.7	Zebra crossing warning signs with sub-plates bearing the legend "Parallel crossing" will be provided on both of the approaches to the controlled crossings on the link road, (-the former Parallel crossing to the east of the Old A4130 junction has been converted to a signal-controlled Toucan crossing and no longer needs warning signs). The Parallel crossing warning signs are located approximately 100m from the respective crossing sites. There is a risk that signs located at these distances from the crossings may not highlight the presence of the Parallel crossings, especially where they fall prior to side road junctions, which could leave cyclists attempting to cross more vulnerable to conflict	The warning signs should be located closer to the Parallel crossings. The locations of the upright signs should be designed carefully to ensure that they can be clearly seen on the immediate approaches to the crossings.	Agree with Auditor's recommendation, proposing the warning signs 45m away from stop line where possible (distance shall be between 45-100m).	Agreed with the designers response.	<i>Design drawing to be amended to show the proposed warning signs closer to the parallel crossings.</i>

	with an errant on-coming vehicle.				
3.8	<p>Upright warning signs have been provided for the sections of unsegregated cycleway/footway at the transitions for the new crossings and bus stops.</p> <p>There are no upright signs proposed for the segregated sections of cycleway/footway along the link road. A lack of guidance could lead to some pedestrians straying into the adjacent cycle track with a risk of tripping on the small kerb upstand between the two elements of the cycleway/footway.</p>	<p>Suitably handed upright signs, to Diag 957 should be provided mounted back to back with the Diag 956 where the segregated sections of cycleway/footway commence. The Highway Authority may wish to see that repeater signs to Diag 957 are provided for the long distance sections.</p>	<p>Partially agree with Auditor's recommendation – it is proposed that suitable signs are provided segregated sections of cycleway/footway commence. Signs to Diag. 956 and 957 to be mounted back to back on bollards. However, repeater signs to Diag 957 is rejected to minimise street cluttering.</p>	<p>Agreed with the findings that back to back bollards to be provided on the shared surface rather than provide additional signs.</p>	<p><i>Design drawing to be amended to show double sided bollards with Diag. 956 and 957 sign faces where segregated sections of cycleway/footway commence.</i></p>
3.9	<p>Street lighting has been provided for the link road junction with the Old A4130 junction and its approaches.</p> <p>There is no street lighting shown on the other sections of the link road. There is a risk that those pedestrians and cyclists attempting to use the Parallel crossings during the hours of darkness could be left more vulnerable to conflict with an errant on-coming vehicle. This</p>	<p>It is recommended that at least floodlights are provided for the Parallel crossings so that pedestrians and cyclists that have right of way on the controlled crossings can be clearly seen by approaching vehicle drivers during the hours of darkness.</p>	<p>Agree with Auditor's recommendation. However, design is being carried out by third party.</p>	<p>Agreed and further coordination to take place with the developer to ensure that there is sufficient light at the crossing.</p>	<p><i>Contact developer who is delivering the design of this section of the scheme, to inform them that appropriate street lighting is to be provided.</i></p>

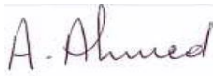
	issue is likely to be exacerbated during poor weather conditions.				
3.10	<p>The Didcot Science Bridge link road will be subject to a 30mph speed limit.</p> <p>There is no street lighting shown on the link road west of its junction with Old A4130. The new link road will become de-restricted west of the proposed street lighting, and will revert to the national speed limit. Vehicle drivers are likely to travel at inappropriate speeds, above the design speed for the horizontal curves in the road alignment, which could increase the risk of a loss of control type collision occurring.</p>	<p>A system of 30mph repeater signs should be provided on the unlit section of the Didcot Science Bridge link road; so that the speed limit can be enforced.</p>	<p>Agree with Auditor's recommendation, 30mph repeater signs should be provided in the unlit section of the link road.</p>	<p>Agreed with the designers response.</p>	<p><i>Design drawing to be amended to show 30mph repeater signs through unlit sections.</i></p>

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Appendix

D

Design Organisation statement

On behalf of the design organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation	
Name:	Abdirashid Ahmed
Signed:	
Position:	Principal Engineer
Organisation:	AECOM
Date:	02/12/2020

Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
2) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation	
3) the agreed RSA actions will be progressed.	
Name:	Simon Wanklyn
Signed:	
Position	Engineering and Assurance Manager
Organisation:	Oxfordshire County Council
Date	5 th December 2020

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**Didcot Garden Town HIF 1 Schemes
Didcot to Culham River Crossing
Road Safety Audit Stage 1**

Stage 1 Road Safety Audit Report

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by / Verified by
DGT - Didcot to Culham River Crossing	6705R/RSA01	Oxfordshire CC	Ian Batcock	November 2020	Baber Beg/ Abdirashid Ahmed

Revision history

Revision	Revision date	Details	Name	Position
0	24 Nov 2020	Draft Issue	Ian Batcock	Road Safety Auditor
1	1 Dec 2020	Design Org Response added	Hein Pretorius	Principal Engineer
2	8 January 2021	Overseeing Org Response added. Agreed Actiions added.	David Riach	Associate

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Introduction

01

Introduction

AECOM was commissioned by Oxfordshire County Council to complete a Stage 1 Road Safety Audit for the proposals for the Didcot Culham River Crossing as part of the Didcot Garden Town Development.

The Road Safety Audit Team membership, approved by the Overseeing Organisation, Project Sponsor, was as follows:

Ian Batcock Team Leader	MCIHT, MSoRSA IAN 152/11 Certificate of Competency AECOM, St Albans
Baber Beg Team Member	MCIHT, MSoRSA AECOM, Croydon

The audit comprised of a review of the supplied drawings listed in Appendix A, which were examined during week commencing 16 November 2020. A previous visit to the site was made by both members of the audit team together in the morning and afternoon of Wednesday 22nd January 2020 between 11.00am and 1.00pm as part of the Stage 1 road safety audit for the feasibility design. The Project Sponsor has indicated that a further daytime inspection of the scheme proposals is not required.

Works Summary

The Didcot Culham River Crossing scheme will provide a new link road between the A4130 at Didcot and the A415 Abingdon Road near the Culham Science Centre entrance, including a new full standard river crossing.

This corridor will link with the proposed Clifton Hampden Bypass to the north via Abingdon Road near the Culham Science Centre, and the proposed Didcot Science Bridge scheme to the west and the A4130 Widening towards Milton Interchange. The main objectives of the new corridor are to improve accessibility and provide congestion relief on the existing road network by providing an alternative, direct route between Didcot, Appleford and Culham.

The scheme objectives include improving conditions for walking, cycling and horse-riding in the area, as there are currently no direct connections or facilities along the route. This is likely to include segregated facilities for pedestrians and cyclists along the corridor with crossings at junctions and connections to adjacent routes.

Special considerations

Departures from Standards will be applied for concerning the positioning of the bus stops for northbound and southbound services opposite one another on the Didcot Culham link road between the Collett and Abingdon Roundabouts. Consequently, the positions of these bus stops will not be scrutinised as part of this road safety audit.

Terms of Reference

The Terms of Reference of this Audit are as described in DMRB GG 119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in Section 3 of this report does not imply that they have not been considered, instead the Audit Team feel they are not adversely affected by the proposed changes.

This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure GG 119. Any safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, will be set out in separate correspondence.

Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.

The Audit Team has been provided with collision data for the five-year period between 09/06/2014 and 08/06/2019. There was a total of 36 collisions recorded within the scheme's extents during this period, which resulted in 47 casualties. None of the collisions involved a fatality, 8 of the collisions resulted in 8 casualties with injuries of serious severity, and 28 collisions resulted in 39 casualties with injuries of slight severity.

In accordance with GG 119, this Audit has a maximum shelf life of 5 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.

Unless general to the scheme, all comments and recommendations are referenced to the drawings supplied in the audit brief, and the locations have been indicated on the plan in Appendix B where appropriate.



**Items Raised at
Previous Road Safety Audits**

02

Items Raised at Previous Road Safety Audits

- 2.1** A previous Stage 1 road safety audit was undertaken for the feasibility design stage for the Didcot Culham-River Crossing scheme (SA Ref: DGT-Culham Didcot River Crossing 6635R/RSA01) in January 2020, which was carried out by AECOM.
- 2.2** There were a number of safety issues raised with the feasibility design in the previous road safety audit, which have been addressed and require no further comment by the Audit Team.
- 2.3** However, any safety issues that the Audit Team consider to be outstanding from the previous safety audit will be raised again in Section 3 of this report.



**Items Raised at this
Stage 1 Road Safety Audit**

03

Items Raised at this Stage 1 Road Safety Audit

3.1.1 The following Problems have been identified from the documents submitted:

GENERAL

Problem: 3.1

Location: Didcot Culham River Crossing (DCRC)
Road Edge Restraints

Drawing: RIV_PD-ACM-HGA-SW_XX_XX_XX
DR-CH-0001 to 0009 Rev P03

Summary A lack of a vehicle restraint system in areas where embankments and bridges are present could leave road users more vulnerable to the hazards presented by these features

Description:

There are no proposals for vehicle restraint systems (VRS) shown on the drawings included with the audit brief. A lack of VRS in areas where the change in levels could present a hazard to road users is likely to increase the risk of injury to a road user should an errant vehicle leave the carriageway in these areas.

Recommendation:

Vehicle restraint systems should be provided in areas where the level changes alongside the carriageway could present a hazard to road users. It is recommended that the provision of VRS should be developed as the scheme is progressed.

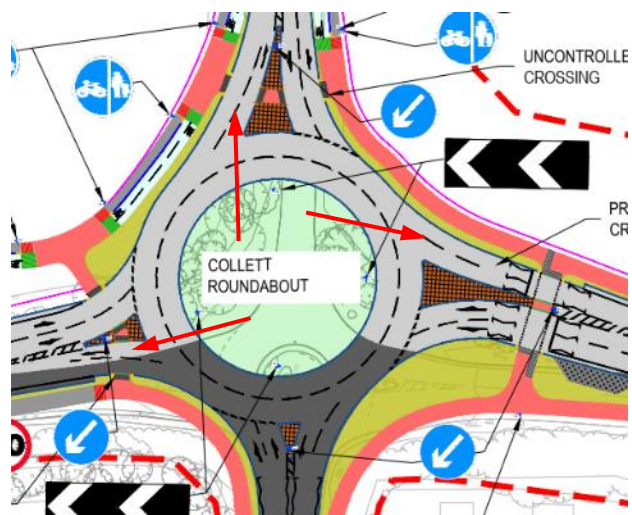
THE ALIGNMENT:

Problem: 3.2

Location: Collett, Sutton Courtenay & Abingdon RBTS
Two-lane roundabout exits

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0001, 0006 & 0008 Rev P03

Summary The use of two-lane roundabout exits with short merge lengths will lead to conflict between two vehicles leaving the roundabout side by side



Description:

Three new roundabouts: Collett Roundabout, Sutton Courtenay Roundabout and Abingdon Roundabout; will be provided as part of the Didcot Culham River Crossing scheme.

The drawings indicate that all three roundabouts will provide for two-lane exits with centreline road markings. The lengths of two-lane carriageway downstream of the roundabout exits are too short for two streams of traffic to merge. A lack of appropriate merge lengths is likely to lead to conflict between two vehicles leaving the roundabout side by side, with an increased risk of a collision occurring as a result.

Recommendation:

It is recommended that the centreline road markings downstream of the roundabout exits are removed. The 'Kicker Arrows' should be located just downstream of the exit to encourage vehicle drivers to merge as soon as possible.

Problem: 3.3

Location: Abingdon Roundabout
Two-lane exit/Segregated Left Turn Lane

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0008 Rev P03

Summary A two-lane roundabout exit will increase the risk of conflict between southbound vehicles and a vehicle emerging from the segregated left turn lane



Description:

A segregated left turn lane (SLTL) will be provided between A415 Abingdon Road westbound and the link road. The roundabout exit upstream of the SLTL merge provides for a two-lane roundabout exit.

A two-lane roundabout exit will encourage vehicles to leave the roundabout side by side. Vehicles attempting to merge downstream of the roundabout exit are likely to be caught out by a further vehicle merging from the SLTL, which could lead to conflict between them with a risk of a collision occurring as a result.

Recommendation:

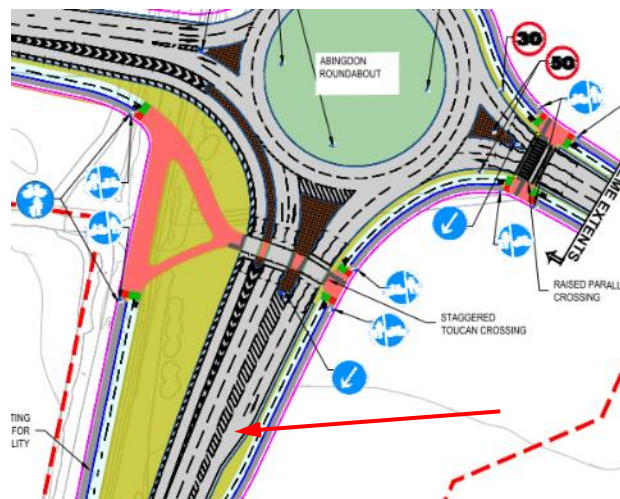
It is recommended that the centreline road markings downstream of the roundabout exit are removed, and the roundabout exit reduced to a single lane with the use of offside tapered hatching road markings.

Problem: 3.4

Location: Abingdon Roundabout
Eastbound merge

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0001, 0006 & 0008 Rev P03

Summary Directing slower vehicles in the nearside lane to merge with the offside lane will increase the risk of conflict between merging vehicles and faster moving vehicles



Description:

Two lanes for eastbound traffic will be provided on A415 Abingdon Road downstream of the roundabout exit. The road layout will merge from two lanes to one lane over a short distance with a taper in the nearside kerbline.

A nearside kerbline taper will require slower moving vehicles in Lane 1 to merge with faster moving vehicles in Lane 2. Those slower moving vehicles in Lane 1 attempting to merge will be left particularly vulnerable to conflict with the faster moving traffic in Lane 2 with an increased risk of a collision occurring as a result.

Recommendation:

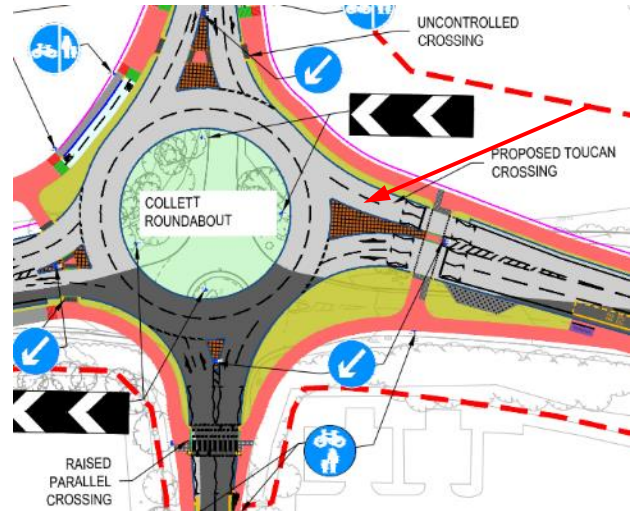
It is recommended that the taper in the nearside kerbline is removed and that a smoother transition is provided so that the nearside lane becomes the single traffic lane downstream of the merge. The road markings should be amended so that vehicles in Lane 2 downstream of the crossing are required to merge with the nearside over an appropriate distance.

Problem: 3.5

Location: Collett Roundabout
Eastbound & Southbound roundabout exits

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0001 Rev P03

Summary Providing a single traffic lane downstream of the controlled crossings provides no opportunity for vehicles leaving the roundabout side by side to merge



Description:

Two lane roundabout exits will be provided for the eastern and southern arms of the Collett Roundabout. A signal controlled (Toucan) crossing will be provided across the eastern arm and a Parallel crossing will be provided across the southern arm of the roundabout.

The drawing indicates that vehicles leaving the circulatory carriageway to join the eastbound or southbound arms of the roundabout can do so in two lanes. Vehicle drivers negotiating the roundabout exits might be caught out if they are required to stop for the crossings, which could leave them more vulnerable to coming into conflict with one another. Furthermore, a pedestrian or cyclist attempting to use the crossing could be more vulnerable to conflict with an errant vehicle that fails to stop when required to do so.

Recommendation:

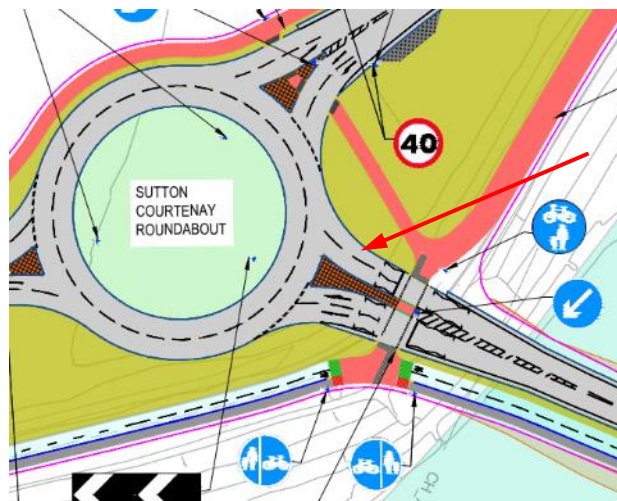
It is recommended that the eastbound and southbound exits of the roundabout are reduced to a single traffic lane approaching the controlled crossings.

Problem: 3.6

Location: Sutton Courtenay Roundabout
Northbound roundabout exit

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0006 Rev P03

Summary Providing a single traffic lane downstream of the controlled crossing provides no opportunity for vehicles leaving the roundabout side by side to merge



Description:

A two lane roundabout exit will be provided for the northern arm of the Sutton Courtenay Roundabout. A signal controlled (Toucan) crossing will be provided across this northern arm of the roundabout.

The drawing indicates that vehicles leaving the circulatory carriageway to join the northbound arm can do so in two lanes. Vehicle drivers leaving the roundabout exit might be caught out by the single lane downstream of the crossing. A lack of guidance could leave them more vulnerable to coming into conflict with one another when attempting to merge on the downstream side of the crossing. This is likely to be exacerbated if they are required to stop for the crossing.

Recommendation:

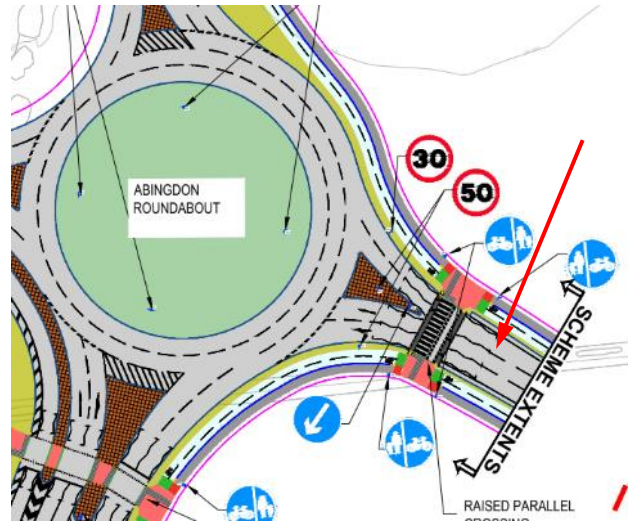
It is recommended that the northbound exit of the roundabout is reduced to a single traffic lane approaching the controlled crossing.

Problem: 3.7

Location: Abingdon Roundabout
Northbound roundabout exit

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0008 Rev P03

Summary Providing a single traffic lane downstream of the controlled crossing provides no opportunity for vehicles leaving the roundabout side by side to merge



Description:

A two lane roundabout exit will be provided for the northern arm of the Abingdon Roundabout. A Parallel crossing will be provided across this northern arm of the roundabout.

The drawing indicates that vehicles leaving the circulatory carriageway to join the northbound arm can do so in two lanes. Vehicle drivers leaving the roundabout exit might be caught out by the single lane downstream of the crossing. A lack of guidance could leave them more vulnerable to coming into conflict with one another when attempting to merge on the downstream side of the crossing. This is likely to be exacerbated if they are required to stop for the crossing.

Recommendation:

It is recommended that the northbound exit of the roundabout is reduced to a single traffic lane approaching the controlled crossing.

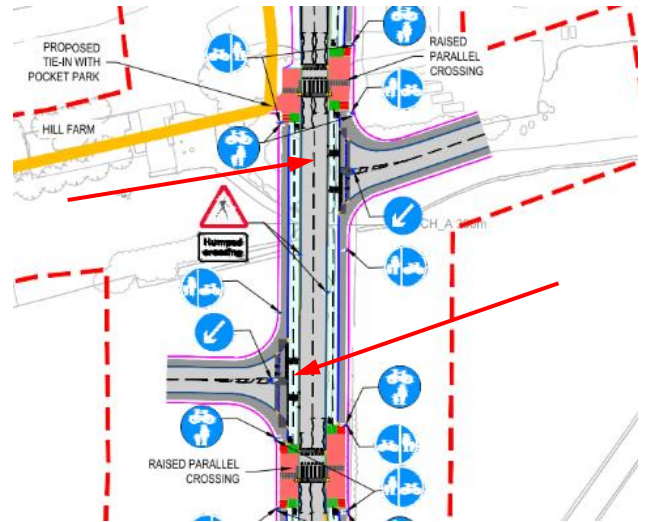
THE JUNCTIONS:

Problem: 3.8

Location: DCRC Link Road
Side road junctions

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0002 Rev P03

Summary It is unclear who has right of way where the two-way cycle track crosses the side road junctions, which could leave a cyclist more vulnerable to conflict with a turning vehicle



Description:

Two-way cycle tracks will be provided on both sides of certain sections of the link road. The two-way cycle tracks will pass straight across the front of the side road junctions – the cycle track and uncontrolled crossing of the side roads will be on a raised entry treatment.

The drawing indicates that the side road give-way line will be located at the back of the two-way cycle track. However, there is no indication of whether cyclists or turning vehicles have right of way at the junction, which could lead to conflict between them with an increased risk of a collision occurring as a result.

Recommendation:

It is recommended that the two-way cycle track is realigned on both sides of the junction so that it can be moved back into the side road junction. The raised entry treatment should be extended into the side road commensurate with the realignment of the cycle track in order to provide a give-way line alongside the front edge of the cycle track to indicate that vehicles turning in should give way to cyclists.

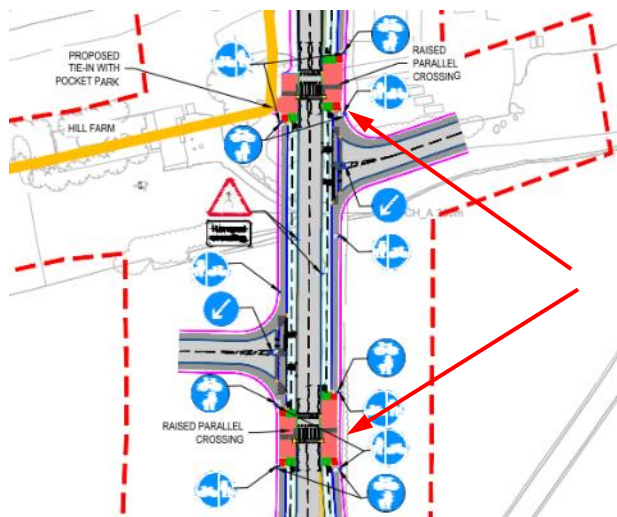
NON-MOTORISED USER PROVISION:

Problem: 3.9

Location: DCRC Link Road
Controlled crossing locations

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0002 Rev P03

Summary The close proximity of the controlled crossings to one another could lead to vehicles failing to stop at the subsequent crossing



Description:

Two Parallel crossings will be provided across the link road in close proximity to one another just to the north of the Collett Roundabout. The northern crossing has been provided to tie-in with Pocket Park and the proposed re-routing of a bridleway – a Pegasus crossing is proposed across the link road further north.

The short distance between the two crossings could lead to some vehicle drivers required to stop at the first controlled crossing failing to stop for the subsequent crossing when required to do so, which could leave a cyclist or pedestrian using the second crossing more vulnerable to conflict with an errant vehicle.

Recommendation:

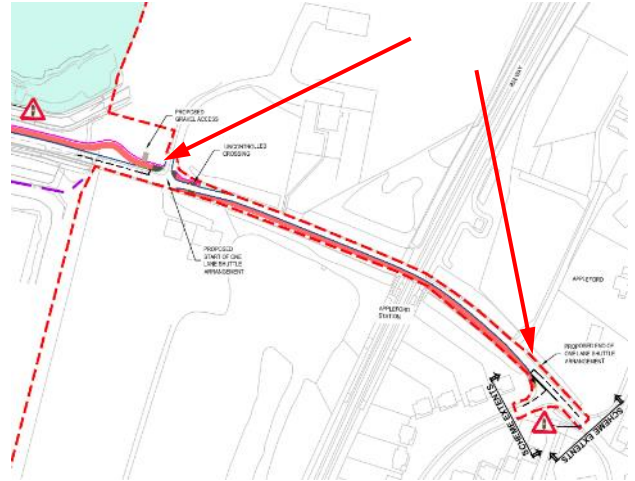
It is recommended that the two controlled crossings are rationalised into one crossing location.

Problem: 3.10

Location: B4016
Shuttle-working traffic signals

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0005 Rev P03

Summary The overall length of the shuttle working over the bridge could lead to long delays and bring the traffic signals into disrepute



Description:

It is proposed to provide one-way traffic shuttle working traffic signals across the bridge near Appleford Railway Station on B4016 to accommodate an off-road facility for pedestrians and cyclists. The shuttle working forms part of a proposal to provide an off carriageway route for pedestrians and cyclists between the new link road and Appleford Village.

The B4016 is narrow on both sides of the railway bridge. The proposals will provide a shared use footway in the westbound traffic lane across the bridge and for a considerable distance on both sides of the bridge. The distance between the opposing stop lines will be approximately 250m. There is concern that the overall length of the shuttle working is likely to lead to delays and bring the traffic signals into disrepute.

Recommendation:

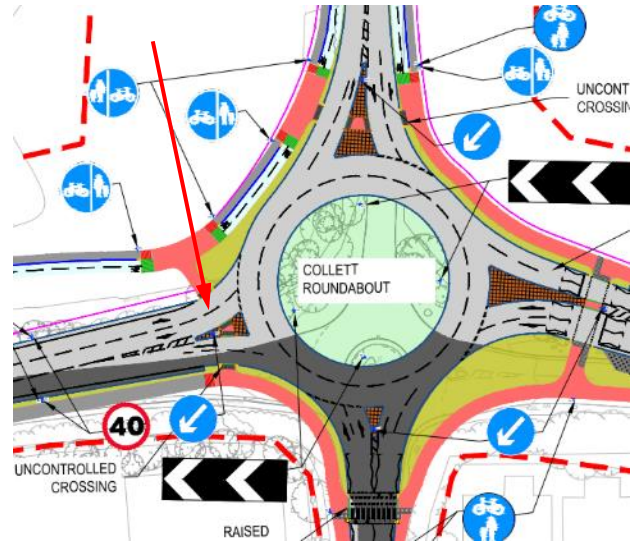
It is recommended that the overall length of the shuttle working is significantly reduced. A shuttle working system with less than 100m between the opposing stop lines is likely to be more tolerable for road users.

Problem: 3.11

Location: Collett Roundabout
Western arm crossing facilities

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0001 Rev P03

Summary Pedestrians and cyclists using the uncontrolled crossing on the western arm of the roundabout could be left particularly vulnerable to conflict with traffic on A4130 going to the new link road



Description:

The western and northern arms of the Collett Roundabout will provide for traffic going between A4130 and the DCRC link road,

Controlled crossings for pedestrians and cyclists will be provided across the eastern and southern arms of the roundabout. However, uncontrolled crossings will be provided across the western and northern arms, which are likely to experience the heavier traffic flows. Pedestrians and cyclists attempting to use the uncontrolled crossing via the narrow splitter island on the western arm are likely to be left more vulnerable to conflict with on-coming vehicles negotiating the two-lane roundabout entry.

Recommendation:

It is recommended that a signal-controlled crossing is provided across the western arm of the roundabout.

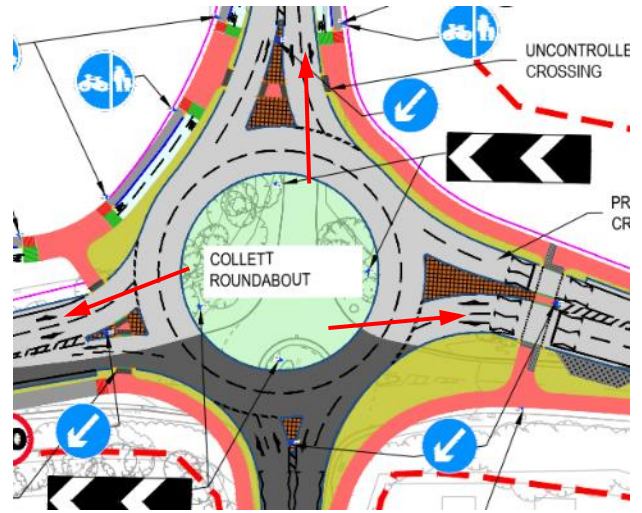
ROAD SIGNS, CARRIAGEWAY MARKINGS AND STREET LIGHTING:

Problem: 3.12

Location: Collett, Sutton Courtenay & Abingdon RBTS
Two-lane roundabout entries

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0001, 0006 & 0008 Rev P03

Summary The designation of the two-lane entries ahead and left nearside and ahead and right offside could lead to conflict between vehicles entering the roundabout to circulate



Description:

Three roundabouts will be provided as part of the Didcot Culham River Crossing scheme. All of the roundabout arms will provide for a two-lane entry onto the circulatory carriageways – Abingdon Roundabout eastbound entry provides for three lanes behind the give-way line).

There is concern that the designation of the nearside and the offside lanes at the roundabout entries could encourage some drivers to turn left into an exit across the path a vehicle in the nearside attempting to circulate, with an increased risk of a collision occurring as a result.

Recommendation:

It is recommended that the nearside lanes approaching the roundabout entries are designated for left turners only, with a left turn arrow road marking, and that the offside lane is designated for traffic going ahead with a straight arrow road marking.

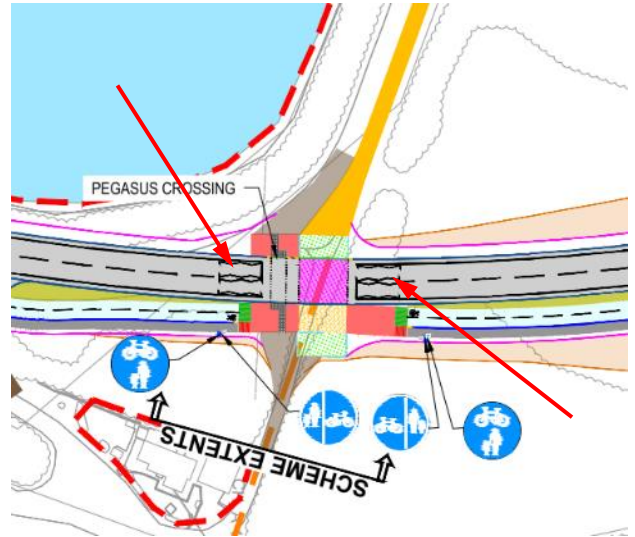
ROAD SIGNS, CARRIAGEWAY MARKINGS AND STREET LIGHTING:

Problem: 3.13

Location: DCRC Link Road
Controlled crossing road markings

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0002 Rev P03

Summary The number of marks in the zig-zag lines on the approaches could reduce the conspicuity of the controlled crossings



Description:

Parallel crossings and Toucan crossings, and a Pegasus crossing will be provided on the DCRC link road and at the three new roundabouts.

The number of marks in the zig-zag lines for the crossings shown on the drawings has been reduced from the number for a standard layout. A reduced number of marks in the zig-zag lines could reduce the conspicuity of the crossings, especially on the approaches, which could leave pedestrians and cyclists attempting to cross more vulnerable to conflict with an errant vehicle.

Recommendation:

It is recommended that at least eight marks are provided in the zig-zag lines on the approaches to the controlled crossings.

The Pegasus crossing appears to be isolated on a remote section of the Link Road subject to a 50mph speed limit. It is recommended that at least twelve marks are provided in the zig-zag lines approaching this crossing.

Problem: 3.14

Location: DCRC link road
Street Lighting

Drawing: RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ
DR-CH-0001 to 0009 Rev P03

Summary There is no indication on the drawings that a system of street lighting will be provided for the DCRC link road scheme

Description:

The -Didcot Culham River Crossing link road will run between A4130 and A415 Abingdon Road. The scheme will provide three new roundabouts and other junctions along the route.

There is no indication on the drawings that street lighting will be provided as part of the scheme. A lack of street lighting could leave road users negotiating the roundabouts and junctions with the link road more vulnerable to conflict with one another during the hours of darkness. The risk of collisions occurring is likely to be exacerbated during poor weather conditions.

Recommendation:

It is recommended that street lighting is provided at the roundabouts, the junctions and at least at the stand-alone crossings; where the risk of conflict between vehicles and other road users is likely to be higher.

The page features three thin, black, intersecting lines that create a series of geometric shapes, including triangles and quadrilaterals, primarily in the upper-left and upper-right areas of the page. The lines are thin and black, set against a plain white background.

Audit Team Statement

04

We certify that this Road Safety Audit has been carried out all in the accordance with the requirements of DMRB

Audit Team Statement

GG 119 Road Safety Audit.

Road Safety Audit Team Leader

Ian Batcock
Senior Engineer

Signed:



AECOM
Aecom House
63 - 77, Victoria Street
St Albans
Herts, AL1 3ER

Date 23 November 2020

Road Safety Audit Team Member

Baber Beg
Senior Consultant

Signed:



AECOM
Sunley House
4 Bedford Park
Croydon
Surrey, CR0 2AP

Date 23 November 2020

Three thin black lines intersect to form a large, irregular shape on the left side of the page. One line is nearly vertical, another is nearly horizontal, and the third is diagonal, crossing the other two.

Appendix

A

List of Drawings Provided

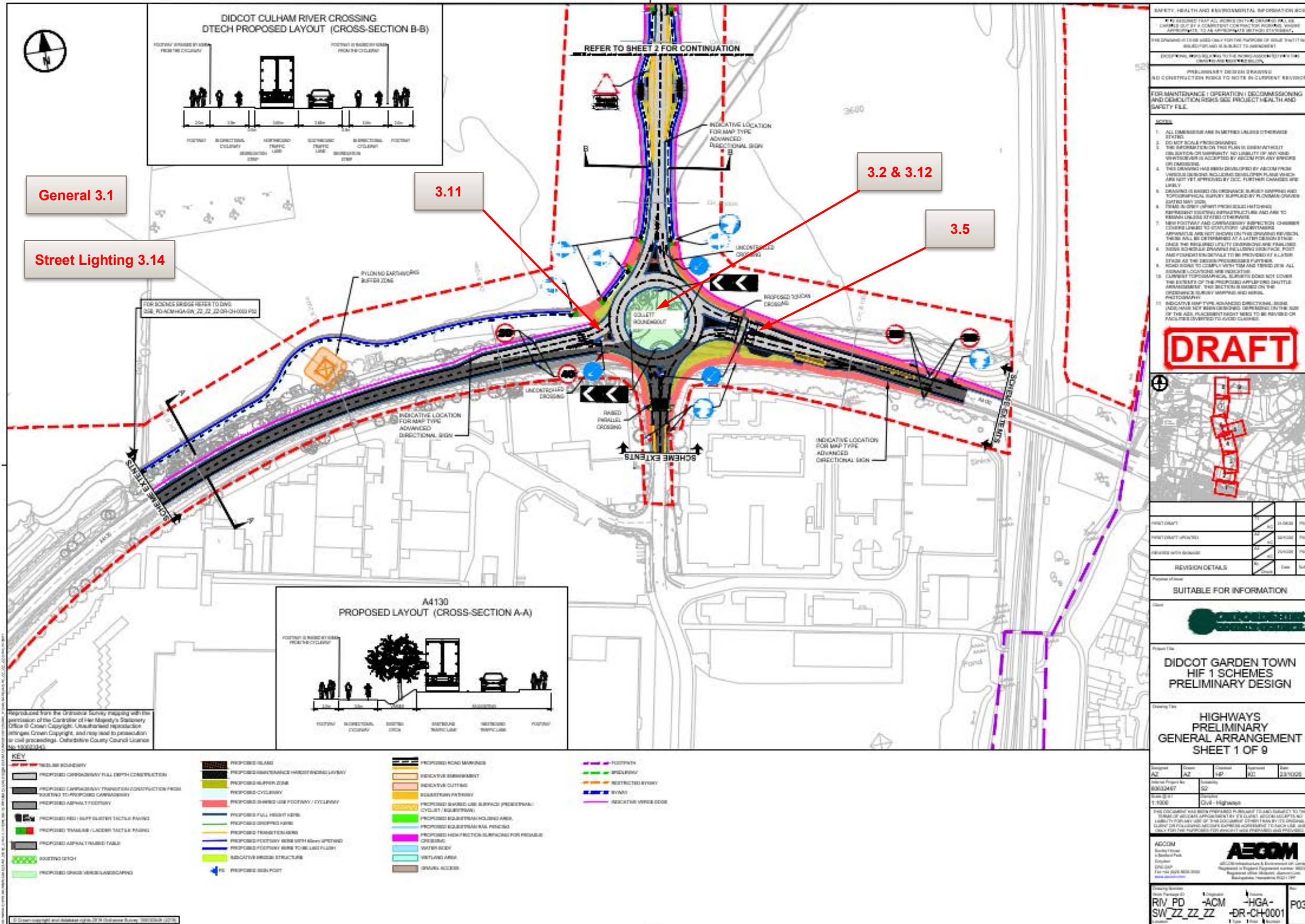
Drawing No.	Rev	Description	Date
RIV_PD-ACM-HGN-SW-ZZ-ZZ_ZZ-RP-CH-0002	P01	Didcot Garden Town HIF 1 Schemes Didcot Culham River Crossing Audit Brief	06/11/2020
RIV_PD-ACM-HGA-SW-ZZ-ZZ_ZZ-DR-CH-0001 to 0009	P03	DGT --Didcot Culham River Crossing GA-Preliminary Design (Sheets 1 to 9)	23/10/2020
RIV_PD-ACM-HGA-SW-ZZ-ZZ_ZZ-DR-CH-0011, 0012 & 0014	P01	DGT --Didcot Culham River Crossing Departures Drawings (Sheets 1 to 3)	23/10/2020
RIV_PD-ACM-HGA-SW-ZZ-ZZ_ZZ-DR-CH-0019 to 0022	P01	DGT --Didcot Culham River Crossing Cross sections PD (Sheets 1 to 4)	23/10/2020
RIV_PD-ACM-HGA-SW-ZZ-ZZ_ZZ-DR-CH-0023 to 0029	P01	DGT --Didcot Culham River Crossing Long sections PD (Sheets 1 to 7)	23/10/2020
RIV_PD-ACM-HGA-SW-ZZ-ZZ_ZZ-DR-CH-0037 to 0042	P01	DGT --Didcot Culham River Crossing Long sections PD (Sheets 1 to 7)	23/10/2020
RIV_PD-ACM-HGA-SW-ZZ-ZZ_ZZ-DR-CH-0043 to 0051	P01	DGT --Didcot Culham River Crossing Cross sections PD (Sheets 5 to 13)	23/10/2020
RIV_PD-ACM-HGN-SW-ZZ-ZZ_ZZ-DR-CH-0002 to 0007	P02	DGT --Didcot Culham River Crossing Swept Path Analysis (Sheets 1 to 6)	22/10/2020

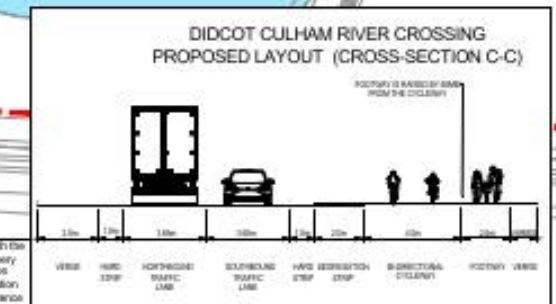
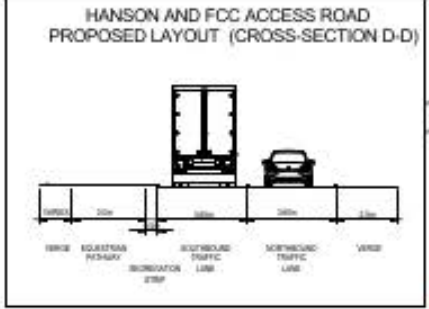
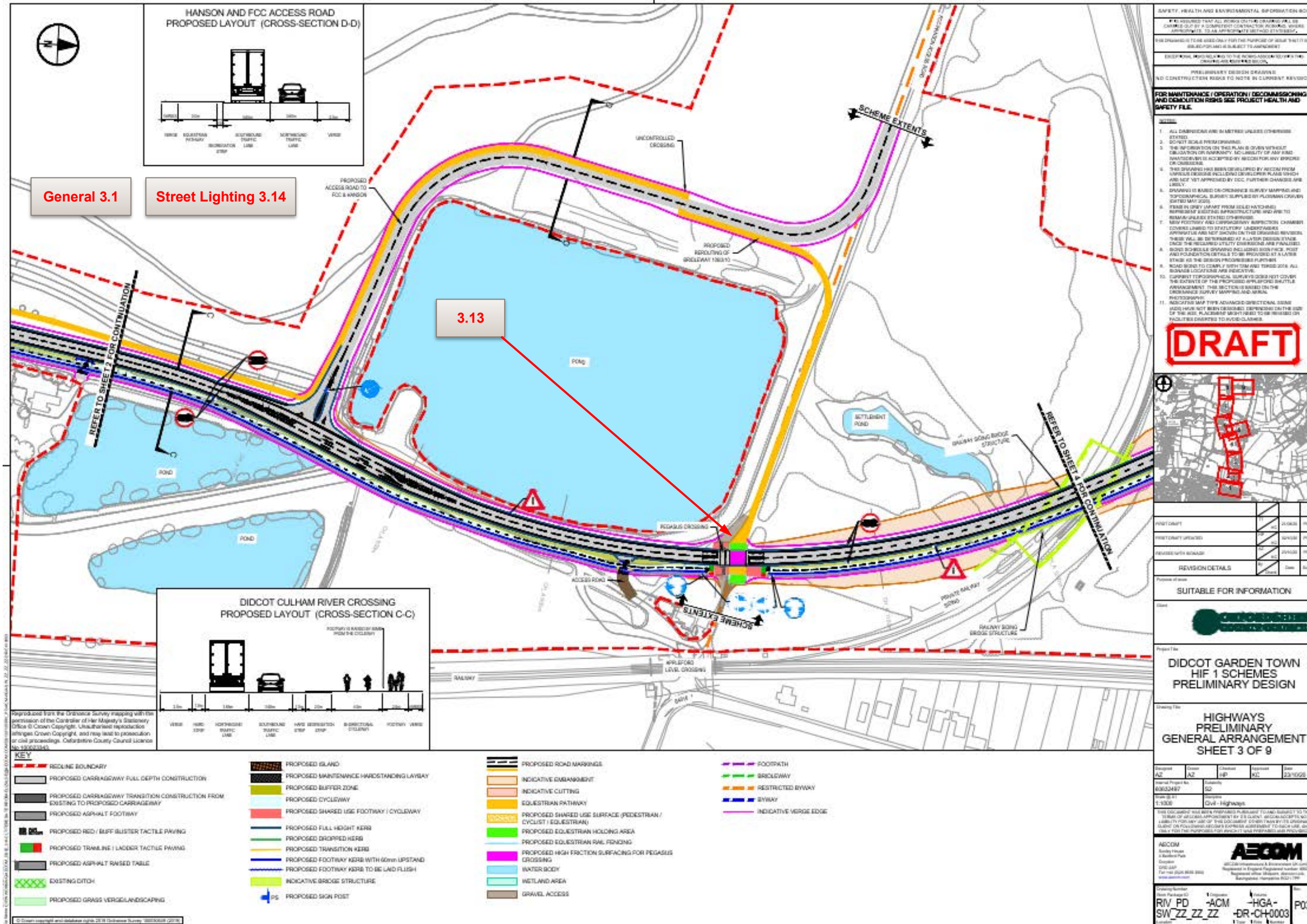
Three thin black lines intersect to form a large, irregular shape on the left side of the page. One line is nearly vertical, another is nearly horizontal, and the third is diagonal, crossing the other two.

Appendix

B

Problem Identification Plans





KEY

REDLINE BOUNDARY	PROPOSED ISLAND	PROPOSED ROAD MARKINGS	FOOTPATH
PROPOSED CARRIAGEWAY FULL DEPTH CONSTRUCTION	PROPOSED MAINTENANCE HARDSTANDING LAYBAY	INDICATIVE EMBANKMENT	BROWLWAY
PROPOSED CARRIAGEWAY TRANSITION CONSTRUCTION FROM EXISTING TO PROPOSED CARRIAGEWAY	PROPOSED BUFFER ZONE	INDICATIVE CUTTING	RESTRICTED BYWAY
PROPOSED ASPHALT FOOTWAY	PROPOSED CYCLEWAY	EQUESTRIAN PATHWAY	BYWAY
PROPOSED RED / BUFF BLISTER TACTILE PAVING	PROPOSED SHARED USE FOOTWAY / CYCLEWAY	PROPOSED SHARED USE SURFACE (PEDESTRIAN / CYCLIST / EQUESTRIAN)	INDICATIVE VERGE EDGE
PROPOSED TRAILLINE / LADDER TACTILE PAVING	PROPOSED FULL HEIGHT KERB	PROPOSED EQUESTRIAN HOLDING AREA	
PROPOSED ASPHALT RAISED TABLE	PROPOSED DROPPED KERB	PROPOSED EQUESTRIAN RAIL FENCING	
EXISTING DITCH	PROPOSED TRANSITION KERB	PROPOSED HIGH FRICTION SURFACING FOR PEGASUS CROSSING	
PROPOSED GRASS VERGELANDSCAPING	PROPOSED FOOTWAY KERB WITH 60mm UPSTAND	WATER BODY	
	PROPOSED FOOTWAY KERB TO BE Laid FLUSH	WETLAND AREA	
	INDICATIVE BRIDGE STRUCTURE	GRAVEL ACCESS	
	PROPOSED SIGN POST		

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It is assumed that all works on this drawing will be carried out by a competent contractor working under appropriate and approved methods, standards and specifications.

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 5. DRAWING IS BASED ON ORDNANCE SURVEY MAPS AND TOPOGRAPHICAL SURVEY SUPPLIED BY FLORENCE CROFT DATE 15/05/2024.
 6. THERE IS GREY LAYERS FROM (SEE HATCHED) REPRESENT EXISTING INFRASTRUCTURE AND ARE TO BE MAINTAINED EXISTING TO REMAIN.
 7. NEW FOOTWAY AND CARRIAGEWAY INSPECTION CHAMBERS COVERING LINED TO STATUTORY UNDERPASSES APPROVED AND NOT SHOWN ON THE DRAWING. REVISIONS THERE SHALL BE DETERMINED AT A LATER DESIGN STAGE. ONCE THE REQUIRED UTILITY CROSSINGS ARE FINALISED.
 8. SOME SCHEDULE DRAWINGS FOLLOWING SIGN POST AND POSITION DETAILS TO BE PROVIDED AT A LATER STAGE AS THE DESIGN PROGRESSES FURTHER.
 9. ROAD BORDERS TO CLEARLY SHOW T&M AND T&S. ALL ROAD BORDERS TO BE CLEARLY MARKED AND INDICATIVE.
 10. CURRENT TOPOGRAPHICAL SURVEYS DO NOT COVER THE EXTENTS OF THE PROPOSED DEVELOPMENT. THE INFORMATION IN THIS SECTION IS BASED ON THE ORDNANCE SURVEY MAPS AND AERIAL PHOTOGRAPHS.
 11. AECOM'S MAP TYPE ADVANCED DIRECTIONAL SENSE (ADS) HAS NOT BEEN DESIGNED. DEPENDS ON THE SIZE OF THE ROAD. PLACEMENT SHOULD BE TO BE PROVIDED. FURTHER DETAILS TO BE PROVIDED.

DRAFT



NO.	DESCRIPTION	DATE	BY	CHECKED BY
1	ISSUED FOR INFORMATION	23/05/24	AC	AC

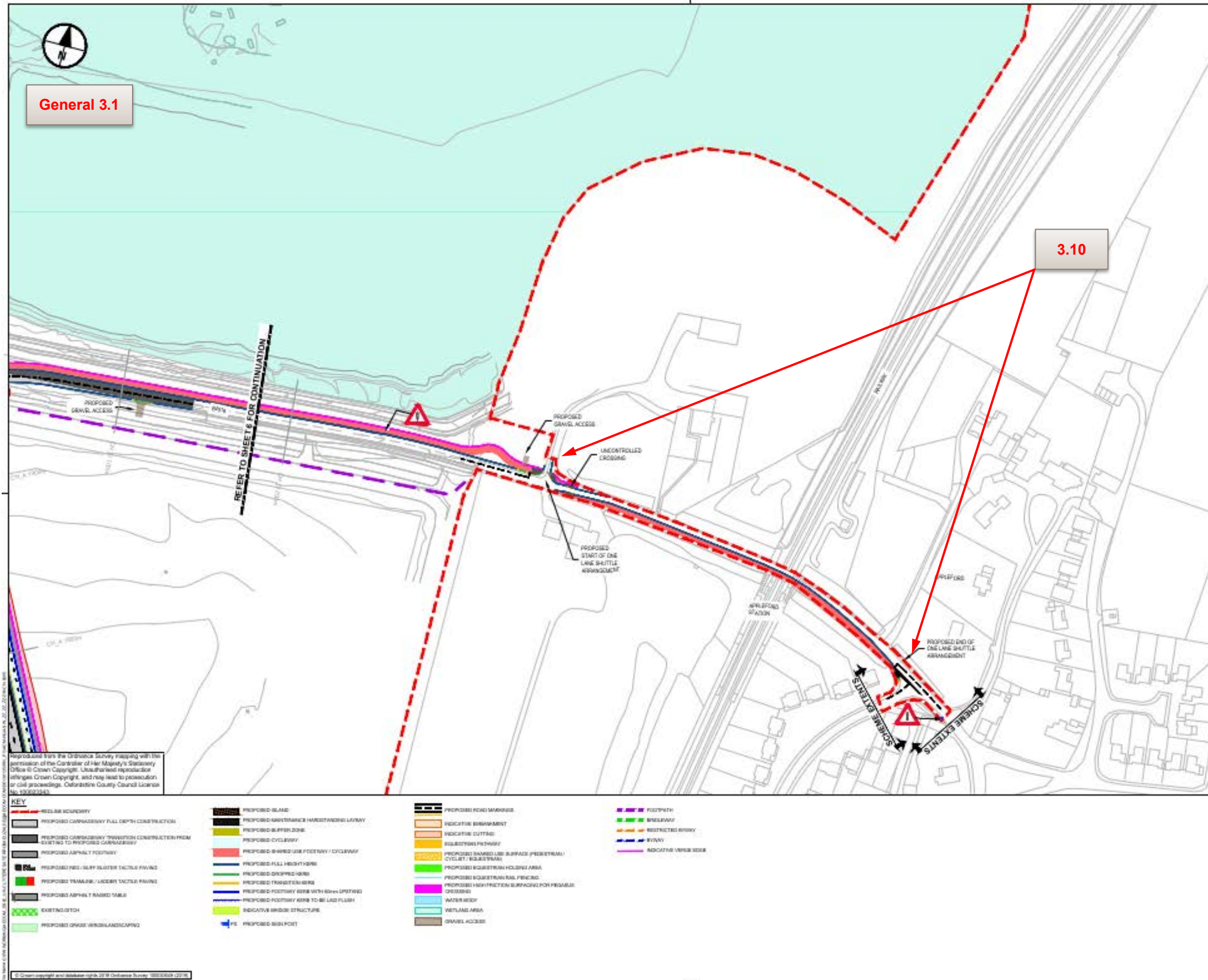
SUITABLE FOR INFORMATION

Project Title
 DIDCOT GARDEN TOWN HIF 1 SCHEMES PRELIMINARY DESIGN

Drawing Title
 HIGHWAYS PRELIMINARY GENERAL ARRANGEMENT SHEET 3 OF 9

Project No.	Client	Contract No.	Revision No.	Date
23/05/24	AC	HP	01	23/05/24

AECOM
 23/05/24
 RIV_PD -ACM -HGA- SW_ZZ_ZZ_ZZ -DR-CH-0003 P03



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5. DRAWING IS BASED ON ORDNANCE SURVEY MAPS AND TOPOGRAPHICAL SURVEY SUPPLIED BY FLOVMAN/DAVID GREENWAY LTD.
6. ITEMS IN GRAY (UPSET) FROM EXISTING DRAWINGS REPRESENT EXISTING INFRASTRUCTURE AND ARE TO REMAIN UNLESS OTHERWISE STATED.
7. NEW FOOTWAY AND CARBANKING INSPECTION CHAMBERS CONFORM WITH TO SPECIFICATIONS. INSPECTION CHAMBERS APPROVALS ARE NOT SHOWN ON THIS DRAWING. REVISIONS TO THESE WILL BE DETERMINED AT A LATER DESIGN STAGE. ONLY THE REQUIRED MULTI-CONNECTIONS ARE FINISHED.
8. UNDER SCHEDULE DRAWING INCLUDING DESIGN, POST AND FOUNDATION DETAILS TO BE PROVIDED AT A LATER STAGE AS THE DESIGN PROGRESSES FURTHER.
9. ROAD SIGNS TO COMPLY WITH TMS AND TRM 2012. ALL SIGNS AND LOCATIONS ARE INDICATED.
10. CURRENT TOPOGRAPHICAL SURVEYS DO NOT COVER THE EXTENTS OF THE PROPOSED APPROVED SHUTTLE REARRANGEMENT. THIS SECTION IS BASED ON THE ORDNANCE SURVEY MAPS AND AIRPHOT.
11. PHOTOGRAPHY
12. INDICATE 'RIP' TYPE ADVANCED DIRECTIONAL BORE (ADDB) HAS NOT BEEN USED. OPERATIONS ON THE SIDE OF THE ADDB PLACEMENT MUST BE TO BE REVIEWED OR FACILITATED TO AVOID CLAIMS.

DRAFT

NO.	DATE	DESCRIPTION
1	23/10/20	ISSUED FOR INFORMATION

SUITABLE FOR INFORMATION

PROJECT TITLE
 DIDCOT GARDEN TOWN HIF 1 SCHEMES PRELIMINARY DESIGN

PROJECT NO.
 HGA-DR-CH-0005

DATE
 23/10/20

PROJECT MANAGER
 [Name]

DESIGNER
 [Name]

CHECKED BY
 [Name]

APPROVED BY
 [Name]

SCALE
 1:1000

PROJECT LOCATION
 CIVIL - Highways

PROJECT DESCRIPTION
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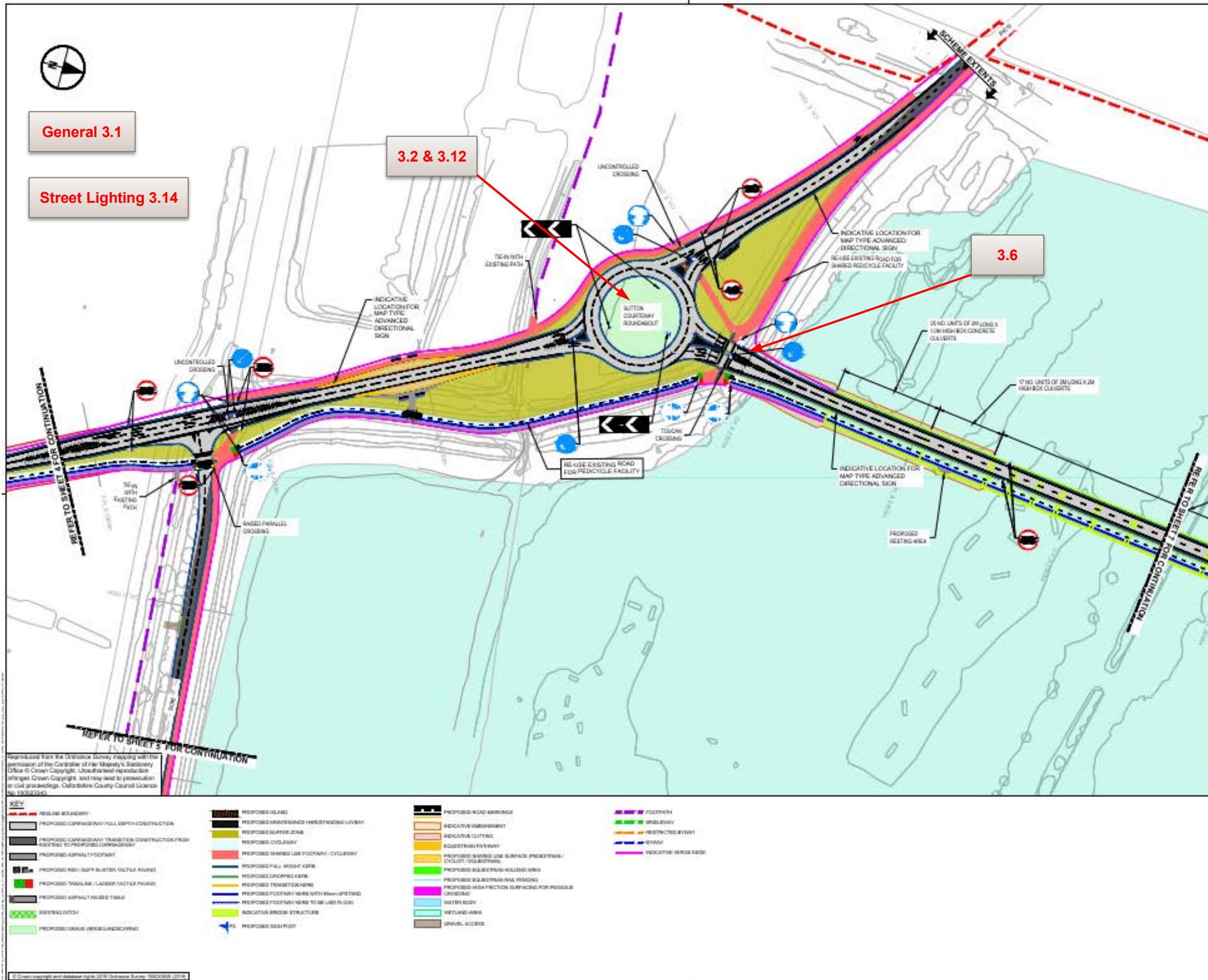
AECOM
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PROJECT NO.
 RIV_PD-ACM-HGA-DR-CH-0005

PROJECT TITLE
 DIDCOT GARDEN TOWN HIF 1 SCHEMES PRELIMINARY DESIGN

PROJECT LOCATION
 CIVIL - Highways

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NOTES

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- THIS DRAWING HAS BEEN DEVELOPED BY AECOM FROM PREVIOUS DESIGN DRAWINGS INCLUDING EXISTING PLANS WHICH ARE NOT SET APPROVED BY LOCAL AUTHORITY AND ARE NOT SET APPROVED BY LOCAL AUTHORITY CHANGES ARE MADE.
- DESIGN IS BASED ON ORDNANCE SURVEY MAPPING AND TOPOGRAPHICAL SURVEY SUPPLIED BY PLANNING DRAWING (DATED MAY 2024).
- IT IS IN GREY (PART FROM SOLID MATCHES) INDICATE EXISTING INFRASTRUCTURE AND ARE TO REMAIN UNLESS SPECIFIC OTHERWISE.
- NEW FOOTWAY AND CARPARKWAY INSPECTION CHAMBERS COVERED LINED TO STREET/LEVEL/ROADS APPROPRIATE ARE NOT SHOWN ON THIS DRAWING. THESE WILL BE DETERMINED AT A LATER DESIGN STAGE. ONCE THE REQUIRED UTILITY DIMENSIONS ARE FINALISED, SOME SCHEDULE CHANGES INCLUDING SIGN FACE, POST AND FOUNDATION DETAILS TO BE PROVIDED AT A LATER STAGE AS THE DESIGN PROGRESSES FURTHER.
- ROAD SIGNS TO COMPLY WITH TSSRD AND TSSRD 2016. ALL SIGNAGE LOCATIONS ARE INDICATIVE.
- CURRENT TOPOGRAPHICAL SURVEYS DOES NOT COVER THE ENTIRETY OF THE PROPOSED WORKING AREA. APPROXIMATELY THIS SECTION IS BASED ON THE ORDNANCE SURVEY MAPPING AND Aerial PHOTOGRAPHY.
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NO.	DATE	BY	DESCRIPTION
1	23/10/24	ACM	ISSUED FOR INFORMATION
2	23/10/24	ACM	ISSUED FOR INFORMATION
3	23/10/24	ACM	ISSUED FOR INFORMATION

REVISION DETAILS

SUITABLE FOR INFORMATION

Client: **Didcot Garden Town**

Project Title: **DIDCOT GARDEN TOWN HIF 1 SCHEMES PRELIMINARY DESIGN**

Drawing Title: **HIGHWAYS PRELIMINARY GENERAL ARRANGEMENT SHEET 8 OF 9**

Project No:	23/10/24
Drawn:	ACM
Checked:	HP
Approved:	KJ
Date:	23/10/24

Scale: 1:1000

Author: Civil - Highways

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Revision: **P03**

3.14

General 3.1

Street Lighting 3.14

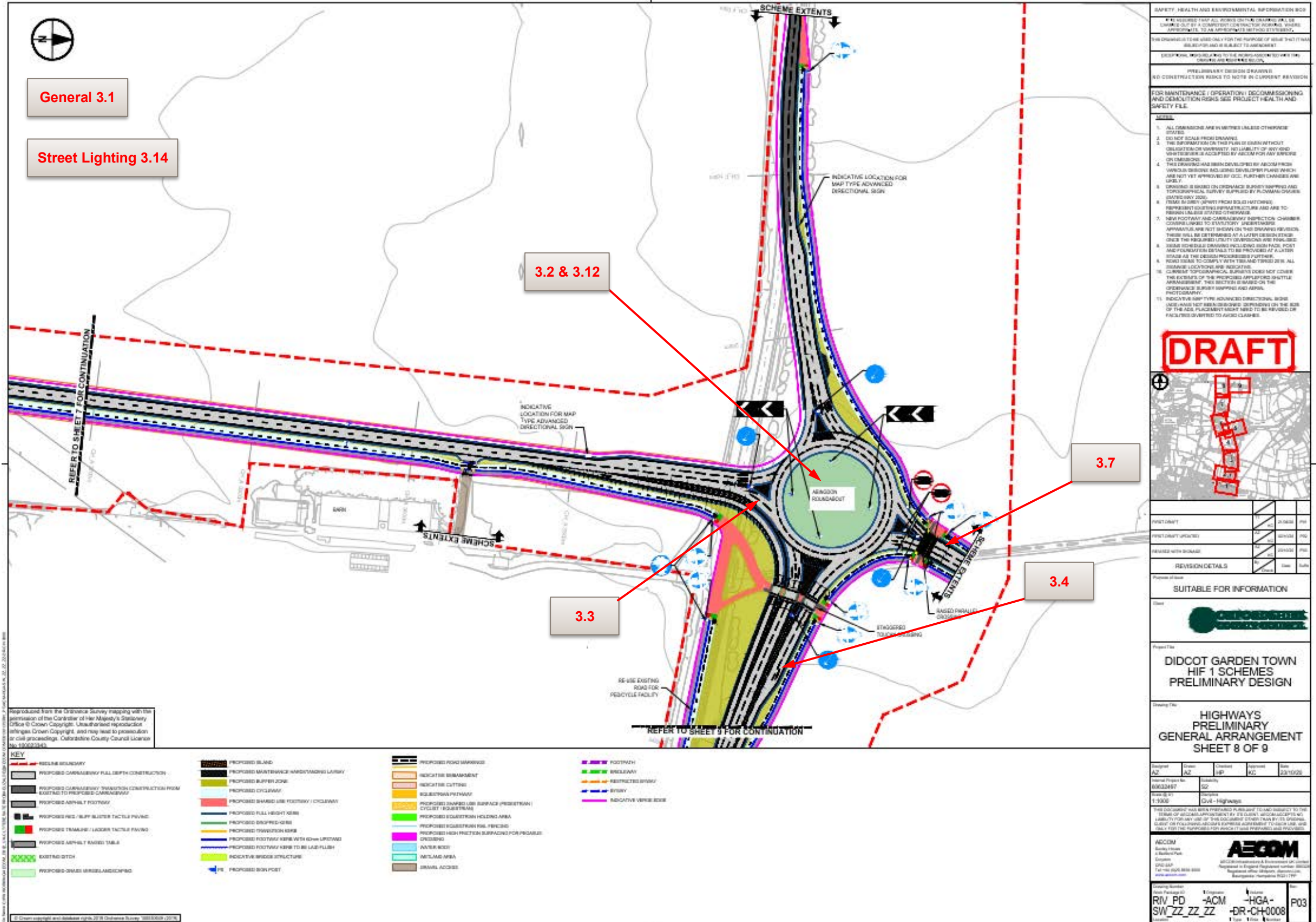
3.2 & 3.12

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3.4

3.3

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NO.	DESCRIPTION	DATE	BY	CHKD BY
1	ISSUED FOR INFORMATION	12/01/2024	AZ	AC

Project Title: **DIDCOT GARDEN TOWN HIF 1 SCHEMES PRELIMINARY DESIGN**

Drawing Title: **HIGHWAYS PRELIMINARY GENERAL ARRANGEMENT SHEET 8 OF 9**

Designated	Drawn	Checked	Approved	Rev
AZ	AZ	AC	AC	23/10/20

Project Location: **Didcot, Oxfordshire**

Scale: 1:3000

Client: **Didcot Garden Town**

Project Manager: **ACM**

Project Number: **-HGA-DR-CH-0008**

Revision: **P03**

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- KEY**
- PROPOSED ISLAND
 - PROPOSED MAINWAY/TRANSITION CONSTRUCTION FROM EXISTING TO PROPOSED CARBON/BIOMAT
 - PROPOSED CARBON/BIOMAT
 - PROPOSED ASPHALT FOOTWAY
 - PROPOSED RES/SUPP SLURRY TACTILE PAVING
 - PROPOSED TARMASK/LASER TACTILE PAVING
 - PROPOSED ASPHALT RASSED TABLE
 - EXISTING DITCH
 - PROPOSED GRASS GRASSLANDSCAPING
 - PROPOSED ROAD MARKINGS
 - INDICATIVE BARRIERS
 - INDICATIVE CUTTING
 - INDICATIVE CUTTING
 - PROPOSED SHARDED SURFACE (PEDESTRIAN) CYCLIST FOOTWAY
 - PROPOSED TIGHTENING HOLDING AREA
 - PROPOSED TIGHTENING HOLDING AREA
 - PROPOSED HIGH FRICTION SURFACING FOR PEDESTRIAN CROSSING
 - WATER BODY
 - WATER BODY
 - WATER BODY
 - BRASS ACCESS
 - FOOTWAY
 - BICYCLIST
 - RESTRICTED DRIVEWAY
 - DRIVEWAY
 - INDICATIVE VERGE EDGE

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Appendix

C

Road Safety Audit Decision Log

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	There are no proposals for vehicle restraint systems (VRS) shown on the drawings included with the audit brief. A lack of VRS in areas where the change in levels could present a hazard to road users is likely to increase the risk of injury to a road user should an errant vehicle leave the carriageway in these areas.	Vehicle restraint systems should be provided in areas where the level changes alongside the carriageway could present a hazard to road users. It is recommended that the provision of VRS should be developed as the scheme is progressed.	Agree with Auditor - VRS design will be included. Once the VRS design has been prepared, it can be provided together with the Risk Assessment to the RSA team for review.	Agreed.	Risk assessment to be conducted and VRS design developed to provide VRS at hazards as appropriate.
3.2	Three new roundabouts: Collett Roundabout, Sutton Courtenay Roundabout and Abingdon Roundabout; will be provided as part of the Didcot to Culham River Crossing scheme. The drawings indicate that all three roundabouts will provide for two-lane exits with centreline road markings. The lengths of two-lane carriageway downstream of the roundabout exits are too short for two streams of traffic to merge. A lack of appropriate merge lengths is likely to lead to conflict between two vehicles leaving the roundabout side by side, with an increased risk of a collision occurring as a result.	It is recommended that the centreline road markings downstream of the roundabout exits are removed. The 'Kicker Arrows' should be located just downstream of the exit to encourage vehicle drivers to merge as soon as possible.	Partially Agree with Auditor – To encourage merging as soon as possible, centerline road markings at exits will be removed and 'Kicker Arrows' provided just downstream of the exit for all locations without signalised crossings. However, the signalised crossings east of Collett Rbt and north of Sutton Courtenay Rbt have been moved 35m away from the roundabout (previously at 20m) due to detection requirements. At these exits it is proposed to keep the lane markings at the exit for a shorth distance	Agreed. Generally remove lane markings and use of 'Kicker Arrows' Lane markings keep at identified locations.	Road markings design to be amended. Roundabout exits to be single lane with no centre lane markings; kicker arrow markings to be located just downstream of exit, except at Abingdon Roundabout east exit Collett Roundabout east exit, Sutton Courtenay Roundabout north exit and Abingdon Roundabout north exit (refer 3.4, 3.5, 3.6, 3.7 respectively).

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			(~10m) to reduce the risk of vehicles queuing back into the roundabout. These markings will then end ~25m in advance of the crossing to encourage the merge to take place before reaching the crossing.		
3.3	<p>A segregated left turn lane (SLTL) will be provided between A415 Abingdon Road westbound and the link road. The roundabout exit upstream of the SLTL merge provides for a two-lane roundabout exit.</p> <p>A two-lane roundabout exit will encourage vehicles to leave the roundabout side by side. Vehicles attempting to merge downstream of the roundabout exit are likely to be caught out by a further vehicle merging from the SLTL, which could lead to conflict between them with a risk of a collision occurring as a result.</p>	<p>It is recommended that the centreline road markings downstream of the roundabout exit are removed, and the roundabout exit reduced to a single lane with the use of offside tapered hatching road markings.</p>	<p>Partially Agree with Auditor – To encourage merging as soon as possible, the centreline markings will be removed and ‘kicker arrows’ provided just downstream of the exit.</p> <p>However, reject the recommendation to reduce the exit to a single lane with the use of tapered hatch road markings. CD 116 recommends that the exit width should accommodate one more traffic lane than is present on the downstream link and that for a single carriageway, the exit width should be between 7 and 7.5m.</p>	<p>Agreed.</p> <p>Action Designer's response</p>	<p>Road markings design to be amended - Abingdon Roundabout south exit to be single lane with no centre lane markings; kicker arrow marking to be located just downstream of exit.</p> <p>No action - Abingdon Roundabout south exit width to be retained as designed.</p>

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.4	<p>Two lanes for eastbound traffic will be provided on A415 Abingdon Road downstream of the roundabout exit. The road layout will merge from two lanes to one lane over a short distance with a taper in the nearside kerbline.</p> <p>A nearside kerbline taper will require slower moving vehicles in Lane 1 to merge with faster moving vehicles in Lane 2. Those slower moving vehicles in Lane 1 attempting to merge will be left particularly vulnerable to conflict with the faster moving traffic in Lane 2 with an increased risk of a collision occurring as a result.</p>	<p>It is recommended that the taper in the nearside kerbline is removed and that a smoother transition is provided so that the nearside lane becomes the single traffic lane downstream of the merge. The road markings should be amended so that vehicles in Lane 2 downstream of the crossing are required to merge with the nearside over an appropriate distance.</p>	<p>Agree with Auditor – A smoother transition will be provided so that the nearside lane is a single lane downstream of the merge. The road markings will be amended so that vehicles in lane two merge with the nearside lane.</p>	<p>Agreed.</p>	<p>Road geometry and road markings design to be amended.</p> <p>Abingdon Roundabout east exit to be realigned to give continuity to the nearside lane such that the offside lane merges with the nearside lane.</p>
3.5	<p>Two lane roundabout exits will be provided for the eastern and southern arms of the Collett Roundabout. A signal controlled (Toucan) crossing will be provided across the eastern arm and a Parallel crossing will be provided across the southern arm of the roundabout.</p> <p>The drawing indicates that vehicles leaving the circulatory carriageway to join the eastbound or southbound arms of the roundabout can do so in</p>	<p>It is recommended that the eastbound and southbound exits of the roundabout are reduced to a single traffic lane approaching the controlled crossings.</p>	<p>Partially agree with Auditor – Agree to reduce southbound exit to one lane. Although CD 116 recommends that the exit width should accommodate one more traffic lane than is present on the downstream link, this will improve the safety of pedestrians and cyclists using the crossing.</p> <p>However, the signalised crossing east of Collett Rbt</p>	<p>Agreed.</p> <p>Action Designer's response</p>	<p>No action - Collett Roundabout east exit to be retained as two lanes.</p> <p>Road markings design to be amended - Collett Roundabout east exit centre lane markings to be retained over short distance.</p> <p>Road markings design to be amended - Collett Roundabout south exit to be reduced to single</p>

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	two lanes. Vehicle drivers negotiating the roundabout exits might be caught out if they are required to stop for the crossings, which could leave them more vulnerable to coming into conflict with one another. Furthermore, a pedestrian or cyclist attempting to use the crossing could be more vulnerable to conflict with an errant vehicle that fails to stop when required to do so.		has been moved 35m away from the roundabout (previously at 20m) due to detection requirements. At these exits it is proposed to keep the lane markings at the exit for a short distance (~10m) to reduce the risk of vehicles queuing back into the roundabout. These markings will then end ~25m in advance of the crossing to encourage the merge to take place before reaching the crossing.		traffic lane with offside hatch markings.
3.6	<p>A two lane roundabout exit will be provided for the northern arm of the Sutton Courtenay Roundabout. A signal controlled (Toucan) crossing will be provided across this northern arm of the roundabout.</p> <p>The drawing indicates that vehicles leaving the circulatory carriageway to join the northbound arm can do so in two lanes. Vehicle drivers leaving the roundabout exit might be caught out by the single lane downstream of the crossing. A lack of guidance could leave them more vulnerable to coming into conflict with one another</p>	It is recommended that the northbound exit of the roundabout is reduced to a single traffic lane approaching the controlled crossing.	<p>Disagree with Auditor –</p> <p>However, the signalised crossing north of Sutton Courtenay Rbt has been moved 35m away from the roundabout (previously at 20m) due to detection requirements. At these exits it is proposed to keep the lane markings at the exit for a short distance (~10m) to reduce the risk of vehicles piling back into the roundabout. These markings will then end ~25m in advance of the crossing to encourage the</p>	<p>Agreed.</p> <p>Action Designer's response – traffic signals required at 35m for detection between RAB and crossing.</p> <p>35m location does not comply with CD 116, advisory note Cl.3.53.1. A Departure from Standard requested to document reasoning behind design decision.</p>	<p>No action - Sutton Courtenay Roundabout north exit to be retained as two lanes.</p> <p>Road markings design to be amended - Sutton Courtenay Roundabout north exit centre lane markings to be retained over short distance.</p>

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	when attempting to merge on the downstream side of the crossing. This is likely to be exacerbated if they are required to stop for the crossing.		merge to take place before reaching the crossing. This will also be in line with the guidance in CD 116 of providing one more lane on the exit than is present on the downstream link.		
3.7	<p>A two lane roundabout exit will be provided for the northern arm of the Abingdon Roundabout. A Parallel crossing will be provided across this northern arm of the roundabout.</p> <p>The drawing indicates that vehicles leaving the circulatory carriageway to join the northbound arm can do so in two lanes. Vehicle drivers leaving the roundabout exit might be caught out by the single lane downstream of the crossing. A lack of guidance could leave them more vulnerable to coming into conflict with one another when attempting to merge on the downstream side of the crossing. This is likely to be exacerbated if they are required to stop for the crossing.</p>	It is recommended that the northbound exit of the roundabout is reduced to a single traffic lane approaching the controlled crossing.	Agree to reduce northbound exit to one lane. Although CD 116 recommends that the exit width should accommodate one more traffic lane than is present on the downstream link, this will improve the safety of pedestrians and cyclists using the crossing.	Agreed	<p>Road markings design to be amended.</p> <p>Abingdon Roundabout north exit to be reduced to single traffic lane with offside hatch markings.</p>

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.8	<p>Two-way cycle tracks will be provided on both sides of certain sections of the link road. The two-way cycle tracks will pass straight across the front of the side road junctions – the cycle track and uncontrolled crossing of the side roads will be on a raised entry treatment.</p> <p>The drawing indicates that the side road give-way line will be located at the back of the two-way cycle track. However, there is no indication of whether cyclists or turning vehicles have right of way at the junction, which could lead to conflict between them with an increased risk of a collision occurring as a result.</p>	<p>It is recommended that the two-way cycle track is realigned on both sides of the junction so that it can be moved back into the side road junction. The raised entry treatment should be extended into the side road commensurate with the realignment of the cycle track in order to provide a give-way line alongside the front edge of the cycle track to indicate that vehicles turning in should give way to cyclists.</p>	<p>Disagree with Auditor –. The cycle priority provided is in line with the guidance for no set back cycle priority in LTN1/20 and CD 195. This section is 30mph.</p>	<p>Agreed Action Designer's response</p>	<p>No action. Cycleway alignments across front of side road junctions to be retained at Ch. 210 and Ch. 320 accesses to DTech development area.</p>
3.9	<p>Two Parallel crossings will be provided across the link road in close proximity to one another just to the north of the Collett Roundabout. The northern crossing has been provided to tie-in with Pocket Park and the proposed re-routing of a bridleway – a Pegasus crossing is proposed across the link road further north.</p> <p>The short distance between the two crossings could lead to some</p>	<p>It is recommended that the two controlled crossings are rationalised into one crossing location.</p>	<p>Disagree with Auditor – the crossings are provided on the likely desired lines. Crossing on the north provides a more direct link from the mainline ped/cycle facility (on the eastern side) through the pocket park to the NCN5 route (next the Gale Land) further east. The southern crossing provides a crossing point</p>	<p>Agreed. Action Designer's response</p>	<p>No action. Two separate controlled parallel crossings to be retained at Ch. 230 and Ch. 340 north and south of the DTech development area accesses.</p>

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	vehicle drivers required to stop at the first controlled crossing failing to stop for the subsequent crossing when required to do so, which could leave a cyclist or pedestrian using the second crossing more vulnerable to conflict with an errant vehicle.		for users approaching the bus laybys from the DTech development site. This crossing situated in the middle of the development site, provides a safer crossing (away from the roundabout) that serves the desire lines better.		
3.10	<p>It is proposed to provide one-way traffic shuttle working traffic signals across the bridge near Appleford Railway Station on B4016 to accommodate an off-road facility for pedestrians and cyclists. The shuttle working forms part of a proposal to provide an off carriageway route for pedestrians and cyclists between the new link road and Appleford Village.</p> <p>The B4016 is narrow on both sides of the railway bridge. The proposals will provide a shared use footway in the westbound traffic lane across the bridge and for a considerable distance on both sides of the bridge. The distance between the opposing stop lines will be approximately 250m. There is concern that the overall length of the shuttle working is likely to lead to delays</p>	It is recommended that the overall length of the shuttle working is significantly reduced. A shuttle working system with less than 100m between the opposing stop lines is likely to be more tolerable for road users.	Disagree with Auditor – A reduced length is not possible as this section is constrained by the properties adjacent to the narrow highway boundary. The shuttle length currently provided is the shortest distance over which the shuttle can fit without requiring additional land while providing the shared use facility.	Agreed. Action Designer's response	<p>No action.</p> <p>Length of shuttle working signalisation on B4016 at Appleford Railway Station to be retained as designed.</p> <p>Note - this element will not form part of the DGT HIF1 scheme.</p>

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	and bring the traffic signals into disrepute.				
3.11	<p>The western and northern arms of the Collett Roundabout will provide for traffic going between A4130 and the DCRC link road,.</p> <p>Controlled crossings for pedestrians and cyclists will be provided across the eastern and southern arms of the roundabout. However, uncontrolled crossings will be provided across the western and northern arms, which are likely to experience the heavier traffic flows. Pedestrians and cyclists attempting to use the uncontrolled crossing via the narrow splitter island on the western arm are likely to be left more vulnerable to conflict with on-coming vehicles negotiating the two-lane roundabout entry.</p>	It is recommended that a signal-controlled crossing is provided across the western arm of the roundabout.	Disagree with Auditor – The signal crossing east of the roundabout has been provided to facilitate the main anticipated ped/cycle flows. There are no active frontages west of Collett roundabout, the uncontrolled crossings north and west were included to facilitate minor pedestrian/cycle flows. Priority crossings are also provided further north of the roundabout.	<p>Agreed</p> <p>Action Designer's response</p> <p>The toucan crossing on the eastern arm and parallel crossing on the southern arm cater for the majority of anticipated ped/cyclist movements and are located on their desire lines.</p> <p>Refuge crossings on western and southern arms are provided, but use will be minimal.</p> <p>The main NMU flows between existing & future employment and housing are better catered for by the other crossings across the scheme (including Science Bridge and A4130), and other existing routes.</p>	<p>No action.</p> <p>Crossing provision at Collett Roundabout to be retained as designed, namely: controlled crossings on east and south arms; uncontrolled crossings on north and west arms.</p>
3.12	Three roundabouts will be provided as part of the Didcot Culham River Crossing scheme. All of the roundabout arms will provide for a two-lane entry onto	It is recommended that the nearside lanes approaching the roundabout entries are designated for left turners only, with a left turn arrow road	Partially agree with Auditor – Arrow markings will be reviewed with decision on arrow based on traffic flows	<p>Agreed</p> <p>Action Designer's response</p>	<p>Road markings design to be amended.</p> <p>Lane arrow markings on roundabout approaches</p>

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	<p>the circulatory carriageways – Abingdon Roundabout eastbound entry provides for three lanes behind the give-way line).</p> <p>There is concern that the designation of the nearside and the offside lanes at the roundabout entries could encourage some drivers to turn left into an exit across the path a vehicle in the nearside attempting to circulate, with an increased risk of a collision occurring as a result.</p>	<p>marking, and that the offside lane is designated for traffic going ahead with a straight arrow road marking.</p>	<p>at each location and likely conflict movement.</p>	<p>Lead by design needs / traffic flows</p>	<p>to be reviewed against turning movement traffic flows and amended as appropriate.</p>
3.13	<p>Parallel crossings and Toucan crossings, and a Pegasus crossing will be provided on the DCRC link road and at the three new roundabouts.</p> <p>The number of marks in the zig-zag lines for the crossings shown on the drawings has been reduced from the number for a standard layout. A reduced number of marks in the zig-zag lines could reduce the conspicuity of the crossings, especially on the approaches, which could leave pedestrians and cyclists attempting to cross more vulnerable to conflict with an errant vehicle.</p>	<p>It is recommended that at least eight marks are provided in the zig-zag lines on the approaches to the controlled crossings.</p> <p>The Pegasus crossing appears to be isolated on a remote section of the Link Road subject to a 50mph speed limit. It is recommended that at least twelve marks are provided in the zig-zag lines approaching this crossing.</p>	<p>Agree with Auditor – Twelve zig-zag marks will be provided.</p>	<p>Agreed.</p>	<p>Road markings design to be amended.</p> <p>Twelve no. zig-zag marks to be provided on approaches to Pegasus crossing at Ch. 1010 and minimum eight no. zig-zag marks to be provided on approaches to controlled crossings elsewhere, subject to space constraints.</p>


	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.14	<p>The -Didcot Culham River Crossing link road will run between A4130 and A415 Abingdon Road. The scheme will provide three new roundabouts and other junctions along the route.</p> <p>There is no indication on the drawings that street lighting will be provided as part of the scheme. A lack of street lighting could leave road users negotiating the roundabouts and junctions with the link road more vulnerable to conflict with one another during the hours of darkness. The risk of collisions occurring is likely to be exacerbated during poor weather conditions.</p>	<p>It is recommended that street lighting is provided at the roundabouts, the junctions and at least at the stand-alone crossings; where the risk of conflict between vehicles and other road users is likely to be higher.</p>	<p>Agree with Auditor – The Lighting design is currently being undertaken with lighting provided at the roundabouts, junctions, and standalone crossings.</p>	<p>Agreed.</p>	<p>Road lighting design to be developed to provide lighting at roundabouts, junctions and standalone crossings.</p>



Appendix

D

Design Organisation statement

On behalf of the design organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation	
Name: David Riach	
Signed: 	
Position: Associate	
Organisation: AECOM	
Date: 8 January 2020	

Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
2) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation	
3) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

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**Didcot Garden Town HIF 1 Schemes
Clifton Hampden Bypass
Road Safety Audit Stage 1**

Stage 1 Road Safety Audit Report

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by / Verified by
DGT Clifton Hampden Bypass	6706R/RSA01	Oxfordshire CC	Ian Batcock	November 2020	Baber Beg/ Abdirashid Ahmed

Revision history

Revision	Revision date	Details	Name	Position
0	27 Nov 2020	Draft Issue	Ian Batcock	Road Safety Auditor
1	07 Dec 2020	Designer Response Added	Andrew Fox	Senior Engineer

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Introduction

01

Introduction

AECOM was commissioned by Oxfordshire County Council to complete a Stage 1 Road Safety Audit for the proposals for the Clifton Hampden Bypass as part of the Didcot Garden Town Development.

The Road Safety Audit Team membership, approved by the Overseeing Organisation, Project Sponsor, was as follows:

Ian Batcock Team Leader	MCIHT, MSoRSA IAN 152/11 Certificate of Competency AECOM, St Albans
Baber Beg Team Member	MCIHT, MSoRSA AECOM, Croydon

The audit comprised of a review of the supplied drawings listed in Appendix A, which were examined during week commencing 16th November 2020. A previous visit to the site was made by both members of the audit team together in the morning and afternoon of Wednesday 22nd January 2020 between 11.00am and 2.00pm as part of the Stage 1 road safety audit for the feasibility design. The Project Sponsor has indicated that a further daytime inspection of the scheme proposals is not required.

Works Summary

The proposed Clifton Hampden Bypass scheme will provide a new single carriageway two way road between the B4015 Oxford Road and the A415 Abingdon Road, which also provides an access/egress to Culham Science Centre. The scheme is currently at the preliminary design stage.

The proposals include the introduction of a new roundabout on the A415 Abingdon Road, to the west of the existing entrance to Culham Science Centre. The roundabout will provide a connection between A415, Station Road (for Culham Railway Station), Culham Site No. 1, Culham Science Centre and the new bypass. The bypass link will be approximately 2.25km in length, and will follow the existing alignment of Thame Lane, with a new connection to B4015 Oxford Road at its northern end. A new priority junction is proposed on Oxford Road to the north of Clifton Hampden, to provide a connection between the new bypass and Culham Science Centre. Upgrades will also be carried out on Oxford Road approaching the new priority junction.

The scheme objectives include improving conditions for walking and cycling, as there are limited facilities in the area. The new NMU facilities will include:

- A segregated cycleway/footway between Culham Railway Station and the Culham Science Centre with Parallel crossings;
- A shared use cycleway/footway along the northern side of the new bypass;
- A shared use cycleway/footway along the southern side of the A415 from the Culham Science Centre to connect into the adjacent Didcot Culham River Crossing scheme;
- A new footway along Oxford Road.

There is also a proposed priority junction with an existing farm track that crosses the new bypass to the east of Culham Science Centre. The farm track will be realigned to provide a 70 degree intersection angle with the new bypass.

The main objective of the new corridor is to improve accessibility and provide congestion relief on the existing road network by providing an upgraded and more direct route between Culham and Oxford via A4074. The proposed highway improvements will also provide the infrastructure to support the proposed employment and housing growth in Culham and the surrounding Science Vale area.

Design Speeds

New Bypass:

85kph, east of the A415 Connection priority junction;

70kph, west of the A415 Connection priority junction;

60kph, A415 connection and B4015 connection:

40kph, all other roads.

Speed Limits

New Bypass:

50mph, east of the A415 Connection priority junction;

40mph, west of the A415 Connection priority junction;

30mph, A415 connection and B4015 connection:

20mph, all other roads.

Special considerations

The traffic modelling indicated that the eastbound roundabout exit must have 2 lanes in order to provide enough capacity, and that many of the vehicles using the exit will be travelling onto the A415 connection. It also indicated that the right turn lane onto the A415 connection must be longer than the CD 123 minimum length as vehicle queues may extend beyond this length during peak hours. Therefore, a continuous right turn lane has been provided from the eastbound roundabout exit to the A415 connection.

The traffic modelling indicated that a segregated left turn lane (SLTL) will be required around the southern side of the roundabout to avoid excessive queuing at the westbound roundabout approach. It also indicated that a standard give-way arrangement at the SLTL exit would not be sufficient. Therefore, an auxiliary lane has been provided for the merge with the southbound traffic lane, providing approximately 140m of merge length.

Departures and Relaxations from Standard

The Clifton Hampden Bypass and B4015 connection have been designed to DMRB; however, departures are required in order to avoid significantly impacting existing properties, buildings, and utilities:

Departure from Standard CHB-DS-01

The proposed bypass cannot achieve the required 30% minimum overtaking sections per CD 109 Para 9.2. Refer to document CHB_PD-ACM-HGN-SW_ZZ_ZZ_ZZ-DF-CH-0001;

Departure from Standard CHB-DS-06

The proposed bus stops on the bypass near the Culham Science Centre are proposed to be on-carriageway, rather than in lay-bys. Refer to document CHB_PD-ACM-HGN-SW_ZZ_ZZ_ZZ-DF-CH-0006;

Departure from Standard CHB-DS-07

The segregated left turn lane at the roundabout is not proposed to be a constant width, which is a requirement of CD 116 Para 6.13. Refer to document CHB_PD-ACM-HGN-SW_ZZ_ZZ_ZZ-DF-CH-0007;

Departure from Standard CHB-DS-08

The required Stopping Sight Distance of 120m at the west roundabout approach cannot be met. The relaxed Stopping Sight Distance of 90m can be met, which is a departure on CD 109 Para 2.13. Refer to document CHB_PD-ACM-HGN-SW_ZZ_ZZ_ZZ-DF-CH-0008;

Departure from Standard CHB-DS-09

CD 116 Para 6.39 specifies that where only one exit lane has been provided from the roundabout, a give-way arrangement shall be provided. This arrangement would not provide sufficient capacity at the roundabout; therefore, the segregated left turn lane exit is proposed to have a dedicated lane exit. Refer to document CHB_PD-ACM-HGN-SW_ZZ_ZZ_ZZ-DF-CH-0009 for further details.

Relaxation 1

The west roundabout approach horizontal radius is proposed to be 180m, which is a 2-step relaxation for a design speed of 70kph. This is required in order to avoid impacting the existing utilities at the bottom of the embankment which are very costly to divert. Most vehicles will be travelling slower than the posted speed at this location due to the proximity of the roundabout, regardless of whether the horizontal radius is tighter than the desirable minimum;

Relaxation 2

The B4015 Connection horizontal radius immediately south of the junction is proposed to be 180m, which is a 1-step relaxation for a design speed of 60kph. This is required in order to avoid impacting an existing large tree on the west side of the existing B4015 Oxford Road. This tree is a distinctive feature of Clifton Hampden village and important from a landscape and visual perspective. It is highly likely that the residents of Clifton Hampden will not take lightly to the removal of this tree. This curve is located just south of the junction with the bypass; therefore, it is not expected that vehicles will be travelling as fast as the posted speed limit. This relaxation on the horizontal curve could also have the effect of slowing drivers approaching the village, and OCC is keen to see reduced speeds through this section.

Personal Injury Collision Analysis Summary

Collision data has been provided by Oxfordshire County Council for the 5-year period between 9th June 2014 and 8th June 2019. There was a total of 14 collisions recorded within the scheme's extents during this period, which resulted in 18 casualties. Of these there were no fatalities, 3 collisions resulted in injuries of serious severity, and 11 collisions resulted in injuries of slight severity. Total yearly collisions do not show any evidence of deterioration or improvement in road safety along the local highways.

Terms of Reference

The Terms of Reference of this Audit are as described in DMRB GG 119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in Section 3 of this report does not imply that they have not been considered, instead the Audit Team feel they are not adversely affected by the proposed changes.

This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure GG 119. Any safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, will be set out in separate correspondence.

Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.

In accordance with GG 119, this Audit has a maximum shelf life of 5 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.

Unless general to the scheme, all comments and recommendations are referenced to the drawings supplied in the audit brief, and the locations have been indicated on the plan in Appendix B where appropriate.



**Items Raised at
Previous Road Safety Audits**

02

Items Raised at Previous Road Safety Audits

- 2.1** A previous Stage 1 road safety audit was undertaken for the feasibility design stage for the Clifton Hampden Bypass scheme (SA Ref: DGT- Clifton Hampden Bypass 6636R/RSA01) in January 2020, which was carried out by AECOM.
- 2.2** There were a number of safety issues raised with the feasibility design in the previous road safety audit, some of which have either been addressed or designed out at the preliminary stage and require no further comment by the Audit Team.
- 2.3** However, any safety issues that the Audit Team consider to be outstanding from the previous safety audit will be raised again in Section 3 of this report.



**Items Raised at this
Stage 1 Road Safety Audit**

03

Items Raised at this Stage 1 Road Safety Audit

3.1.1 The following Problems have been identified from the documents submitted:

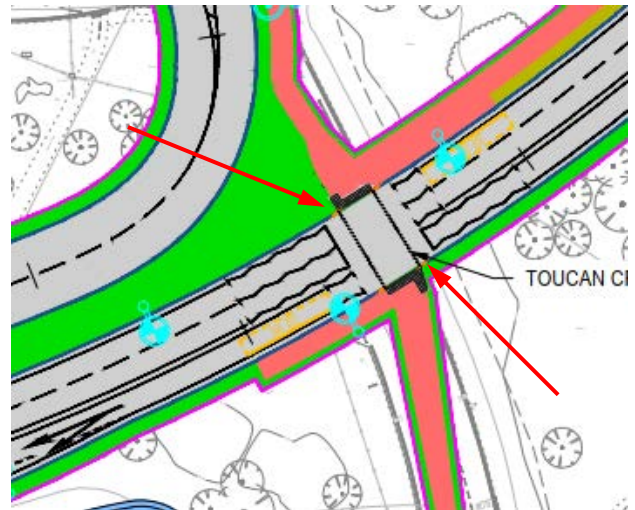
GENERAL

Problem: 3.1

Location: Clifton Hampden Bypass
Western Bus Stops

Drawing: CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 Rev P03

Summary Buses waiting at the westbound and eastbound bus stops will obstruct clear view of the offside secondary traffic signals of the crossing



Description:

Bus stops for eastbound and westbound services will be provided on the Clifton Hampden Bypass east of the Culham Science Centre Roundabout. A traffic signal-controlled (Toucan) crossing will be provided between the bus stops, with the bus stops located approximately 10m downstream of the crossing.

A bus waiting at either bus stop will obstruct the clear view of the offside traffic signal of the controlled crossing, which is likely to reduce the conspicuity of the crossing. A lack of guidance could lead to late braking when a vehicle is required to stop, with the risk of the errant vehicle coming into conflict with a following vehicle(s). In addition, a pedestrian or cyclist using the crossing could be left more vulnerable to an errant vehicle that fails to stop.

Recommendation:

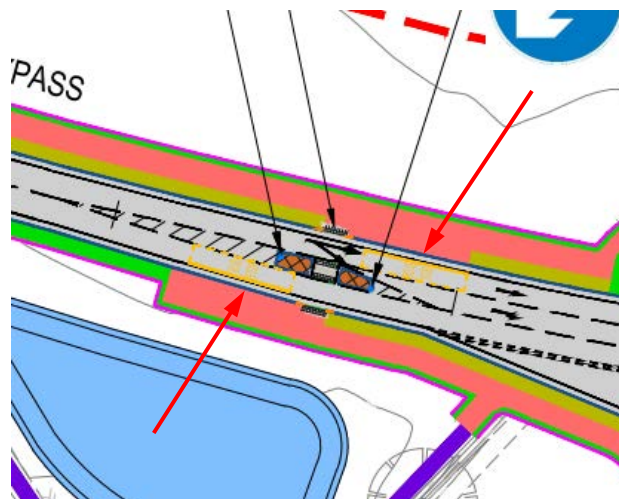
The bus stops should be located further downstream from the crossing so that clear view of the traffic signals can be achieved and maintained.

Problem: 3.2

Location: Clifton Hampden Bypass
Eastern Bus Stops

Drawing: CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0004 Rev P03

Summary Locating the new bus stops for eastbound and westbound services immediately downstream of a traffic island could lead to some vehicles passing around the wrong side of the island to pass a waiting bus



Description:

Bus stops for eastbound and westbound services will be provided on the Clifton Hampden Bypass just west of the A4015 Connection give-way priority junction. An uncontrolled crossing via a central refuge island will be provided between the bus stops, with the bus stops located just downstream of the crossing.

There is concern that a vehicle approaching a bus waiting at either stop will pass around the wrong side of the central island to pass the bus. Such a manoeuvre will leave the errant vehicle more vulnerable to conflict with an on-coming vehicle, with an increased risk of a head-on collision occurring as a result.

Recommendation:

The bus stops should be located further downstream from the traffic island to provide more separation between the waiting bus and the island for vehicles to pass.

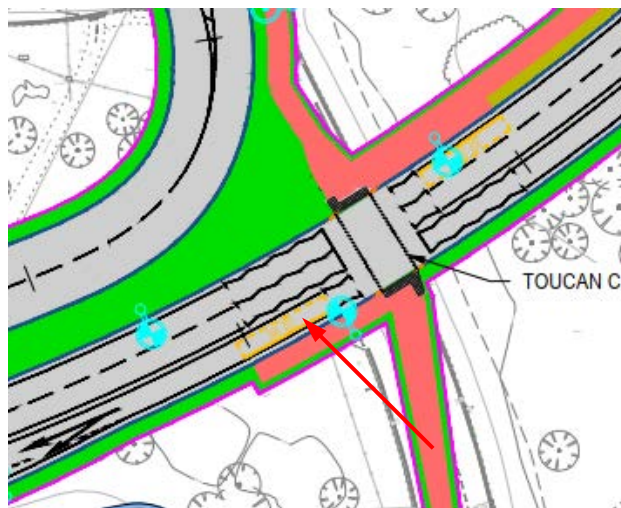
THE ALIGNMENT:

Problem: 3.3

Location: Clifton Hampden Bypass
Western Bus Stop

Drawing: CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-
0001 Rev P03

Summary Locating the bus stop in the westbound traffic lane will increase the risk of conflict between a vehicle attempting to pass around a waiting bus and an on-coming vehicle in the eastbound off-side traffic lane



Description:

The bus stop for westbound services will be provided just downstream of a signal-controlled crossing within the westbound traffic lane. A nearside and offside traffic lane will be provided for eastbound traffic at this location.

Despite the proposed double white lines road markings, a westbound vehicle encountering a waiting bus will attempt to manoeuvre around it through the crossing, and enter the offside eastbound traffic lane. The restricted view for drivers past the bus is likely to leave a westbound vehicle more vulnerable to conflict with an on-coming eastbound vehicle in the offside lane, with an increased risk of a collision occurring as a result.

Recommendation:

Either, a lay-by should be provided for westbound bus stop services on this three-lane section or, the bus stop should be relocated to where it has less impact on two-way traffic flow.

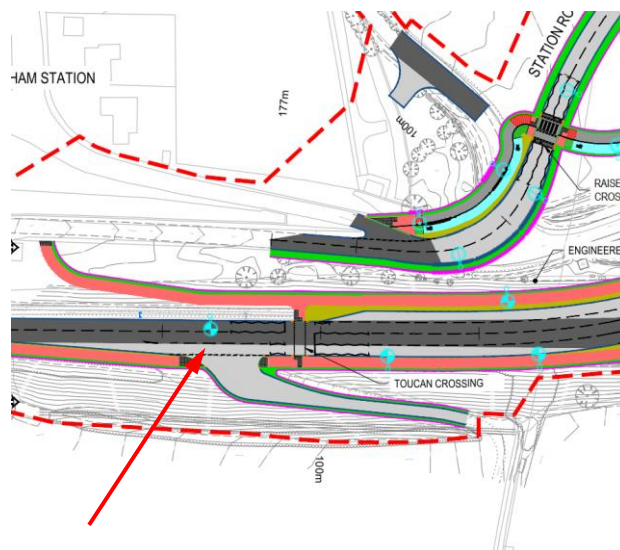
Note: The bus stop is located just downstream of the give-way priority junction for the A415 Connection. There is an opportunity to extend the proposed westbound side road merge to accommodate the westbound bus stop, so that buses can wait clear of the mainline westbound traffic lane.

Problem: 3.4

Location: Clifton Hampden Bypass
Segregated Left Turn Lane

Drawing: CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 Rev P03

Summary The merge length downstream of the controlled crossing could leave westbound vehicles and vehicles attempting to merge from the nearside auxiliary lane more vulnerable to conflict with each other should they be required to stop for the crossing



Description:

A segregated left turn lane has been incorporated into the Culham Science Centre Roundabout for westbound through traffic to bypass the roundabout. A traffic signal-controlled (Toucan) crossing will be provided west of the roundabout, to provide a link across the bypass between the off carriageway routes for cyclists and pedestrians. There is concern that if two streams of traffic, in the westbound lane and the SLTL auxiliary lane, are required to stop for the crossing the remaining length of the auxiliary lane might be insufficient for vehicles to merge safely, which could increase the risk of a collision occurring.

Recommendation:

It is recommended that the controlled crossing is relocated to the east in order to increase the overall length for westbound vehicles to merge.

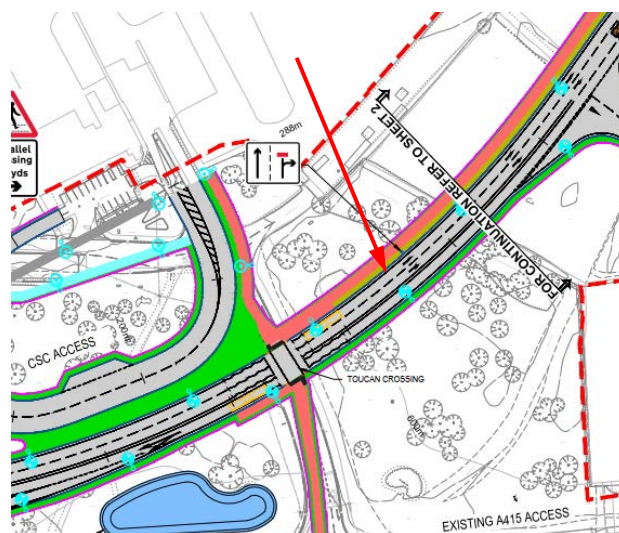
THE JUNCTIONS:

Problem: 3.5

Location: Bypass J/w A415 Connection
Two lane eastbound approach

Drawing: CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 Rev P03

Summary The two lane approach to the side road junction with the offside lane for right turners only is likely to lead to late lane changes



Description:

Two eastbound traffic lanes will be provided on the Bypass between the Culham Science Centre Roundabout and the side road junction with the A415 Connection. An upright road sign will be provided near the junction on the eastbound approach to indicate that the offside lane is dedicated for right turners.

There is concern that if two streams of traffic leave the roundabout and continue towards the side road junction vehicles in the nearside lane wishing to turn right could find it more difficult to join the offside stream of traffic. Furthermore, vehicles stranded in the offside lane wishing to continue eastbound beyond the junction could change lanes suddenly, which is likely to lead to conflict with the nearside stream and increase the risk of a collision occurring.

Recommendation:

It is recommended that an upright road sign bearing the legend "Get in Lane" showing the nearside lane for A4130 Oxford with an ahead arrow and the offside lane for A415 Culham with a right turn arrow, is provided. The advance direction sign should be located just downstream of the roundabout to encourage vehicle drivers to manoeuvre into the appropriate lane as soon as possible.

NON-MOTORISED USER PROVISION:

No comments

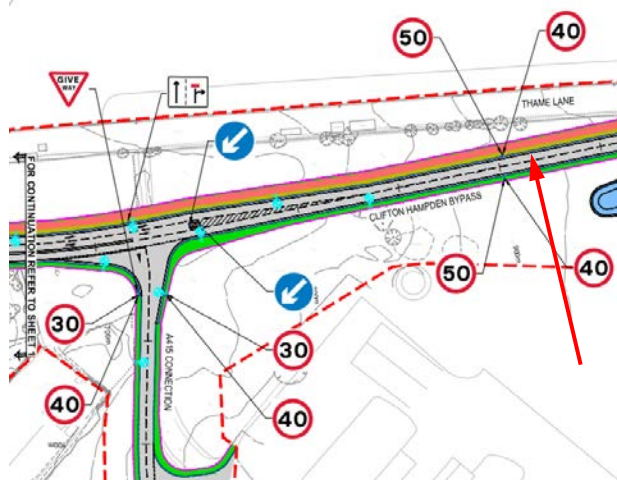
ROAD SIGNS, CARRIAGEWAY MARKINGS AND STREET LIGHTING:

Problem: 3.6

Location: Bypass J/w A415 Connection
Double white lines

Drawing: CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0002 Rev P03

Summary An eastbound vehicle may attempt to overtake a slower moving vehicle on the bypass on the approach to the A415 Connection junction



Description:

There is a significant length of two-way carriageway between the A415 Connection and the B4015 Connection junctions where the speed limit will be 50mph.

There is concern that some vehicle drivers may attempt to overtake a slower moving vehicle on this section of the bypass. In particular, some eastbound vehicle drivers might attempt to overtake before entering the lower 40mph speed limit, which extends up to the Culham Science Centre Roundabout. An errant vehicle that attempts to overtake too close to the junction could come into conflict with other road users, which could increase the risk of a collision occurring as a result.

Recommendation:

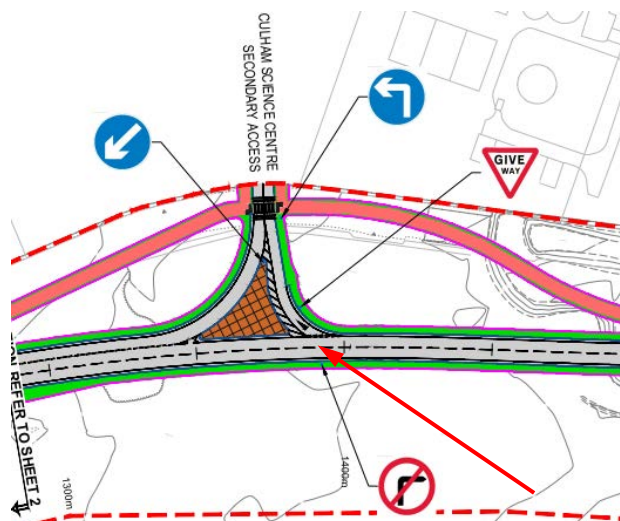
It is recommended that the double white lines road markings present west of the side road junction are extended to the east and commence prior to the eastern tapered hatching for the Ghost Island right turning lane.

Problem: 3.7

Location: Bypass J/w Culham Science Centre Secondary Access – Left in/Left out junction

Drawing: CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0003 Rev P03

Summary Despite the No Left Turn sign some drivers may attempt to turn right into the secondary access from the bypass



Description:

A secondary access will be provided from the bypass into the Culham Science Centre. A left in/left out side road junction will be provided on this northern side of the bypass.

There is concern that some vehicle drivers may attempt to turn right into the secondary access through the one-way egress to avoid using the roundabout to access the site. Those westbound vehicles that slow down or stop in the mainline carriageway could be left vulnerable to conflict with a following vehicle. Furthermore, westbound vehicle drivers unaware that a queue might have formed ahead at the junction would have to brake heavily, leaving them particularly vulnerable to conflict with following vehicles.

Recommendation:

It is recommended that the No Right Turn sign is incorporated into a direction sign for the main entrance for the Culham Science Centre ahead. In addition, a pair of No Entry signs should be provided on the one-way egress facing into the bypass.

The page features three thin, black, intersecting lines that create a complex geometric pattern in the upper left quadrant. One line is nearly vertical, another is nearly horizontal, and a third is diagonal, crossing the other two.

Audit Team Statement

04

We certify that this Road Safety Audit has been carried out all in the accordance with the requirements of DMRB

Audit Team Statement

GG 119 Road Safety Audit.

Road Safety Audit Team Leader

Ian Batcock
Senior Engineer

Signed:



AECOM
Aecom House
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Herts, AL1 3ER

Date 26 November 2020

Road Safety Audit Team Member

Baber Beg
Senior Consultant

Signed:



AECOM
Sunley House
4 Bedford Park
Croydon
Surrey, CR0 2AP

Date 27 November 2020

Three thin black lines intersect to form a large, irregular shape on the left side of the page. One line is nearly vertical, another is nearly horizontal, and the third is diagonal, crossing both.

Appendix

A

List of Drawings Provided

Drawing No.	Rev	Description	Date
CHB_PD-ACM-HAC-SW-ZZ-ZZ-ZZ- RP-CH_0002		DGT HIF 1 Schemes – Preliminary Design Clifton Hampden Bypass - Audit Brief	10/11/2020
CHB_PD-ACM-HGA-SW-ZZ-ZZ-ZZ DR-CH-0001 to 0004	P03	DGT HIF 1 Schemes – Preliminary Design General Arrangement (Sheets 1 to 4)	06/11/2020
CHB_PD-ACM-HGA-SW-ZZ-ZZ-ZZ DR-CH-0005 to 0012	P01	DGT HIF 1 Schemes – Preliminary Design Long sections (Sheets 1 to 8)	23/10/2020
CHB_PD-ACM-HGA-SW-ZZ-ZZ-ZZ DR-CH-0013 to 0021	P01	DGT HIF 1 Schemes – Preliminary Design Cross sections (Sheets 1 to 9)	12/11/2020
CHB_PD-ACM-HGN-SW-ZZ-ZZ-ZZ DR-CH-1001	P03	DGT HIF 1 Schemes – Preliminary Design Departures Drawing (Sheet 1 of 1)	06/11/2020
CHB_PD-ACM-HML-SW-ZZ-ZZ-ZZ DR-CH-0001, 0005 to 0013	P02	DGT HIF 1 Schemes – Preliminary Design Swept Path Analysis (Sheets 1 to 10)	11/11/2020
CHB_PD-ACM-HRR-SW-ZZ-ZZ-ZZ DR-CH-0001 to 0004	P01	DGT HIF 1 Schemes – Preliminary Design Vehicle Restraint System (Sheets 1 to 4)	12/11/2020

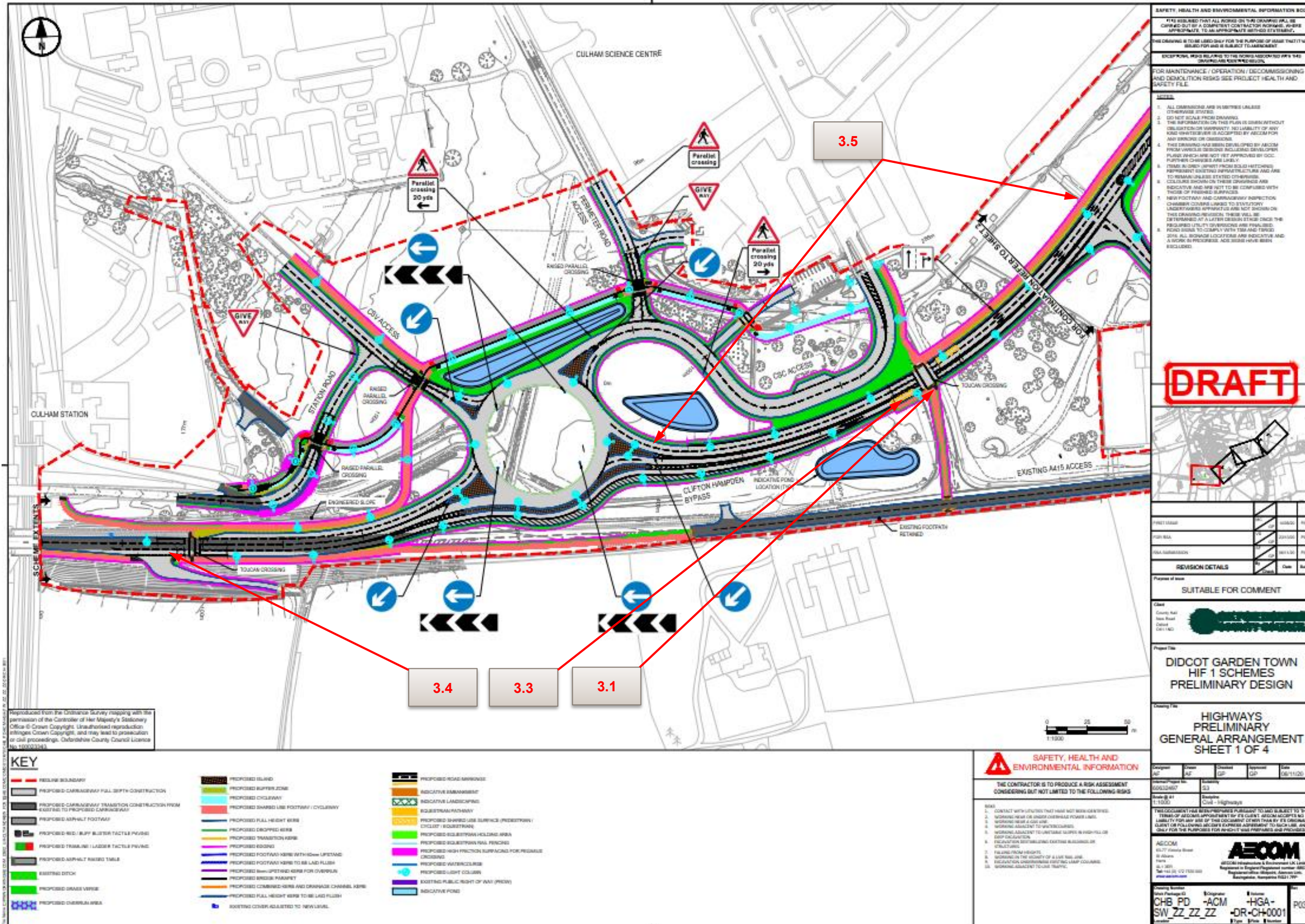
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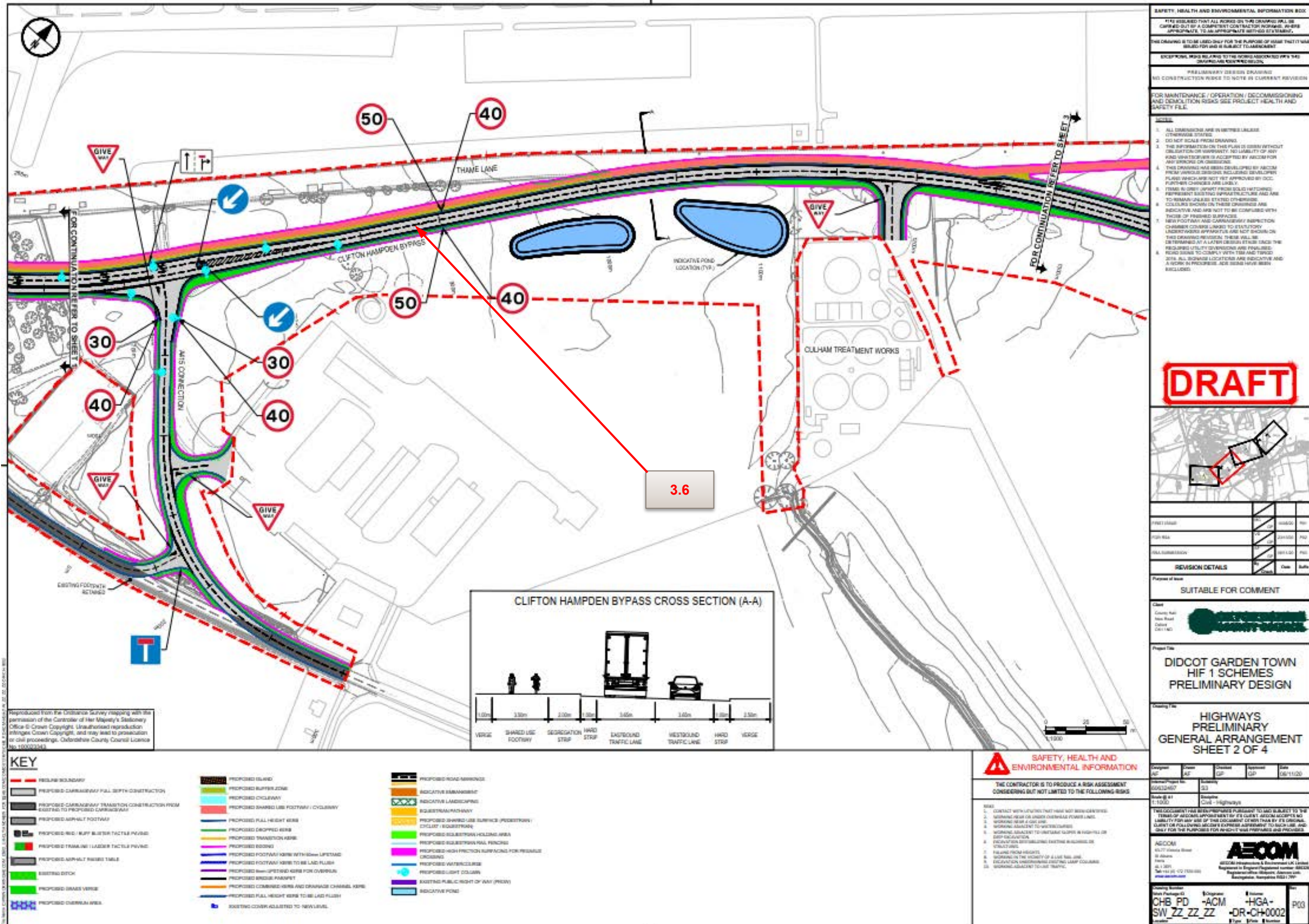
Appendix

B

Problem Identification Plans

Page 347





SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

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EXCEPTIONS WILL RELATE TO THE WORKS DESCRIBED IN THE DRAWING AND NOT TO THE DRAWING ITSELF.

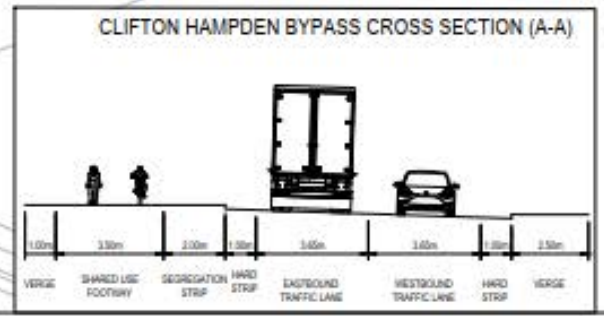
PRELIMINARY DESIGN DRAWING

NO CONSTRUCTION RISK TO NOTE IN CURRENT REVISION

FOR MAINTENANCE / OPERATION / DECOMMISSIONING AND DECOMMISSION RISK SEE PROJECT HEALTH AND SAFETY FILE.

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 6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.
 7. NEW FOOTWAY AND CARRIAGEWAY SURFACES SHALL BE CONFORMANT WITH THE REQUIREMENTS OF BS 5896:2016.
 8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.
 9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.
 10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.

DRAFT



- KEY**
- PROPOSED ISLAND
 - PROPOSED BUFFER ZONE
 - PROPOSED CHALKWAY
 - PROPOSED CARRIAGEWAY TRANSITION CONSTRUCTION FROM EXISTING TO PROPOSED CARRIAGEWAY
 - PROPOSED SHARED USE FOOTWAY / CYCLEWAY
 - PROPOSED ASPHALT FOOTWAY
 - PROPOSED NEW RUFF BURR TACTILE PAVING
 - PROPOSED TRANSITION / LADDER TACTILE PAVING
 - PROPOSED ASPHALT RIGGED TABLE
 - EXISTING DITCH
 - PROPOSED DRAINAGE VERGE
 - PROPOSED OVERLAP AREA
 - PROPOSED ROAD MARKINGS
 - INDICATIVE SIGNAGE
 - INDICATIVE LANDSCAPING
 - BIODIVERSITY
 - PROPOSED SHARED USE SURFACE (PEDESTRIAN / CYCLIST / EQUESTRIAN)
 - PROPOSED SEGREGATED HOLDING AREA
 - PROPOSED SEGREGATED HOLDING AREA FENCING
 - PROPOSED HIGH FRICTION SURFACING FOR PEDESTRIAN CROSSING
 - PROPOSED WATER COURSE
 - PROPOSED LIGHT COLUMN
 - EXISTING PUBLIC RIGHT OF WAY (PROVIDE)
 - INDICATIVE POND
 - PROPOSED FULL HEIGHT KERS TO BE LAD FLUSH
 - PROPOSED TRANSITION KERS
 - PROPOSED BOUNDING
 - PROPOSED FOOTWAY KERS WITH 50mm LIFT PAD
 - PROPOSED FOOTWAY KERS TO BE LAD FLUSH
 - PROPOSED 50mm LIFT PAD KERS FOR OVERLAP
 - PROPOSED BRIDGE PAVEMENT
 - PROPOSED COMBINED KERS AND DRAINAGE CHANNEL KERS
 - PROPOSED FULL HEIGHT KERS TO BE LAD FLUSH
 - ROUTING COVER ADJUSTED TO NEW LEVEL

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

THE CONTRACTOR IS TO PRODUCE A RISK ASSESSMENT CONSIDERING BUT NOT LIMITED TO THE FOLLOWING RISKS:

1. CONTACT WITH UTILITIES THAT HAVE NOT BEEN IDENTIFIED.
2. WORKING NEAR OR UNDER OVERHEAD POWER LINES.
3. WORKING NEAR A LIVE LINE.
4. WORKING ADJACENT TO WATER COURSES.
5. WORKING ADJACENT TO UNSTABLE SLOPES IN AREAS OF SOFT SOILS/CLAY.
6. CALCULATION OF DISTURBANCE EXISTING IN AREAS OF STABILISED SOILS.
7. FALLING FROM HEIGHTS.
8. WORKING IN THE VICINITY OF A LIVE RAIL LINE.
9. EXCAVATION UNDERMINING EXISTING ROAD COLUMNS.
10. WORKING ADJACENT TO LIVE TRAFFIC.

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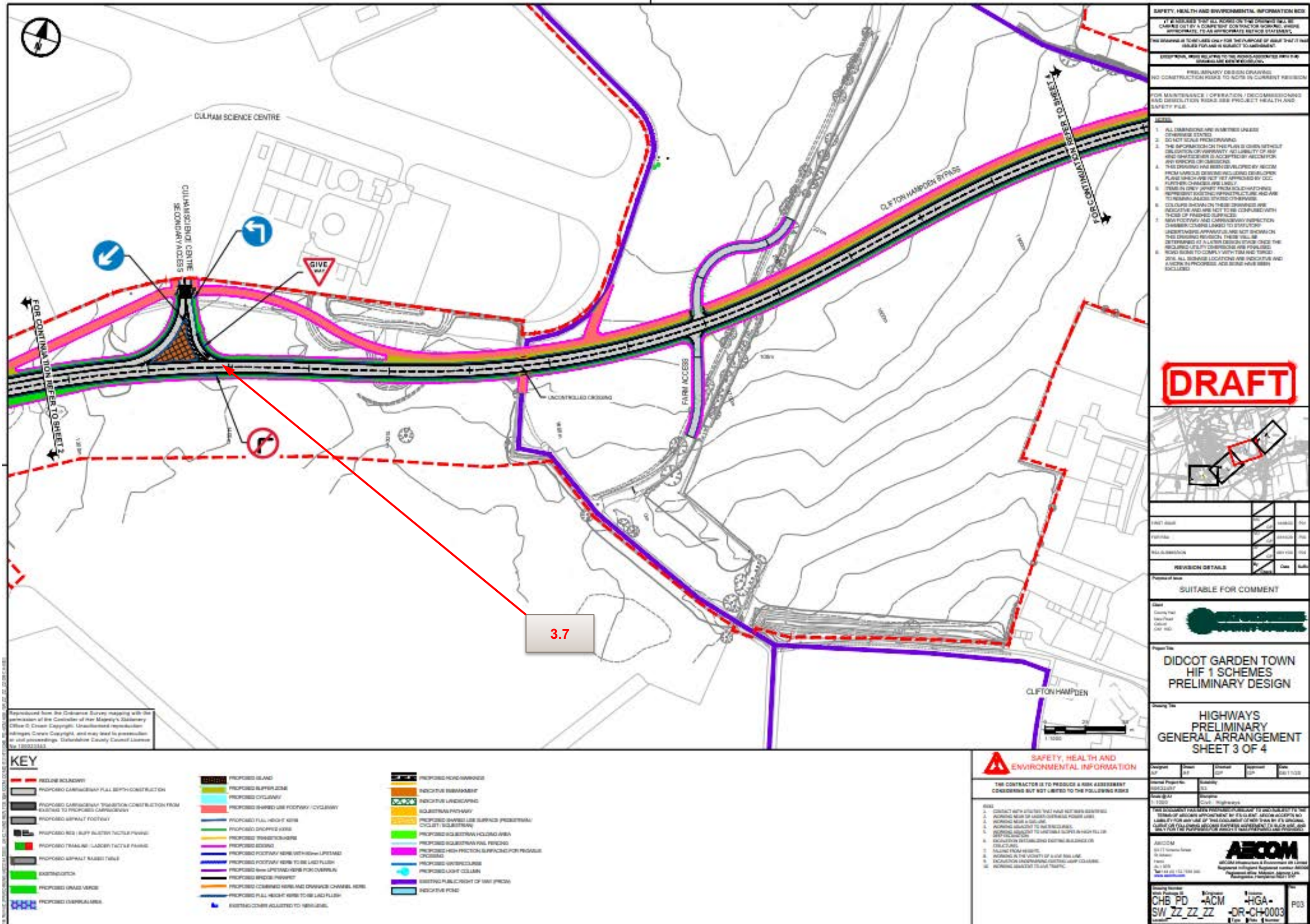
Client: **Didcot Garden Town**
 Project: **DIDCOT GARDEN TOWN HIF 1 SCHEMES PRELIMINARY DESIGN**
 Drawing Title: **HIGHWAYS PRELIMINARY GENERAL ARRANGEMENT SHEET 2 OF 4**

Author: **ACM**
 Checker: **GP**
 Date: **08/11/20**

Revision: **01**
 Description: **CHB - Highways**

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Sheet Package: **CHB_PD - ACM - HGA - SW_ZZ_ZZ_ZZ - DR-CH-0002**



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DRAFT



NO.	DATE	BY	CHKD BY	DESCRIPTION

REVISION DETAILS

SUITABLE FOR COMMENT

PROJECT TITLE
 DIDCOT GARDEN TOWN HIF 1 SCHEMES
 PRELIMINARY DESIGN

DRAWING TITLE
 HIGHWAYS
 PRELIMINARY
 GENERAL ARRANGEMENT
 SHEET 3 OF 4

Project No.	11000
Client	Didcot Garden Town
Design No.	11000
Scale	1:1000

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5. CALCULATION OF UNSTABLE SLOPES OR HIGH FILL OR DEEP TRENCHES.
6. COLLAPSE OF EXISTING OR NEW STRUCTURES OR UTILITIES.
7. FALLING FROM HEIGHTS.
8. WORKING IN THE VICINITY OF A HOT FLAME LINE.
9. EXCAVATION UNDEVELOPED EXISTING WORK COLLAPSE.
10. WORKING NEAR TO LIVE TRAFFIC.

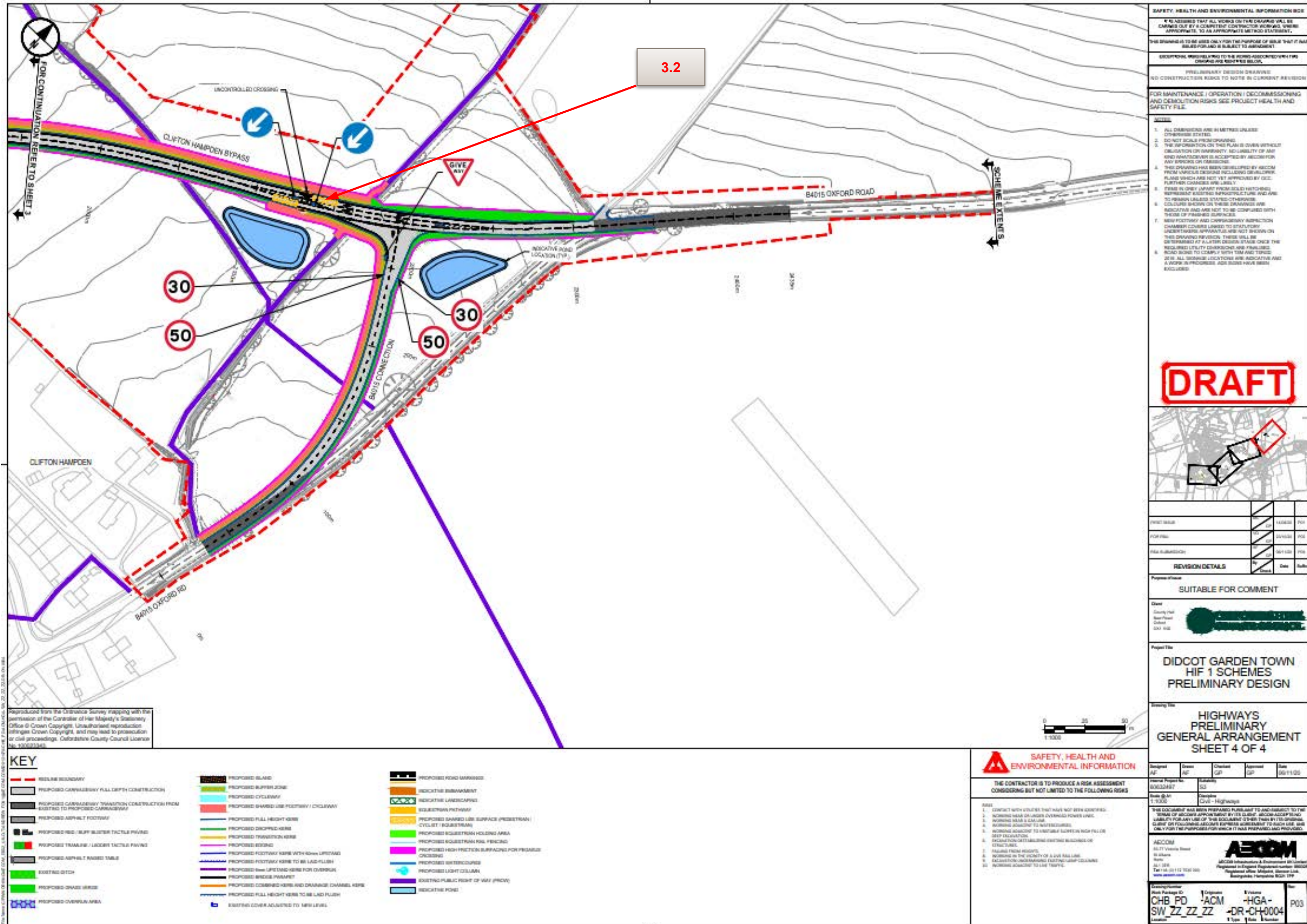
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CHB PD **ACM** **HGA** **OR-CH-0003** **P03**

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|--|---|--|
| <ul style="list-style-type: none"> PROPOSED BOUNDARY PROPOSED CARRIAGEWAY FULL DEPTH CONSTRUCTION PROPOSED CARRIAGEWAY TRANSITION CONSTRUCTION FROM EXISTING TO PROPOSED CARRIAGEWAY PROPOSED ASPHALT FOOTWAY PROPOSED NEW 1.5M BUFFER TACTILE PAVING PROPOSED TRAILING LADDER TACTILE PAVING PROPOSED ASPHALT SUBSIDE TABLE EXISTING TACTILE PROPOSED UNPAVED VERGE PROPOSED UNPAVED AREA | <ul style="list-style-type: none"> PROPOSED ISLAND PROPOSED BUFFER ZONE PROPOSED CYCLEWAY PROPOSED SHARED USE FOOTWAY / CYCLEWAY PROPOSED FULL HEIGHT MERE PROPOSED DROPPED MERE PROPOSED BRICKWORK MERE WITH NEW LIFTED MERE PROPOSED FOOTWAY MERE TO BE LAD FLUSH PROPOSED NEW LIFTED MERE FOR OVERPAVING PROPOSED BRICK PAVEMENT PROPOSED COMBINED NEW AND EXISTING CHANNEL MERE PROPOSED FULL HEIGHT MERE TO BE LAD FLUSH EXISTING CHANNEL ADJUSTED TO NEW LEVEL | <ul style="list-style-type: none"> PROPOSED ROAD NARROWING INDICATIVE SUBMARKING INDICATIVE LANDSCAPING SUBSTRATE FOOTWAY PROPOSED SHARED USE SURFACE (PROVISIONAL) CYCLEWAY / FOOTWAY PROPOSED SUBSTRATE FILLING AREA PROPOSED SUBSTRATE FILL FINISHED PROPOSED HIGH FRICTION SURFACING FOR PROVISIONAL CROSSING PROPOSED SURFACE COURSE PROPOSED LIGHT COLUMN EXISTING LIGHT COLUMN INDICATIVE POLE INDICATIVE POLE |
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1	14/03/2024	SW	ISSUE FOR COMMENT
2	20/03/2024	SW	ISSUE FOR COMMENT
3	26/03/2024	SW	ISSUE FOR COMMENT

Project Name: **SUITABLE FOR COMMENT**

Client: **Didcot Garden Town**

Project Title: **DIDCOT GARDEN TOWN HIF 1 SCHEMES PRELIMINARY DESIGN**

Sheet Title: **HIGHWAYS PRELIMINARY GENERAL ARRANGEMENT SHEET 4 OF 4**

Design	Drawn	Checked	Approved	Date
SW	SW	SW	SW	09/11/24

Project No: **60032487**

Scale: **1:1000**

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6. EXCAVATION OF UNSTABLE EXISTING BRICKWORK OR STRUCTURES.
7. TRAVELLING FROM HEIGHTS.
8. WORKING IN THE VICINITY OF A LIVE RAIL LINE.
9. EXCAVATION OF UNSTABLE EXISTING LAMP COLUMNS.
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ALL

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2. WORKING NEAR OR UNDER OVERHEAD POWER LINES.
3. WORKING NEAR A LIVE LINE.
4. WORKING ADJACENT TO WATER COURSES.
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Appendix

C

Road Safety Audit Decision Log

	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	<p>Bus stops for eastbound and westbound services will be provided on the Clifton Hampden Bypass east of the Culham Science Centre Roundabout. A traffic signal-controlled (Toucan) crossing will be provided between the bus stops, with the bus stops located approximately 10m downstream of the crossing.</p> <p>A bus waiting at either bus stop will obstruct the clear view of the offside traffic signal of the controlled crossing, which is likely to reduce the conspicuity of the crossing. A lack of guidance could lead to late braking when a vehicle is required to stop, with the risk of the errant vehicle coming into conflict with a following vehicle(s). In addition, a pedestrian or cyclist using the crossing could be left more vulnerable to an errant vehicle that fails to stop.</p>	<p>The bus stops should be located further downstream from the crossing so that clear view of the traffic signals can be achieved and maintained.</p>	<p>Disagree with Auditor</p> <p>Two nearside traffic signals will be provided per direction, increasing the conspicuity of the crossing when a stopped bus blocks view of the offside traffic signal. Additionally, the eastbound primary traffic signal is proposed to be a 6m high double signal, further increasing the conspicuity of the crossing for eastbound traffic.</p>		
3.2	<p>Bus stops for eastbound and westbound services will be provided on the Clifton Hampden Bypass just west of the A4015 Connection give-way priority</p>	<p>The bus stops should be located further downstream from the traffic island to provide more separation between the</p>	<p>Partially agree with Auditor</p> <p>Moving the westbound bus stop further west to permit overtaking would encourage overtaking</p>		

	<p>junction. An uncontrolled crossing via a central refuge island will be provided between the bus stops, with the bus stops located just downstream of the crossing.</p> <p>There is concern that a vehicle approaching a bus waiting at either stop will pass around the wrong side of the central island to pass the bus. Such a manoeuvre will leave the errant vehicle more vulnerable to conflict with an on-coming vehicle, with an increased risk of a head-on collision occurring as a result.</p>	<p>waiting bus and the island for vehicles to pass.</p>	<p>more than the current arrangement, and the bus stop would be located on a left-hand curve. A stopped bus would preclude visibility of oncoming traffic, leading to unsafe overtaking manoeuvres.</p> <p>Moving the eastbound bus stop further east would prevent a bus from turning right into the village. The current bus stop location allows a bus to merge into the right turn lane without having to worry about vehicles travelling at a faster speed zipping past into the right turn lane, or abusing the right turn lane to overtake a stopped bus.</p> <p>Lay-bys will be proposed west of the priority junction in order to eliminate unsafe overtaking manoeuvres.</p>		
<p>3.3</p>	<p>The bus stop for westbound services will be provided just downstream of a signal-controlled crossing within the westbound traffic lane. A nearside and offside traffic lane will be provided for eastbound traffic at this location.</p> <p>Despite the proposed double white lines road markings, a westbound vehicle encountering a waiting bus will attempt to</p>	<p>Either, a lay-by should be provided for westbound bus stop services on this three-lane section or, the bus stop should be relocated to where it has less impact on two-way traffic flow.</p> <p>Note: The bus stop is located just downstream of the give-way priority junction for the A415 Connection. There is an</p>	<p>Agree with Auditor</p> <p>Lay-by will be provided for the westbound bus stop, immediately upstream of the crossing.</p> <p>Extending the westbound sideroad merge would mean a bus merging out of the lay-by would need to check for traffic travelling</p>		

	<p>manoeuvre around it through the crossing, and enter the offside eastbound traffic lane. The restricted view for drivers past the bus is likely to leave a westbound vehicle more vulnerable to conflict with an on-coming eastbound vehicle in the offside lane, with an increased risk of a collision occurring as a result.</p>	<p>opportunity to extend the proposed westbound side road merge to accommodate the westbound bus stop, so that buses can wait clear of the mainline westbound traffic lane.</p>	<p>on the westbound mainline and A415 Connection turning left; if the driver fails to look back toward the A415 Connection, there is a risk of the bus cutting off a vehicle attempting to overtake the bus.</p>		
3.4	<p>A segregated left turn lane has been incorporated into the Culham Science Centre Roundabout for westbound through traffic to bypass the roundabout. A traffic signal-controlled (Toucan) crossing will be provided west of the roundabout, to provide a link across the bypass between the off carriageway routes for cyclists and pedestrians.</p> <p>There is concern that if two streams of traffic, in the westbound lane and the SLTL auxiliary lane, are required to stop for the crossing the remaining length of the auxiliary lane might be insufficient for vehicles to merge safely, which could increase the risk of a collision occurring.</p>	<p>It is recommended that the controlled crossing is relocated to the east in order to increase the overall length for westbound vehicles to merge.</p>	<p>Comment no longer applicable – this toucan crossing has been designed out in the latest revision.</p>		

<p>3.5</p>	<p>Two eastbound traffic lanes will be provided on the Bypass between the Culham Science Centre Roundabout and the side road junction with the A415 Connection. An upright road sign will be provided near the junction on the eastbound approach to indicate that the offside lane is dedicated for right turners.</p> <p>There is concern that if two streams of traffic leave the roundabout and continue towards the side road junction vehicles in the nearside lane wishing to turn right could find it more difficult to join the offside stream of traffic. Furthermore, vehicles stranded in the offside lane wishing to continue eastbound beyond the junction could change lanes suddenly, which is likely to lead to conflict with the nearside stream and increase the risk of a collision occurring.</p>	<p>It is recommended that an upright road sign bearing the legend "Get in Lane" showing the nearside lane for A4130 Oxford with an ahead arrow and the offside lane for A415 Culham with a right turn arrow, is provided. The advance direction sign should be located just downstream of the roundabout to encourage vehicle drivers to manoeuvre into the appropriate lane as soon as possible.</p>	<p>Agree with Auditor</p> <p>"Get in Lane" sign will be added just downstream of the roundabout to provide advance warning to drivers for the lane arrangement.</p> <p>A4074 Oxford will be shown with the nearside lane, and A415 Clifton Hampden will be shown with the offside lane.</p>		
<p>3.6</p>	<p>There is a significant length of two-way carriageway between the A415 Connection and the B4015 Connection junctions where the speed limit will be 50mph.</p> <p>There is concern that some vehicle drivers may attempt to overtake a slower moving vehicle on this section of the bypass. In</p>	<p>It is recommended that the double white lines road markings present west of the side road junction are extended to the east and commence prior to the eastern tapered hatching for the Ghost Island right turning lane.</p>	<p>Agree with Auditor</p> <p>The double white lines will be extended to east of the tapered hatching to discourage overtaking.</p>		

	<p>particular, some eastbound vehicle drivers might attempt to overtake before entering the lower 40mph speed limit, which extends up to the Culham Science Centre Roundabout. An errant vehicle that attempts to overtake too close to the junction could come into conflict with other road users, which could increase the risk of a collision occurring as a result.</p>				
<p>3.7</p>	<p>A secondary access will be provided from the bypass into the Culham Science Centre. A left in/left out side road junction will be provided on this northern side of the bypass.</p> <p>There is concern that some vehicle drivers may attempt to turn right into the secondary access through the one-way egress to avoid using the roundabout to access the site. Those westbound vehicles that slow down or stop in the mainline carriageway could be left vulnerable to conflict with a following vehicle. Furthermore, westbound vehicle drivers unaware that a queue might have formed ahead at the junction would have to brake heavily, leaving them particularly</p>	<p>It is recommended that the No Right Turn sign is incorporated into a direction sign for the main entrance for the Culham Science Centre ahead. In addition, a pair of No Entry signs should be provided on the one-way egress facing into the bypass.</p>	<p>Agree with Auditor</p> <p>No Entry signs will be added to make it more clear that the egress is not an access.</p> <p>The no right turn sign will be incorporated into a direction sign for the main entrance to Culham Science Centre. This will help reduce confusion for drivers new to the area that are travelling to Culham Science Centre.</p>		


	vulnerable to conflict with following vehicles.				
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Appendix

D

Design Organisation statement

<p>On behalf of the design organisation I certify that:</p> <p>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation</p>	
Name: Andrew Fox	
Signed: 	
Position: Senior Engineer	
Organisation: AECOM	
Date: 07/12/2020	

Overseeing Organisation statement

<p>On behalf of the Overseeing Organisation I certify that:</p> <p>2) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation</p> <p>3) the agreed RSA actions will be progressed.</p>	
Name:	
Signed:	
Position	
Organisation:	
Date	

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Appendix E – Didcot Microsimulation Base Model Development Report (September 2018)

DIDCOT MICROSIMULATION BASE MODEL DEVELOPMENT REPORT



SYSTRA

DIDCOT MICROSIMULATION MODEL

BASE MODEL SPECIFICATION REPORT

IDENTIFICATION TABLE

Client/Project owner	South Oxfordshire District Council/Vale of White Horse District Council
Project	Didcot Microsimulation Model
Type of document	Base Model Development Report
Date	26/9/2018
File name	Didcot_Model_Development_Report.docx
Reference number	GB01T17C68
Number of pages	45

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Daniel Ruscoe	Senior Transportati on Engineer	12/3/2018	
	Checked by	Chris Shaw	Associate	14/3/2018	
	Approved by	Chris Shaw	Associate	14/3/2018	
	Author	Daniel Ruscoe	Senior Transportati on Engineer	22/3/2018	
2	Edits by	Chris Shaw	Associate	26/9/2018	New Statistics, updates to calibration/validati on, updates for client comments
	Approved by	Chris Shaw	Associate	26/9/2018	

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A. EXECUTIVE SUMMARY

SYSTRA have developed a Traffic Microsimulation model of the Didcot area on behalf of Oxfordshire County Council, South Oxfordshire District Council and Vale of White Horse District Council, to assist in examining planning and infrastructure proposals for the area. The model reflects the state of the road network, and traffic flows/conditions, in 2017.

The geographical coverage of the model is shown in Figure A.1.



Figure A.1 : Study Area

The model has been developed in the Paramics Discovery Software. Paramics Discovery is an industry standard traffic microsimulation product. Microsimulation reflects individual vehicles, and their interactions with each other and the road network, and thus provides an increased level of detail when compared to traditional assignment modelling packages such as SATURN, which is used for the Oxfordshire Strategic Model (OSM). In Paramics Discovery, individual vehicles choose routes from their origin to destination based on their perception of the best route available, and considering traffic congestion within the study area as they would in reality.

The model has been coded using Ordnance Survey mapping to ensure that the road layout is as accurate as possible. Lane markings at junctions have been coded to reflect those on street, and where traffic signals are present these have been coded to reflect the real-world signal timings. Bus services within the study area have been included with stopping patterns and timetables as current in 2017.

As an example of the network coding, Figure A.2 below shows the Milton Interchange, as coded in the model.

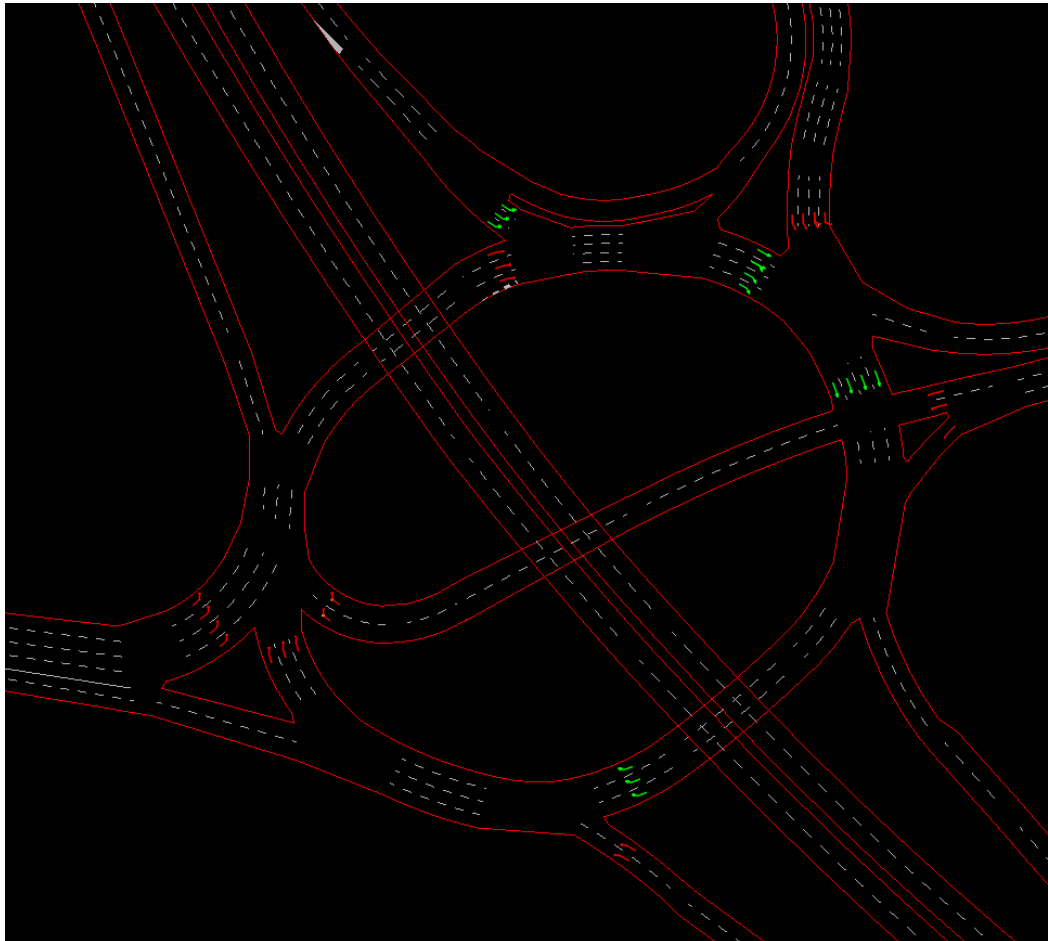


Figure A.2 : Milton Interchange, as coded

The model reflects the following time periods, for a normal, neutral month:

- AM – 07:00-10:00
- Inter Peak – 10:00-16:00
- PM 16:00 - 19:00
- Saturday – 10:00-14:00

Traffic demands for each period of the model have been developed using an extensive set of traffic count data collected late in 2016 and in 2017. This included detailed turning count surveys at the significant junctions within the study area. The traffic demands were informed by data from OSM to ensure that the traffic patterns within the study area were as consistent as possible with those in the strategic model. The build-up and dissipation of traffic within each time period has been reflected through the inclusion of a series of demand release profiles for the key movements into, within, and out of the study area.

The model provides a fixed trip matrix assessment - the input demand matrix, in this case for the base model, does not change in response to network conditions. Whilst the model reflects bus services, no public transport demand, or changes in this in response to network changes, increased demand etc., are considered. In future year scenarios, should the network become congested, all of the assigned demand will attempt to travel; no reduction in demand in response to congestion occurs.

The model has been calibrated to ensure that the traffic behaviour, and thus conditions, across the model reflect those observed in reality as closely as possible. Particular areas/issues which were focussed upon in detail were:

- Milton Park/Milton Interchange congestion
- Culham Crossing congestion
- Clifton Hampden Signals congestion
- A4130/Frank Williams Drive area congestion

The client project team have reviewed the network conditions in detail and are satisfied that the model reflects the general traffic conditions in the area well. It should be noted that the model aims to reflect general traffic conditions, and thus does not reflect very localised/random impacts on traffic conditions caused by issues such as delivery vehicles blocking lanes or accidents.

Comparisons of the modelled and observed turning counts have been undertaken in line with published guidance for model development. DfT's WebTAG guidance provides acceptable thresholds for the comparison of modelled and observed turning movements in the context of calibrating and validating traffic flows within a model. The guidance uses the GEH statistic, which provides a measure to identify satisfactory comparisons, accounting for the fact that large percentage differences can be tolerated on low flows.

The WebTAG guidance states that to ensure the modelled flows match those observed satisfactorily, in excess of 85% of the comparisons made at an hourly level should have a GEH value of less than 5. The model easily achieves this threshold for all modelled hours.

Observed journey time data was also made available for the purposes of model validation. A series of journey time surveys were carried out alongside the turn count surveys. Additionally, GPS journey time data from DfT's Trafficmaster dataset was also made available for the study area. WebTAG guidance suggest that modelled journey times should be within the greater of 60 seconds or 15% of the observed for more than 85% of comparisons made. The model achieves this threshold for each modelled hour, for comparisons made over both directions for 9 keys routes through the study area, and so provides a robust reflection of observed journey times.

Based on the results of the turn count and journey time comparisons, and the sign off of the modelled traffic conditions by the client team, the model can be considered as a robust platform for future work streams examining various development and infrastructure scenarios as part of the client team's planning programme.

INTRODUCTION

1.1 Overview

South Oxfordshire District Council (SODC) and Vale of White Horse District Council (VoWHDC), through the Five Councils Partnership, issued a Study Brief in February 2017 with the following key requirement:

- Development of a Paramics Discovery Microsimulation base model of the Didcot area, and future year scenario models reflecting the Council's future land allocations

This is split into two distinct phases:

- Phase 1: Base Year Model Development
- Phase 2: Future Year Model development and scenario testing

The study is jointly funded and managed by Oxfordshire County Council (OCC) as local highway authority, and SODC and VoWHDC as local planning authorities.

1.2 Methodology

The Didcot Microsimulation model was developed to include both the strategic routes through the town and the main conurbations within the Didcot area.

The inception period in agreement with OCC, SODC and VoWHDC, set the scene for the project and led into the data collation and checking tasks. These tasks were key to developing a robust simulation of the study area network.

Following receipt of the traffic data from OCC, the data collation period was finalised and the network development tasks undertaken using relevant digital overlay information supplied by SODC & VoWHDC. The demand trip matrices were then developed using OSM (Oxfordshire Strategic Model) trip patterns.

The key tasks involved in the development of the base model are detailed within this local model development report.

1.3 Purpose of Report

SYSTRA LTD (SYSTRA) was commissioned by SODC & VoWHDC in April 2017 to undertake the model development and testing. Confirmation of the extended model scope was received in June 2017.

Phase 1 of the study involves the development, calibration and validation of a Paramics Discovery 2016 Base Microsimulation model covering Didcot Town Centre and surrounding areas. Phase 2 of the study involves the future year development and application of the base model to test policy and infrastructure throughout Didcot and the surrounding areas.

This Report details Phase 1 of the study.

2. DATA

2.1 Study Area

Originally, the brief detailed the coverage of the model to be Didcot town centre, but during the inception period it was agreed that the area be expanded to better future proof the model and ensure that the model can be used to support future applications.

The study area is shown in Figure 2.1 below.



Figure 2.1 : Study Area

The model area extends from the A417 East of East Hendred in the west, through to A4130 Hadden Hill in the East. The network includes the A34 (Chilton Through to Milton Interchange), and up to A4074 Golden Balls Roundabout in the North.

2.2 Traffic Surveys

A series of traffic surveys were undertaken in November/December 2016, covering the original model area. These included:

- 44 MCC Junction Turn Count
- 12 Queue Length
- 4 Journey Time Routes
- Oxfordshire County Council (OCC) ATC sites

- 30 'Local' ATC sites

A further series of surveys were undertaken in July 2017 to provide data for the extended study area. These include:

- 22 MCC Junction Turn Count (10 Weekday only)
- 4 Queue Length (Weekday Only)
- 5 ATC sites
- 5 journey time routes

In addition, data was provided for the Highways England ATC counters along the A34 mainline within the study area.

During the July 2017 Surveys an incident occurred in the PM peak near Clifton Hampden which caused the A415 Abingdon Road to be closed for a short period of time. After analysing the survey video and consultation with the client group, supplementary information was supplied for 9 junctions north of Didcot.

In addition to these survey locations, a further 3 MCC Junction Turn Count (Weekday Only) surveys were supplied at Sutton Courtney/Culham.

All surveys have been undertaken by video – and SYSTRA received the majority for analysis. In-car Journey time video footage was not available, apart from the re-surveys.

All survey data was collated and checked in advance of use in the development of the model.

2.3 Signalised Junctions

Timing information has been provided by OCC for most signalised locations. The supplied signal timing information was coded into the model by using the above timing information where possible, and the survey videos were used to infill any missing information.

Subsequently OCC provided a LINSIG model of the Culham Bridge area. Timings were extracted from this LINSIG model and used as a starting point in the Didcot Microsimulation Model.

2.4 OSM Strategic Model Information

The development of the Paramics base and future year demand matrices relies heavily on output for the study area from the wide area OSM (Oxfordshire Strategic Model). This determined the 'core' trip patterns and create a 'prior matrix' to be used as a starting point for the Paramics model.

2.5 Car Parks

Car Park usage information and has been supplied by SODC and VoWHDC and was used in the following locations:

- Edinburgh Drive
- High street (former industrial site)
- Broadway East
- Broadway West

This data was from 2014 and was the most up to date information available at time of model development.

3. NETWORK DEVELOPMENT

The Didcot Microsimulation model has been developed in Paramics Discovery V19.

Digitised OS mapping information detailing the road network layout was supplied by SODC and VoWHDC for use in the study. The base network configuration was defined using this information, supported by a site visit undertaken by SYSTRA during Autumn 2017 and images from Google Street View etc.

3.1 Modelled Periods

The Base model was developed to represent average or “typical” weekday and Saturday traffic conditions. Distinct time periods were coded within the model to ensure that the key travel patterns and network features (signal timings, bus dwell times, etc.) are robustly reflected in the model. The modelled time periods are as follows:

Weekday:

- AM Peak – 0700-1000
- Inter Peak – 1000-1600
- PM Peak – 1600-1900

Saturday:

- Peak – 1000-1400

3.2 Model Parameters

The network coding and adoption of various model parameters follows best practice in line with SYSTRA’s *Microsimulation Consultancy Good Practice Guide*. This includes adopting standard coding practices in terms of visibility and gap acceptance.

3.2.1 Visibility

A review of all junction approach visibilities was undertaken using Google Street view in the first instance. Where visibility was deemed to be “good”, a 30m visibility length was set for the approach link (or the approach link length used, if this is shorter). If review of the junction shows poor visibility (such as many minor residential arms where, for example, parking occurs on either side of the junction on the mainline), the default visibility of 0m was coded.

3.2.2 Gap Acceptance

At each junction and roundabout in the model, gap acceptance was assessed for links which vehicles must ‘look through’ to the next link to judge suitable gaps in opposing traffic. Common locations for this requirement are on roundabouts which have short splitter islands or junctions with a short right turn lane flare (vehicles in the side arm would benefit from “looking through” the short flare link). Default ‘look through’ settings will remain at all other junctions.

Gap acceptance can also be adjusted by changing the default 'gap acceptance modifiers' which set the 'size' of a buffer zone vehicles must allow for when giving way to opposing traffic. The unit for this parameter is seconds and the default settings by movement type are:

- Lane Merge = 4s (e.g. left turn into the same lane as oncoming traffic in the same direction as turning to)
- Lane Cross = 4s (e.g. left turn into different lane from oncoming traffic in the same direction as turning to)
- Path Cross = 3s (e.g. right turn across opposing traffic in the opposite direction as turning to)

Some turning movements will involve multiple movement types. For example a right turn from a side arm at a one lane T-junction involves a path cross and a lane merge.

Locations in which these parameters have been changed to reflect localised behaviour are shown in Table 3.1 below

Table 3.1 : Gap Acceptance Modifiers

Location	Road Name	Direction	Link	Lane Merge	Lane Cross	Path Cross
Mendip Heights Roundabout - B4493	B4493	W/B	517:523	0	0	3
Abingdon Road/Hadden Hill Roundabout	Abingdon Road	S/B	397:400	0	0	3
Abingdon Road/Hadden Hill Roundabout	Abingdon Road	E/B	395:399	0	0	3
Park Drive/Milton Park Innovation Centre Roundabout	Innovation Centre	N/B	891:893	0	0	3
Park Drive/Western Avenue Roundabout	Milton Park	N/B	900:903	0	0	3
Park Drive/High Street Junction	High Street	S/B	909:874	0	0	0
Park Drive/Western Avenue Roundabout	Park Drive	W/B	872:902	0	0	3
Park Drive/Jubilee Avenue	Jubilee Avenue	N/B	2396:871	0	0	3
Milton Road/A4130/Basil Hill Road Roundabout	A4130	N/B	528:534	0	0	3
A4074/Oxford Road/A415 Roundabout	A415	E/B	1937:1968	1	1	3
A4074/Oxford Road/A415 Roundabout	Oxford Road	N/B	1941:1967	1	1	3
A4074/B4015/Oxford Road Roundabout	A4074	N/B	2263:2279	1	1	3
A4074/B4015/Oxford Road Roundabout	Oxford Road	E/B	2277:2280	0	0	3
Broadway/Hitchcock Way Roundabout	Broadway	E/B	147:391	1	1	3
B4016/Sires Hill/Lady Grove Junction	B4016	E/B	1777:515	2	2	3
Sires Hill Junction	Sires Hill (S)	N/B	1791:1790	2	2	1
Broadway/Hitchcock Way Roundabout	Hitchcock Way	S/B	141:392	3	3	3
Abingdon Road/Newbury Road Roundabout	Newbury Road	N/B	1605:1613	3	3	3
Park Drive/High Street Junction	Park Drive	W/B	906:874	3.5	3.5	2.5
Mendip Heights Roundabout - B4493	A4130	E/B	521:525	1	1	3
Milton Road/A4130/Basil Hill Road Roundabout	Milton Road	E/B	530:535	1	1	3
Culham Science Centre	Exit	S/B	2079:2009	2	2	1
Broadway/Hitchcock Way Roundabout	Broadway	W/B	218:254	2	2	3
B4016/Sires Hill/Lady Grove Junction	Lady Grove	N/B	514:515	5	5	4

3.2.3 Link Characteristics

Links in Paramics Discovery are coded as either Highway or Urban. Highway links have been adopted on the A34 to enable mainline sections to achieve correct lane usage and an appropriate distribution of speeds. In addition to the A34, some rural single track roads were coded as highway to better reflect the distribution of speeds. All other links in the model are coded as Urban.

Major and Minor links are used in Paramics to influence vehicle route choice. All strategic links in the study area (A and B roads and main thoroughfares) were coded as Major links. All other roads (such as side roads or residential roads within towns) have been coded as Minor. The Major and Minor links are shown in Figure 3.1 below.

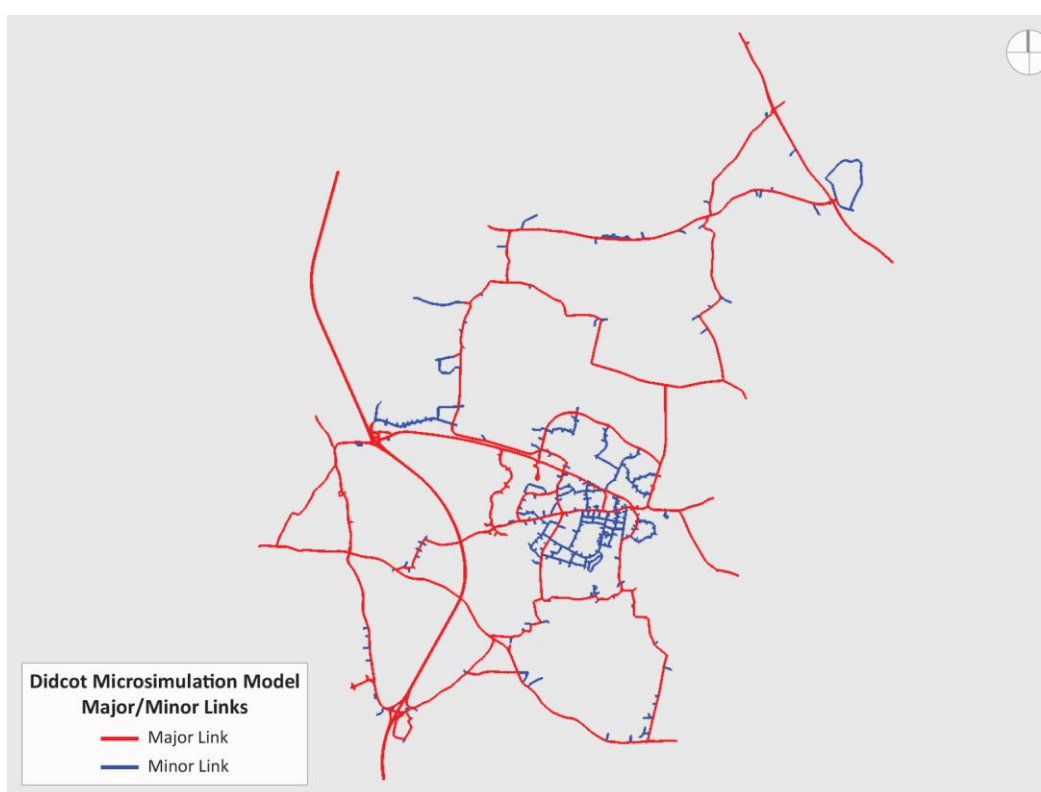


Figure 3.1 : Major/Minor Hierarchy

The signposted speed limits were used in all areas of the model and obtained by reviewing the journey time route video footage (if available) and Google Streetview. Exceptions are as follows, based on observations of driver behaviour:

- Culham crossing was reduced to 20mph over bridge and 15mph at narrow sections.
- B4016 Church Street corner (number 26) was reduced to 5mph due to the sharp narrow corner

Initial journey time calibration results showed that, in general, the modelled journey times were faster than those observed, even on sections of the network with relatively few “obstructions” (parked vehicles, cyclists etc.) which are not reflected in the model directly. To account for this, all category link speeds in the model were reduced by 15% from the

signed limit, to result in a better match between the modelled and observed journey times. Speed distributions in Paramics discovery allow traffic to travel in excess of the speed limit; this reduction simply moves the spread of desired speeds in the model to a mid point closer to the speed limit, based on the initial comparisons of journey times from the model with those observed.

3.2.4 Headway Factors

Headway factors affect the travelling headway of vehicles on a link and by default is set to 1.

The headway factor in the following locations in the Didcot model has been reduced to 0.6 to reflect locations where vehicles merge and diverge, in line with best practice:

- A34 – Links 1358:1359, 1445:1446, 1446:1447, 1447:1456, 1466:1467, 1479:1480, 1488:1489 (hazard signposts start)
- A4130/Milton Gate Junction – Link 940:947
- Hadden Hill/Abingdon Road Roundabout – Links 395:399, 399:400
- Park Drive/Milton Park Innovation Centre Roundabout – Links 891:893, 893:894
- Park Drive/Western Avenue Roundabout – Links 900:903, 903:904
- Park Drive/High Street Junction – Links 906:874, 874:906, 874:915, 874:909, 909:874

Further to the above merging locations, a headway factor of 0.4 was applied to links 876:928 and 928:927, to reflect throughput at the narrow on Park Drive north of Milton Interchange.

The following location has been reduced to 0.0s to reflect observed throughput:

- Hadden Hill/Abingdon Road Roundabout – Links 397:400, 400:396

The following location has been reduced to 0.2s to reflect observed throughput:

- Mendip Heights Roundabout – Links 517:523, 523:524

The following location has been increased to 1.2s to reflect observed throughput:

- A4130 W/B between Mendip Heights Roundabout and Sir Frank Williams Avenue – Links 525:521, 847:836, 836:837, 2382:800, 521:847, 837:2382

The following locations have been increased to 1.5s:

- Tollgate Road S/B approaching narrow bridge – Links 2042:2041, 2040:2042, 2086:2085, 2085:2082, 2041:2086
- Tollgate Road N/B approaching narrow bridge – Links 2088:2096, 2096:2097, 2098:2088, 2099:2098, 2100:2099, 2101:2100

The reason that the default headway factor of 1 was increased to 1.5 for these locations was that after viewing video footage driver behaviour was less aggressive and the gap between vehicles on average was observed to be higher than usual.

The following locations have been increased to 2s:

- A34 – Links 1463:1464, 1464:1465, 1465:1466

The A34 links mentioned above immediately precede a merge link. The headway factor was increased to improve vehicle behaviour at the merge.

The eastbound links between nodes 2018 and 2000 on Abingdon Road approaching the Clifton Hampden signals have been coded with a headway factor of 3 to reflect the slow moving queues occurring at this location in the PM period.

3.2.5 Hazard Signpost distance

All hazard signpost distances have been left as default (750m on highway links, 250m on urban links), except at the following locations. Adjustments have been made at these locations to ensure that traffic begins to get into lane for upcoming network features at an appropriate distance away:

- A34 Carriageway at Milton Interchange
 - Node 2359: 95m
 - Node 2367: 500m
 - Node 1467: 140m
 - Node 928: 160m
 - Node 1466: 400m
 - Node 1479: 400m
 - Node 1474: 1600m
 - Node 3149: 1600m
- A34 Carriageway at Chilton Interchange
 - Node 1736: 400m
 - Node 1742: 420m
 - Node 1360: 1000m
 - Node 1340: 1000m

3.3 Vehicle Types

The following vehicle types are reflected in the model:

- Car
- Light Goods (LGV)
- Rigid Heavy Goods (OGV1)
- Articulated Heavy Goods (OGV2)
- Coach

- Service Buses (fixed route)

Top speed varies by vehicle type and has been altered from defaults specifically for OGV and OGV2 only. The top speeds applied to all vehicle types in the model are as follows:

○ Car	100mph
○ LGV	80mph
○ OGV1	65mph
○ OGV2	65mph
○ Coach	80mph
○ Double deck bus	40mph
○ Sprinter bus	40mph

In addition, appropriate speed limits by vehicle type have been set for categories that have a speed limit over 40mph as follows:

- Urban 50 mph, OGV1 and Above – 40mph
- Urban 60 mph, OGV1 and Above – 50mph
- A34 Highway LGV, Coach & Bus 60mph, OGV 56mph

3.4 Public Transport Coding

Buses in Paramics Discovery are coded as a ‘fixed route vehicle type’ and are not included in the vehicle demand matrix.

Bus stop locations were defined using the online NAPTAN dataset and imported directly to the model.

SYSTRA utilised a tool to convert the Traveline routes and timetables dataset from Transxchange format into a format suitable for direct import into Paramics Discovery. These were then checked against online timetables for consistency.

A total of 19 Weekday services are included in the model:

- Thames Travel 114, 32A, 94/94A, 96, 98, X2, X32, X34, X39 & X40
- Whites Coaches 91, 92 & 93
- Blue Bus BB1/BB1A, BB2 and BB4
- Courtney Buses M10

6 Saturday services are included in the model:

- Thames Travel 32A, 98, X2, X32, X39 & X40

SYSTRA utilised bus dwell information supplied by OCC obtained from Real Time Information. Dwell times were supplied for 9 routes, this data was applied to all services

at each stop for both weekday and for Saturday where information was available. Where this was not the case, a default dwell time of 10s was applied.

3.5 Signalised Junctions and Pedestrian Crossings

If the signal timing information outlined in Section 2.3 was found not to be fit for purpose, survey videos provided were used to observe a sample of the stage and phase timings at each junction over the course of the day, and average timings derived separately for all peaks based on these observations. Phase intergreens were taken from the signal data provided or from observations of the video footage.

Where pedestrian activity was known to be high, and survey videos available, then the videos were used to derive pedestrian crossing call frequency.

For town centre pedestrian crossings, the pedestrian phase has been coded to be called every 30s, except on Broadway, where the pedestrian phases have been called every 3 minutes, and Foxhall Road (North of Manor Crescent), Hitchcock Way, Broadway (W) and Jubilee Way Roundabout approaches which have been called every 5 minutes.

In rural areas, the pedestrian phase has been coded to be called every 5 minutes on Newbury Road and on the A4130 by Trenchard Avenue, every 3 minutes in East Hagbourne between 0800-0915 and 1500-1600, every 2 minutes in Harwell and every 1 minute 40s in Milton Park.

Where possible, if signalised pedestrian crossings were in range of the survey videos, the number of calls per hour was recorded and used in the model. Where this was not possible, sensible assumptions were made based on location, such as one pedestrian call every five minutes.

3.6 Route Choice Parameters

3.6.1 Generalised Cost Equation

Paramics Discovery uses a generalised cost equation (GCE) to determine the perceived cost of a route between each origin and destination pair.

For this study, the GCE parameters were taken from the OSM SATURN Model. Time and distance factors were obtained from *Table 4-8, Oxfordshire Strategic Model Highway Assignment Report, Oxfordshire County Council, ATKINS, September 2015* and used to derive the time and distance factors below for use in the model:

○ Car	Time=1	Distance = 0.65
○ LGV	Time=1	Distance = 1.3
○ HGV	Time=1	Distance = 3.14

3.6.2 Perturbation

Perturbation varies a vehicle's perception of the lowest cost route through the network. A perturbation value of 5%, in line with good practice, has been applied to all vehicle types.

3.6.3 Dynamic Feedback

Dynamic feedback has been enabled in the model, which allows familiar drivers to account for delays in their routeing considerations. A feedback interval of 2 minutes and feedback factor of 0.5 have been adopted in line with best practice.

3.6.4 Familiarity

Familiarity affects vehicle route choice decisions. Familiar vehicles do not perceive a difference in cost between major and minor routes, while unfamiliar vehicles perceive minor routes to be twice as expensive as major routes. Familiar vehicles are also able to take account of delays in the model when considering which route to take, through the dynamic feedback feature. The following levels of familiarity were used for the Base model based on typical values used in other model developments of this nature:

- Car 60% Familiarity
- LGV 60% Familiarity
- OGV1 5% Familiarity
- OGV2 5% Familiarity
- Coach 5% Familiarity

3.6.5 Cost Factors

During model calibration, some sections of the model have had cost factors applied to make a route more or less expensive to better reflect local routeing patterns. Where the default of 1 has not been used, the following cost factors have been applied by use of a suitable link category cost factor. These link types/routes are as below:

- Urban 30mph Minor – 1.5
- Urban 20mph Minor – 1.5
- Featherbed Lane – 1.5
- Chilton Road – 1.5
- A34 – 0.9

3.6.6 Defined Routes

Defined routes are used in Paramics to remove the impact of perturbation, where alternate routes are available but not observed to be used. A common example of this is at motorway slip roads to stop vehicles leaving the mainline and joining again through interchanges. A significant number of defined routes were coded across the model as required (and visible within the model), for example:

- B4016 Brook St to A415 Abingdon Road north of Culham Bridges to prevent rerouting via Appleford
- A4074 Oxford Rd to Clifton Hampden Staggered Crossroads to prevent rerouting via Golden Balls roundabout.

3.7 Miscellaneous

3.7.1 Milton Park Congestion

Significant congestion is observed to propagate back from Milton Park onto the Milton Interchange roundabout, resulting on queues on all approaches. This congestion is not generated by the “narrow” from two lanes to one on Park Drive to the North of the roundabout, as may be expected, but rather by vehicle behaviour at the High Street/Park Drive junction. The surveys show significant “let out” behaviour at this location, where main line traffic slows down and lets High Street traffic enter and exit. This behaviour has been confirmed by OCC highway officer site observations.

This behaviour has been reflected in the model using a set of traffic signals which operate during the AM peak only, as a proxy for this behaviour. The signal timings were calibrated to ensure that the levels of queuing observed on the A34 slips and A4130 were as consistent as possible with those observed, in both length and duration.

3.7.2 Culham Science Centre Egress

Significant queuing occurs on the A415 eastbound across the Culham Science Centre junction in the PM. To prevent significant queueing back into the site, a set of traffic signals have been added at node 2009 as a proxy for “let out” behaviour at this location. These signals operate between 16:30 and 17:45. This behaviour has been confirmed by OCC highway officer site observations.

3.7.3 Clifton Hampden Signals Right Turn Blocking

Significant congestion is observed in the PM on the eastbound approach to the signals at Clifton Hampden. In part, this is understood to be due to the narrow lanes at the signals, which can result in right turners in lane 2 blocking ahead traffic in lane 1. To reflect this, 5% of cars were set to use lane 1 to turn right. This behaviour has been confirmed by OCC highway officer site observations.

4. TRIP MATRIX DEVELOPMENT

4.1 Background

This section outlines the data sources and methodology employed in the development of the traffic demand matrices for the Didcot Base model.

The trip matrix for all zone to zone movements was developed using a Matrix Estimation (ME) process. This involves developing a prior (starter) matrix, a routeing file and a survey file for each modelled period for use in the Paramics Discovery ME module.

4.2 Data Sources

The ME process relied on the following data sources, each of which is discussed in more detail, as follows:

- Turn count and link flow dataset for the study area
- Prior matrices
- Network Routeing Information

4.3 Interface with OSM model

Consistency between OSM and the Didcot Paramics model was maintained throughout the Paramics model development process in the following ways:

- Zoning System (the Paramics zoning system was based on a disaggregation of the OSM zoning system, discussed below)
- Routeing parameters
- Matrix levels (subject to review of OSM when received)

4.4 Zoning System

Zones are used to control the release and destination of vehicles in the network. The network trip matrix is composed of the volume of vehicles travelling from zone to zone.

Zone portals provide additional control over the release and destination of vehicles from zones across multiple access points, effectively producing a sub-zoning system. These have been utilised where relevant to “split” the traffic associated with zones between multiple locations.

The OSM sub area zoning system for the study area was reviewed and cross referenced with 2011 Census Output Areas. A Paramics zoning system was developed by grouping relevant Output Areas within each OSM zone, based on land use, proximity to links for loading onto the network or if an Output Area directly spans a surveyed junction.

“External” zones identified at the cordon points around the study area have been constructed to enable movements to and from areas out with the model to access/egress the network.

OSM zones were split where necessary for example when network ‘stubs’ that load directly to a surveyed junction are present, or large trip generators that do not have their own zone. This disaggregation of the OSM zones resulted in 124 Paramics Zones in the model, 99 ‘internal’ and 25 ‘external’.

When it was necessary to have more than one loading point per zone, a total of 225 zone portals were applied to reflect the vehicle loading points onto the network. An example of a location where zone portals were applied is at Milton Park, where 14 access/egress points are adopted to split the Milton Park traffic between the relevant loading points.

4.5 Vehicle Type Matrix Levels

Traffic demand is released by vehicle type by assigning demand to different matrix levels. More than one vehicle type can be assigned to a matrix level, with the proportion of the demand for each vehicle type within the matrix then being defined.

Upon review of the OSM and traffic survey data, three matrix levels were defined as follows:

- Car
- LGV
- OGV1, OGV2 and Coach (referred to from here as HGV)

The vehicle type proportions used in the model were derived from the collated traffic count information:

AM Period

- Matrix Level 1 (100% Car)
- Matrix Level 2 (100% LGV)
- Matrix Level 3 (OGV1 41.7%, OGV2 46.9%, Coach 11.4%)

IP Period

- Matrix Level 1 (100% Car)
- Matrix Level 2 (100% LGV)
- Matrix Level 3 (OGV1 47.56%, OGV2 46.96%, Coach 5.48%)

PM Period

- Matrix Level 1 (100% Car)
- Matrix Level 2 (100% LGV)
- Matrix Level 3 (OGV1 37.4%, OGV2 47.2%, Coach 15.4%)

Saturday Period

- Matrix Level 1 (100% Car)
- Matrix Level 2 (100% LGV)
- Matrix Level 3 (OGV1 34.7%, OGV2 55.95%, Coach 9.35%)

4.6 Prior Matrix Development

4.6.1 OSM to Paramics

A peak hour cordon matrix from OSM was extracted for the study area by vehicle matrix level and time period. The OSM Matrices were disaggregated to the local Paramics zone system by use of appropriate proportions supported by mapping and census (car ownership) data.

The matrices were expanded from peak hour to weekday AM (3hr), IP (6hr) PM (3hr) volumes by adopting expansion factors for each peak hour segment as set out in the OSM model development. The peak hour to peak period expansion factors were as follows:

- AM – 2.5
- IP – 6
- PM – 2.63

Where surveyed junction turn counts define a zone to zone movement, these were inserted directly into the matrix by vehicle matrix and time period.

There is no Saturday OSM model information available, so the estimated weekday IP matrix was used as a starting point for Matrix Estimation (ME).

4.6.2 Refining the Prior Matrix

The link and turn count dataset was used to define origin and destination trip ends for each zone by matrix level and time period, where data coverage allowed. A comparison of surveyed trip ends and prior matrix zone totals was undertaken and if necessary the matrix adjusted accordingly.

4.7 Matrix Estimation

Once the prior matrix was developed as far as possible, it was applied to the Paramics model to generate routing information for each period. The output of this process consists of a set of 'PIJA' files which define the proportion of trips travelling from points A to B that are associated with each link and turn in the model.

The routing files, survey information (turn count totals by period and matrix level), and prior matrices were applied to the Matrix Estimation (ME) module in Paramics. The main purpose of matrix estimation is to refine estimates of movements which have been synthesised (rather than derived from surveys).

The ME process is iterative; further refinements to the prior were made and new routing information collected from the model as relevant. The ME process was deemed complete once satisfactory demand files were achieved for each period, based on consideration of the calibration checks. ME was undertaken for each matrix level in the model.

The resultant matrix totals are shown in table AM, IP, PM and Saturday periods respectively:

Table 4.1 : Final Matrix Totals (Vehicles)

Matrix	Vehicle Type	AM Period (07:00-10:00)	IP Period (10:00-16:00)	PM Period (16:00-19:00)	SAT Period (10:00-14:00)
Matrix 1	Cars	45,603	65,571	50,414	55,965
Matrix 2	LGV	6,121	10,451	4,780	4,362
Matrix 3	HGV	2,136	4,040	993	771
Total	All	53,859	80,062	56,187	61,098

Checks were undertaken to ensure that the ME process did not change the overall “shape” of the prior matrix. Figure 4.1 to Figure 4.4 show the percentage of trips within each distance segment, for both pre and Post ME, for each period.

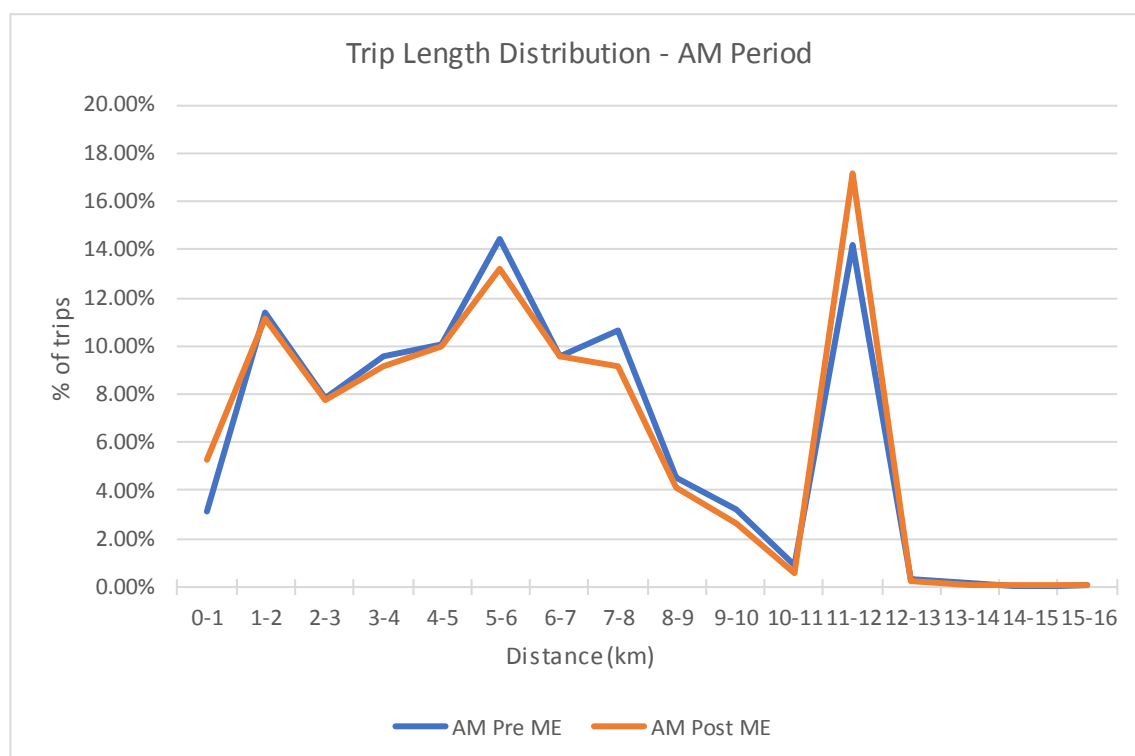


Figure 4.1 : AM Period Trip Length Distribution

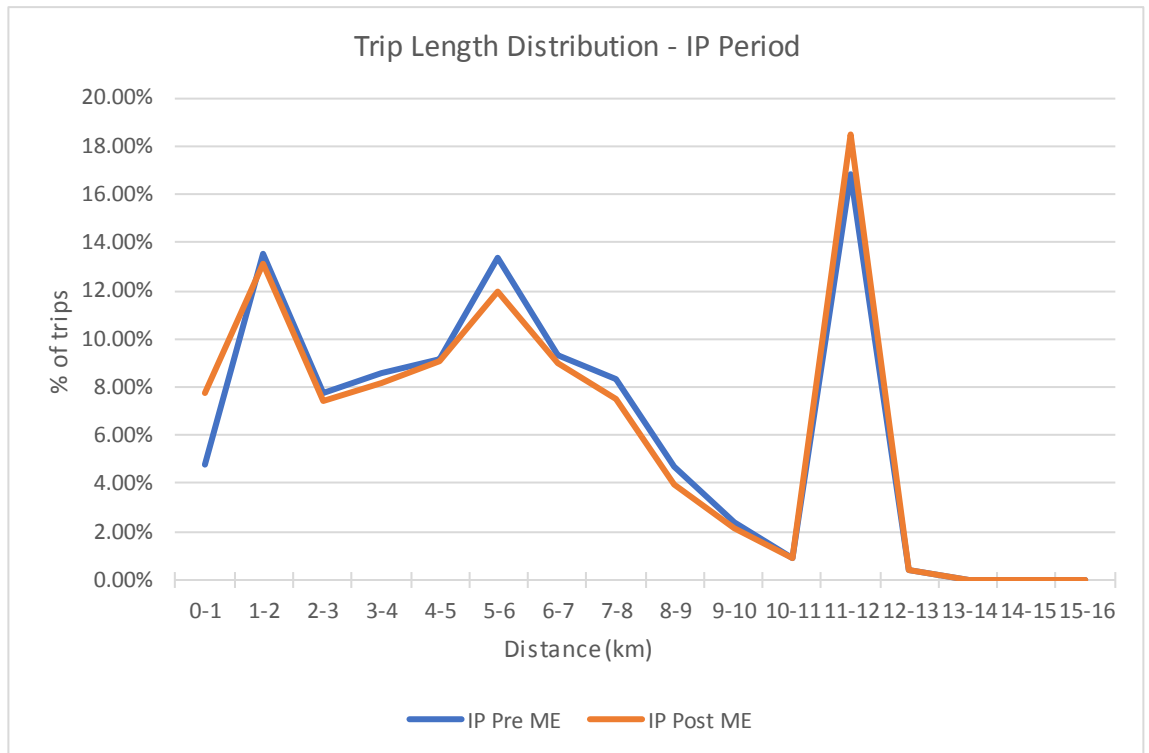


Figure 4.2 : IP Period Trip Length Distribution

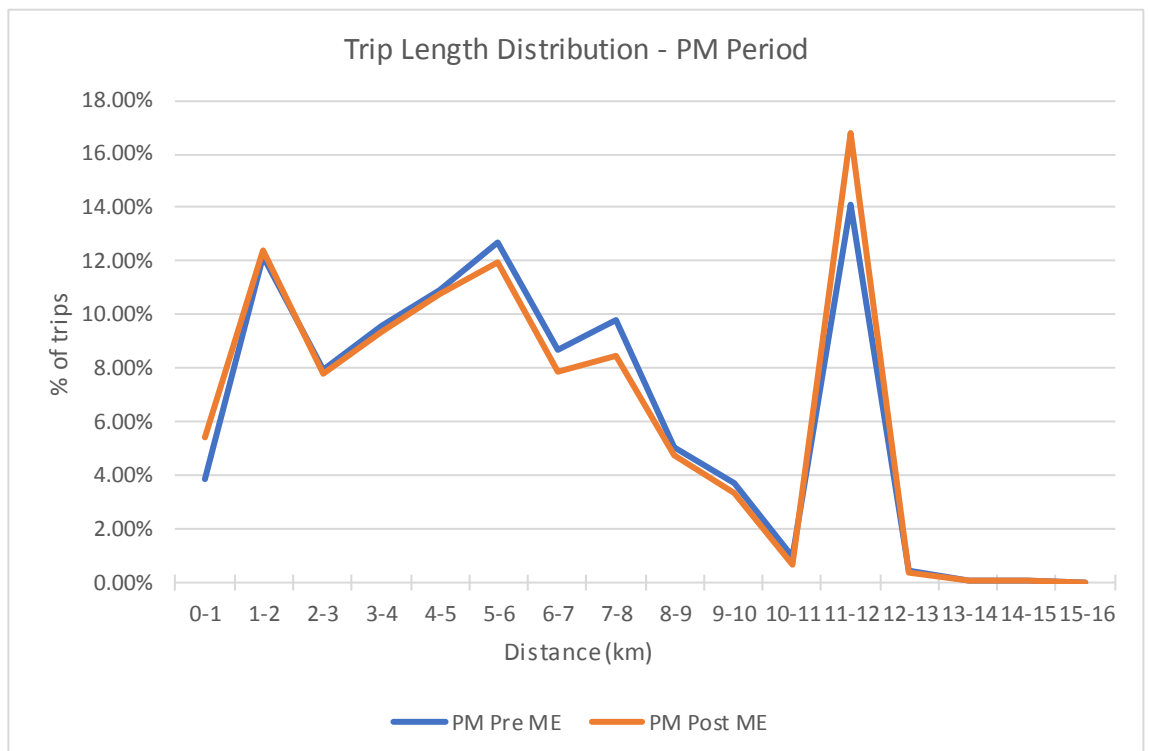


Figure 4.3 : PM Period Trip Length Distribution

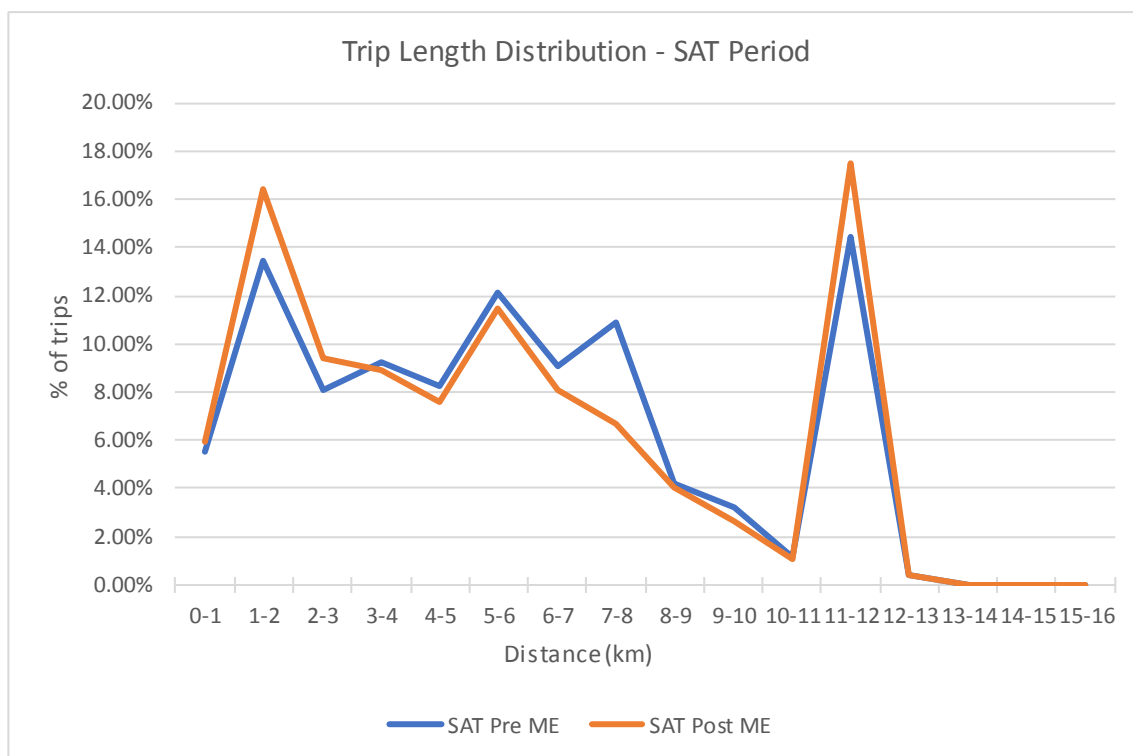


Figure 4.4 : Saturday Period Trip Length Distribution

The graphs above show a good trip length correlation between pre and post matrix estimation.

4.8 Demand Release Profiles

Paramics uses profiles to control the release of traffic onto the network and ensure that the variation in demand throughout each modelled time period is robustly reflected. Profiles can be specified by matrix level for individual zone to zone movements or more generally from one zone to all zones. Each profile specifies the proportion of the total demand for the associated movements to be released in 5 minute intervals.

The observed 15min turn count data and hourly ATC sites were used to develop the model release profiles. Profiles were developed for each modelled period, and assigned to the model based on a level of priority for key junctions throughout the network. Profiles were disaggregated to “lights” and “heavies” to ensure the release of these vehicle types are modelled correctly.

The observed 15min turn count data and a ATC sites were used to develop 145 weekday profiles and 80 Saturday profiles. Due to the low sample size for HGV counts, a ‘general’ HGV profile was calculated and applied to the HGV matrix.

5. MODEL CALIBRATION AND VALIDATION

5.1 Introduction

The calibration process involves checking the network description, demand matrices, and model inputs and parameters to ensure the model achieves a satisfactory representation of traffic flows and conditions in the study area.

The calibration and validation of the model uses the guidelines set out within *WebTAG Unit M3.1* and the *Design Manual for Roads and Bridges (DMRB), Vol. 12 Section 2 Part 1*.

The calibration of the model was undertaken by comparing modelled turn counts to the observed data set. Further to this, queue comparisons were undertaken, however no criteria for queue length comparisons is presented in *WebTAG/DMRB*.

Several journey time routes were coded into the model to reflect the moving observer journey time surveys undertaken. The model records journey times for vehicles completing these routes and this allows an independent data validation between observed and modelled journey times.

WebTAG/DMRB guidelines are summarised in Table 5.1 Below.

Table 5.1 : WebTAG/DMRB criteria

DMRB Criteria and Measurement	Acceptability Guidelines
Assigned Hourly Flows	
1. Individual flows within 15% (for flows 700-2700vph)	>85% Cases
2. Individual flows within 100vph (for flows < 700vph)	>85% Cases
3. Individual flows within 400vph (for flows > 2700vph)	>85% Cases
4. Total screenline flows to be within 5%	All (or nearly all) screenlines
GEH	
5i. GEH Statistic: Individual flows GEH < 5	>85% Cases
5ii. GEH Statistic: Total flows GEH < 4	All (or nearly all) screenlines
Journey Times	
6. Modelled journey times within 15% (or 1 minute, if higher)	>85% Cases

The GEH statistic is used in the calibration of a model to compare the difference between an observed flow and an assigned flow on a link.

The GEH statistic is used in preference to the absolute or relative flow difference as it can cope with a wide range of flows. Where an absolute difference of 100 vehicles per hour can be important in a flow of say 200 vehicles per hour, it is less significant in a flow of several thousand vehicles per hour.

5.2 Turn Count Calibration

The turn count calibration process was carried out in accordance with the criteria specified in WebTAG and DMRB. These guidelines are summarised in Table 5.1.

The GEH statistic is used in the calibration and validation of the model to compare the difference between observed and modelled flows on a link, and is defined as follows:

$$GEH = \sqrt{\frac{(M - C)^2}{(M + C)/2}}$$

Where C = observed traffic flow and M = modelled traffic flow.

The Base Model calibration was undertaken using individual turning flows across the study area, and link counts on the A34 Mainline. The observed versus modelled comparison included between 570 and 633 Weekday and 230 Saturday turn and link count locations for each hour modelled. Table 5.2 shows the summary of GEH comparison by hour, with the percentage of comparisons falling within a GEH of < 7, < 5 and < 3 shown.

Table 5.2 : Criteria 5i - Turn & Link Count Individual Flow Comparison

Period	Time (hh:mm)	Eligible Comparisons	GEH <3 %	GEH <5 %	GEH <7 %
AM	07:00-08:00	632	71%	90%	97%
	08:00-09:00	632	70%	89%	97%
	09:00-10:00	581	75%	90%	96%
IP	10:00-11:00	569	82%	96%	99%
	11:00-12:00	569	85%	96%	99%
	12:00-13:00	569	81%	95%	99%
	13:00-14:00	569	81%	95%	99%
	14:00-15:00	569	79%	93%	98%
	15:00-16:00	569	71%	90%	97%
PM	16:00-17:00	633	72%	89%	97%
	17:00-18:00	632	71%	88%	95%
	18:00-19:00	581	72%	90%	98%
SAT	10:00-11:00	230	81%	97%	100%
	11:00-12:00	230	89%	98%	100%
	12:00-13:00	230	88%	97%	99%
	13:00-14:00	230	87%	96%	99%

The Base model results show that in all cases the hourly GEH comparisons meet the criteria for GEH less than 5 in 85% of cases.

Table 5.3 shows the summary of individual flow comparisons by hour, with the percentage of comparisons meeting each specified criteria shown.

Table 5.3 : Criteria 1, 2 & 3 – Assigned Hourly Flow Band Comparison

Period	Time (hh:mm)	Criteria 1 700<> 2700 vph	Flows within 15%	Criteria 2 <700Vph	Flows within 100vph	Criteria 3 >2700 vph	Flows within 400vph
AM	07:00-08:00	14	79%	617	98%	1	100%
	08:00-09:00	18	78%	613	96%	1	100%
	09:00-10:00	8	88%	573	96%	0	-
IP	10:00-11:00	3	100%	566	100%	0	-
	11:00-12:00	6	100%	563	100%	0	-
	12:00-13:00	6	67%	563	99%	0	-
	13:00-14:00	5	100%	564	99%	0	-
	14:00-15:00	6	100%	563	99%	0	-
PM	15:00-16:00	7	100%	562	98%	0	-
	16:00-17:00	13	85%	619	97%	1	100%
	17:00-18:00	15	53%	616	97%	1	100%
	18:00-19:00	8	75%	573	99%	0	-
SAT	10:00-11:00	4	100%	226	99%	0	-
	11:00-12:00	4	100%	226	100%	0	-
	12:00-13:00	4	75%	226	100%	0	-
	13:00-14:00	4	100%	226	100%	0	-

The Base model results show that the majority of comparisons are in the less than 700vph category (criteria 2) and fall well within the criteria. It should be noted that with Criteria 1 and 3 the number of comparisons are relatively low compared to the total number of count records, making the comparison harder to achieve.

It should also be borne in mind that the validation guidelines were originally developed for deterministic models, which ensure that a particular solution will always result from a particular set of input data. Microsimulation utilises a different methodology and instead reflects reality where traffic is rarely constant, repeatable and encompasses variability.

With this in mind, the level of calibration achieved and presented within this document for a network the size and scale of Didcot is considered high. To further emphasise the suitability of the results, an XY scatter chart of observed flows versus modelled flows was developed for each modelled period. The XY scatter plot provides a good way of presenting the variation in data in a pictorial format, illustrating the relationship between the observed flows and assigned flows in the model. The correlation coefficient (R) gives some measure of the goodness of model fit, and the slope of the best-fit regression line through the origin indicates the extent to which modelled values are over or under estimated. Acceptability values of R are above 0.95 and the line of best fit should be between 0.9 and 1.1 as stated in DMRB (*Ref. Vol 12, Section 2, Part 1, Chapter 4, §4.4.42*).

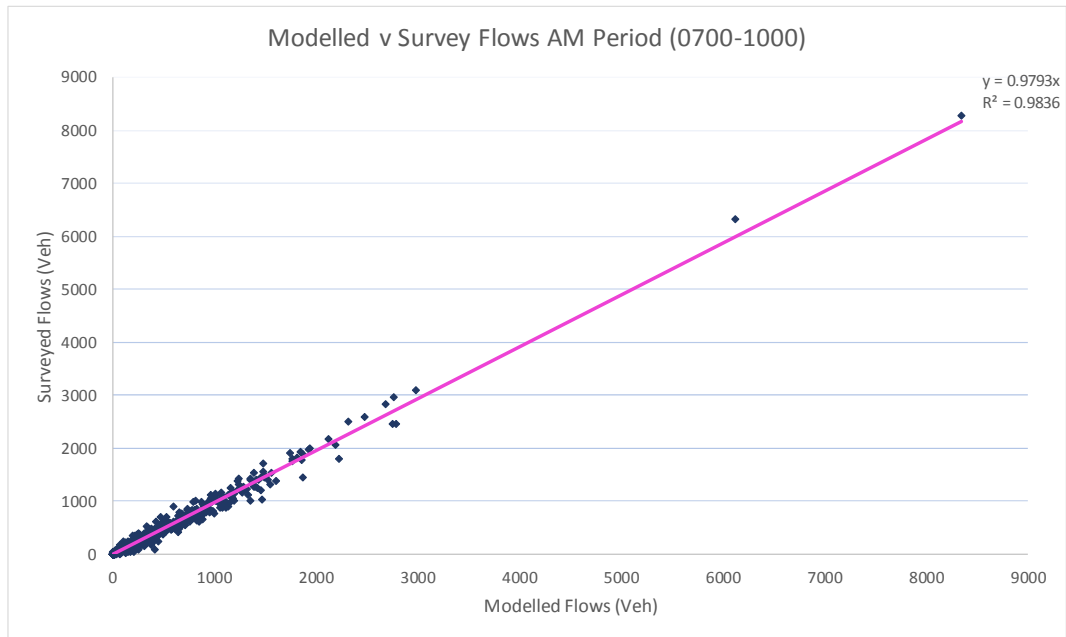


Figure 5.1 : AM Period XY Scatter Plot, Observed v Modelled

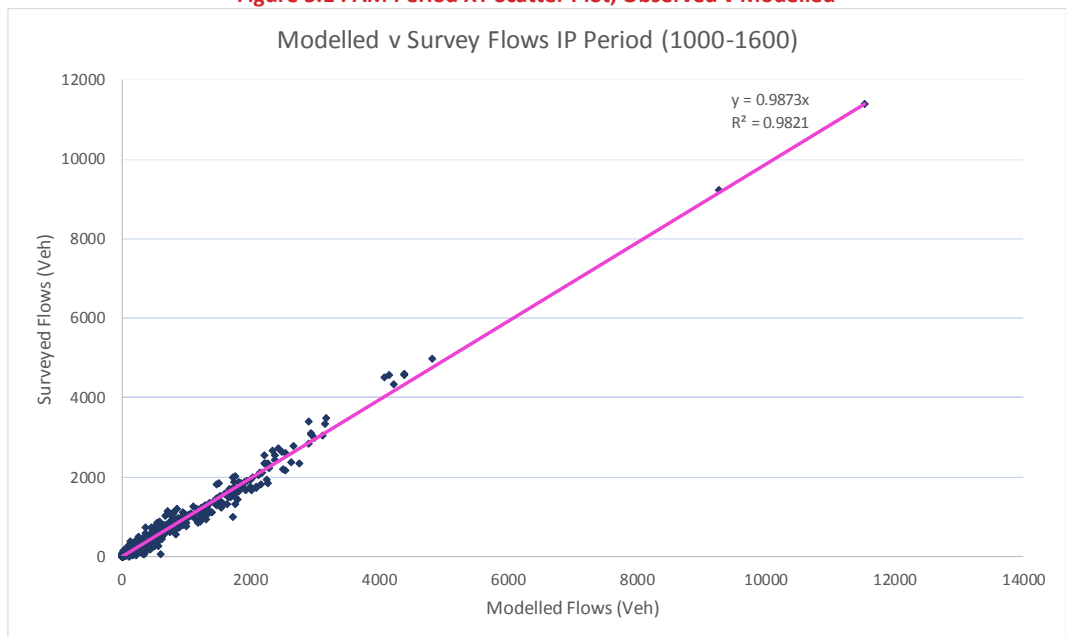


Figure 5.2 : IP Period XY Scatter Plot, Observed v Modelled

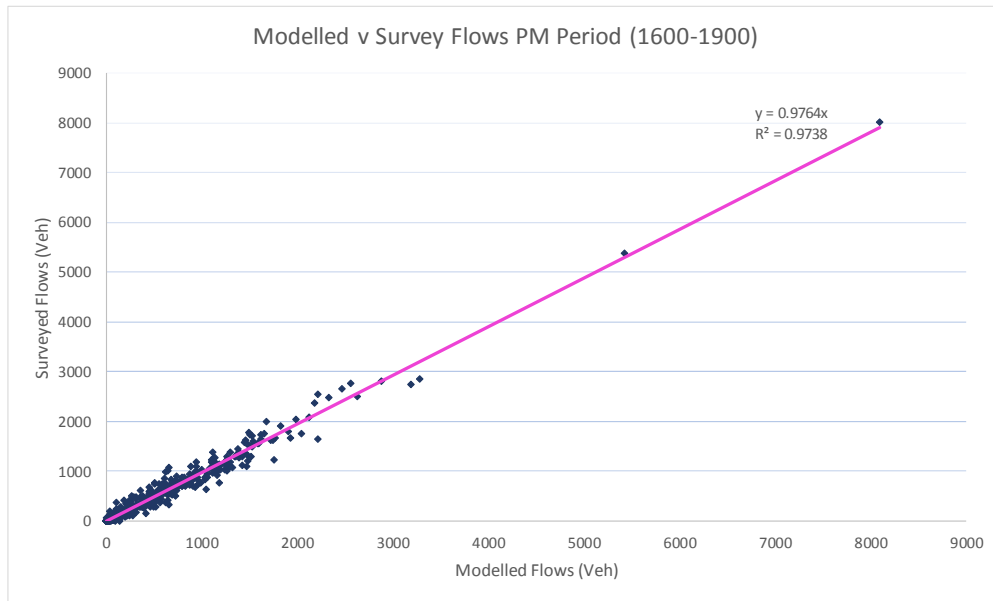


Figure 5.3 : PM Period XY Scatter Plot, Observed v Modelled

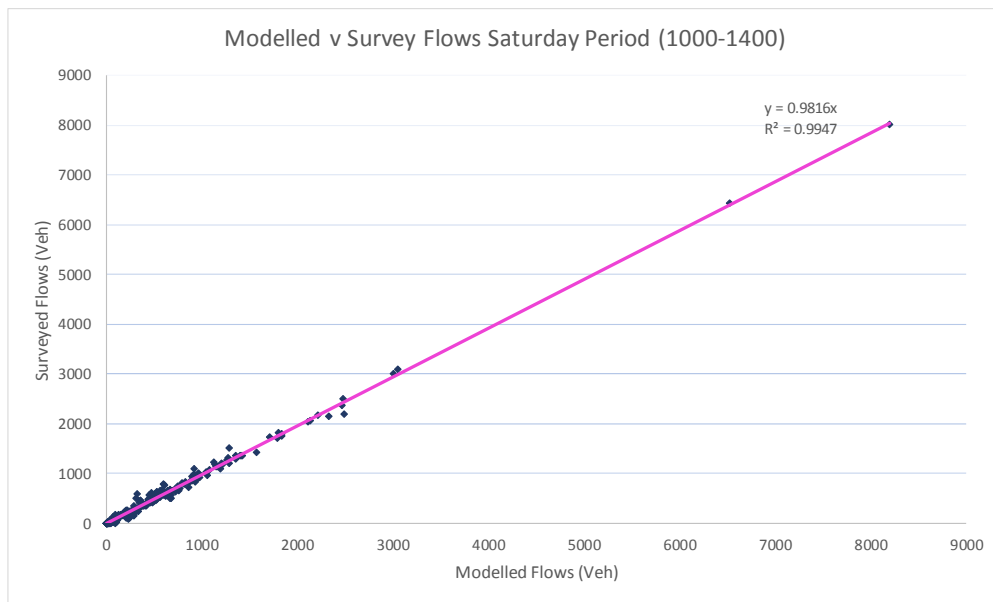


Figure 5.4 : Saturday Period XY Scatter Plot, Observed v Modelled

The XY scatter plot analyses shows all periods to have both an R² value and line of best fit value of close to 1.

In an ideal situation, the observed and assigned flows plotted would form a single line and show a positive correlation between each variable, i.e. the line of best fit would be $y=x$. Given that traffic flows vary on a day to day basis and that the model generally aims to simulate an average day, and the fact that the surveyed data generally reflects a range of days across the study area, this can never realistically be achieved.

The results show that for all modelled periods the line of best fit closely matches the $y=x$ line and is well within the acceptability values of 0.9-1.1. With the exception of a few

outliers, the results show a close relationship between observed flows and those assigned within the model.

In addition, Checks were undertaken for each modelled hour and the R value (coefficient of determination) was shown to be above 0.95 in all cases as shown in Table 5.4 below.

Table 5.4 : Weekday and Saturday Hourly R Values

Period	Time (hh:mm)	R Value
AM	07:00-08:00	0.986
	08:00-09:00	0.984
	09:00-10:00	0.981
IP	10:00-11:00	0.990
	11:00-12:00	0.991
	12:00-13:00	0.987
	13:00-14:00	0.988
	14:00-15:00	0.986
	15:00-16:00	0.981
PM	16:00-17:00	0.984
	17:00-18:00	0.980
	18:00-19:00	0.984
SAT	10:00-11:00	0.995
	11:00-12:00	0.996
	12:00-13:00	0.996
	13:00-14:00	0.994

5.3 Journey Time Validation

A number of journey time routes were coded into the Didcot Base Model to reflect the surveyed routes. This allowed for comparison between modelled and observed journey times to be made to ensure that the model satisfactorily reflected on-street traffic conditions. The DMRB criteria for journey time validation is summarised in Table 5.1. The criteria states that a modelled journey time must be within 15% or within 1 minute of the observed journey time in more than 85% of cases.

Figure 5.5 details the journey time routes used for model validation, as derived from the journey time surveys.

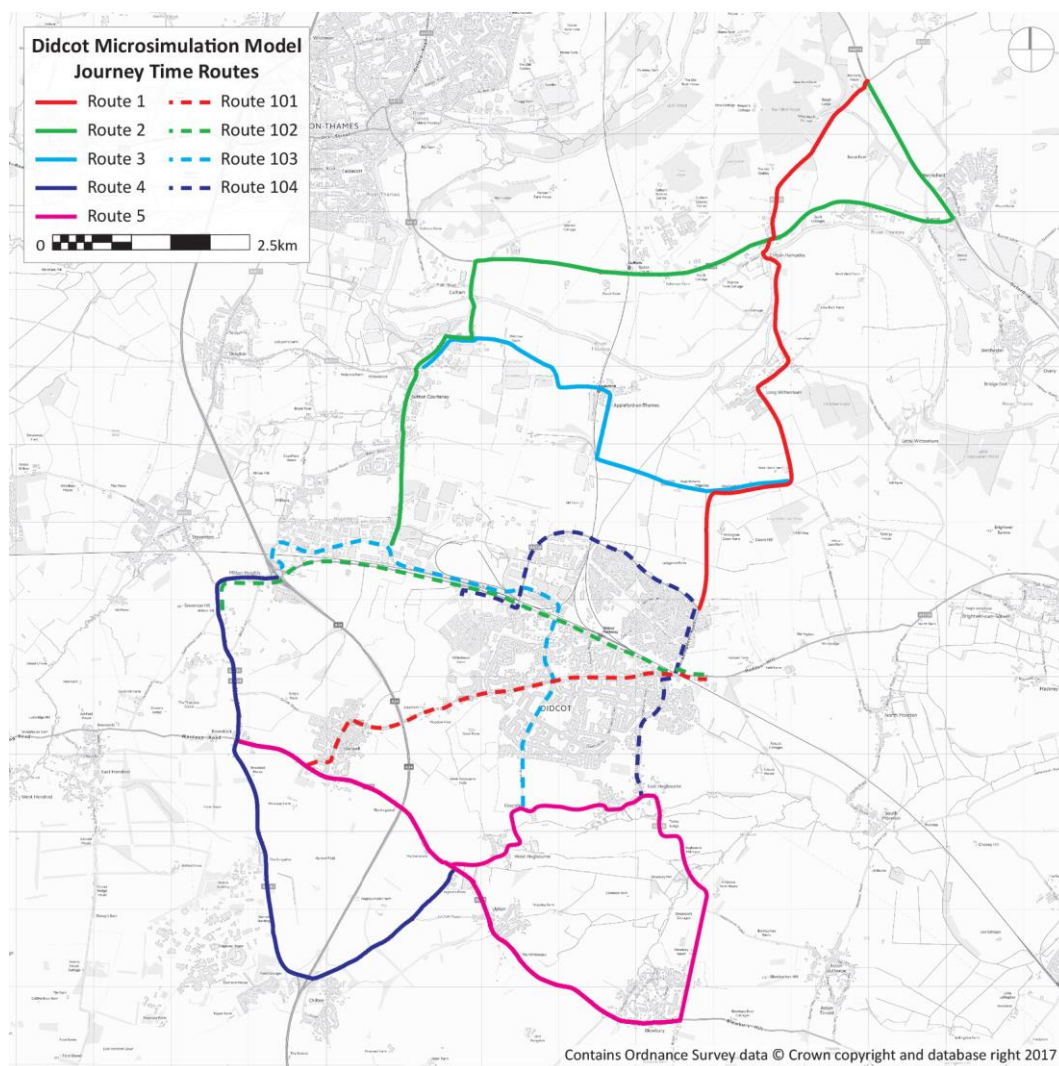


Figure 5.5 : Journey Time Routes

Comparisons between observed and modelled journey times on each of the 9 routes for each peak period are provided below, along with a discussion on a number of routes that do not meet the TAG criteria. Due to the low number of observed journey time runs peak hour comparisons are not presented.

The comparison between observed and modelled journey times on each route for the AM period (07:00-10:00) is shown in Table 5.5.

Table 5.5 : AM Period Average Journey Time Comparison

Route	Direction	Survey Count	Average Observed Time (mm:ss)	Average Modelled Time (mm:ss)	Diff	% Diff	Within DMRB?
101	E/B	7	14:17	11:47	02:30	17%	✘
101	W/B	6	11:52	10:29	01:23	12%	✔
102	E/B	5	14:37	14:35	00:02	0%	✔
102	W/B	5	13:56	15:05	01:09	8%	✔
103	N/B	5	14:24	11:52	02:32	18%	✘
103	S/B	6	12:22	13:07	00:45	6%	✔
104	N/B	7	11:57	13:54	01:57	16%	✘
104	S/B	7	10:22	10:25	00:02	0%	✔
1	N/B	3	13:34	12:49	00:45	6%	✔
1	S/B	4	15:24	14:20	01:04	7%	✔
2	N/B	2	17:38	24:13	06:35	37%	✘
2	S/B	2	17:25	21:02	03:37	21%	✘
3	E/B	9	07:47	07:37	00:10	2%	✔
3	W/B	7	07:36	08:25	00:50	11%	✔
4	N/B	6	12:19	11:04	01:15	10%	✔
4	S/B	5	10:40	10:23	00:17	3%	✔
5	E/B	3	23:39	15:44	07:55	33%	✘
5	W/B	2	21:57	16:17	05:40	26%	✘

The comparisons between observed and modelled journey times on each route for the IP period (10:00-16:00) is shown in Figure 5.6.

Table 5.6 : IP Period Average Journey Time Comparison

Route	Direction	Survey Count	Average Observed Time (mm:ss)	Average Modelled Time (mm:ss)	Diff	% Diff	Within DMRB?
101	E/B	7	11:14	08:58	02:16	20%	✘
101	W/B	7	10:39	09:13	01:26	14%	✔
102	E/B	6	11:21	09:53	01:29	13%	✔
102	W/B	6	10:58	09:01	01:58	18%	✘
103	N/B	8	10:33	08:53	01:41	16%	✘
103	S/B	7	09:50	09:11	00:39	7%	✔
104	N/B	7	10:11	08:22	01:49	18%	✘
104	S/B	8	09:47	08:01	01:46	18%	✘
1	N/B	7	11:08	09:16	01:51	17%	✘
1	S/B	8	10:23	08:53	01:31	15%	✔
2	N/B	4	15:49	15:28	00:20	2%	✔
2	S/B	5	17:16	17:02	00:13	1%	✔
3	E/B	5	07:27	05:57	01:29	20%	✘
3	W/B	7	07:17	05:59	01:17	18%	✘
4	N/B	8	10:10	07:27	02:44	27%	✘
4	S/B	8	09:19	07:11	02:07	23%	✘
5	E/B	2	22:14	13:38	08:36	39%	✘
5	W/B	2	20:57	13:51	07:06	34%	✘

The comparisons between observed and modelled journey times on each route for the PM period (16:00-19:00) is shown in Table 5.7.

Table 5.7 : PM Period Average Journey Time Comparison

Route	Direction	Survey Count	Average Observed Time (mm:ss)	Average Modelled Time (mm:ss)	Diff	% Diff	Within DMRB?
101	E/B	6	13:33	11:27	02:05	15%	✘
101	W/B	6	13:30	12:45	00:45	6%	✓
102	E/B	5	16:25	16:58	00:33	3%	✓
102	W/B	5	14:13	13:18	00:55	6%	✓
103	N/B	5	12:36	11:15	01:22	11%	✓
103	S/B	4	18:17	12:08	06:09	34%	✘
104	N/B	6	12:54	12:16	00:38	5%	✓
104	S/B	7	11:38	10:57	00:42	6%	✓
1	N/B	6	12:43	13:02	00:20	3%	✓
1	S/B	6	14:10	12:25	01:45	12%	✓
2	N/B	4	20:58	22:00	01:02	5%	✓
2	S/B	4	20:16	18:40	01:36	8%	✓
3	E/B	10	06:50	06:44	00:06	1%	✓
3	W/B	10	06:38	06:51	00:13	3%	✓
4	N/B	7	11:32	11:08	00:24	3%	✓
4	S/B	7	09:35	09:12	00:23	4%	✓
5	E/B	3	20:38	15:42	04:56	24%	✘
5	W/B	3	23:20	16:05	07:15	31%	✘

The comparisons between observed and modelled journey times on each route for the Saturday period (10:00-14:00) is shown in Table 5.8.

Table 5.8 : Saturday Period Average Journey Time Comparison

Route	Direction	Survey Count	Average Observed Time (mm:ss)	Average Modelled Time (mm:ss)	Diff	% Diff	Within DMRB?
101	E/B	8	10:57	10:29	00:27	4%	✓
101	W/B	9	12:34	10:00	02:34	20%	✗
102	E/B	9	15:29	10:50	04:39	30%	✗
102	W/B	8	11:02	09:42	01:20	12%	✓
103	N/B	10	09:57	09:38	00:18	3%	✓
103	S/B	10	10:09	09:50	00:20	3%	✓
104	N/B	10	09:57	09:19	00:39	6%	✓
104	S/B	11	09:53	09:00	00:53	9%	✓
1	N/B	8	11:41	10:06	01:35	14%	✓
1	S/B	8	11:35	09:53	01:42	15%	✓
2	N/B	6	16:55	17:10	00:15	1%	✓
2	S/B	7	16:49	17:19	00:29	3%	✓
3	E/B	11	07:32	06:38	00:54	12%	✓
3	W/B	11	07:47	06:39	01:09	15%	✓
4	N/B	13	08:56	08:34	00:22	4%	✓
4	S/B	13	08:42	08:25	00:17	3%	✓
5	E/B	6	21:26	15:32	05:54	28%	✗
5	W/B	5	21:45	15:53	05:53	27%	✗

The above tables show that the DMRB criteria is not met in some cases. In general, where there is a robust number of observations (6+) the model matches the observations well. Where a lower number of observations exists, the comparison is poor.

This is not surprising as the modelled data reflects a full sample of journeys through the period and the limited number of observations reflect sporadic sampling. In addition, on-board journey time videos were not available for many surveys, so checking the robustness of the observed data was not possible.

Further to the initial base model reporting, OCC provided further journey time data for the study area from the DfT, in the form of Trafficmaster GPS journey time data from 2016. This data was captured over the whole year, and therefore does not include the same sampling problems as the surveyed journey time dataset. The GPS data also allows the definition of an hourly, rather than periodic, observed journey time dataset. Further moving observer surveys undertaken by OCC in June 2018 were used to “validate” the GPS data where discrepancies were noted between previous observations of traffic conditions provided by the client team, and the conditions implied by the GPS journey times.

Journey times for the surveyed routes were extracted from this data set, and compared to the modelled journey times, at an hourly level. Tables 5.9-5.13 present the hourly comparisons between modelled and observed for each period (as a percentage difference), and indicate whether the DMRB criteria (modelled within 15% of observed) has been achieved for each route, by hour.

Table 5.9 : AM Period GPS Average Journey Time Comparison

Route	Direction	07:00-08:00	DMRB	08:00-09:00	DMRB	09:00-10:00	DMRB
101	E/B	-2%	1	4%	1	-1%	1
101	W/B	-9%	1	-2%	1	-3%	1
102	E/B	-14%	1	11%	1	12%	1
102	W/B	1%	1	40%	1	43%	1
103	N/B	-15%	1	-1%	1	4%	1
103	S/B	5%	1	12%	1	10%	1
104	N/B	1%	1	22%	0	7%	1
104	S/B	9%	1	39%	1	39%	1
1	N/B	-14%	1	3%	1	-5%	1
1	S/B	-7%	1	0%	1	6%	1
2	N/B	12%	1	9%	1	-3%	1
2	S/B	1%	1	-2%	1	11%	1
3	E/B	-8%	1	2%	1	-14%	1
3	W/B	-8%	1	12%	1	-13%	1
4	N/B	-21%	0	-13%	1	-10%	1
4	S/B	-18%	0	-16%	0	-12%	1
5	E/B	-2%	1	-3%	1	-4%	1
5	W/B	1%	1	-2%	1	-4%	1
Percentage Pass			89%		89%		100%

Table 5.10 : IP Period GPS Average Journey Time Comparison 1

Route	Direction	10:00-11:00	DMRB	11:00-12:00	DMRB	12:00-13:00	DMRB
101	E/B	-2%	1	-13%	1	-11%	1
101	W/B	-14%	1	-6%	1	-2%	1
102	E/B	-2%	1	-2%	1	0%	1
102	W/B	-1%	1	-2%	1	-2%	1
103	N/B	-10%	1	-10%	1	-10%	1
103	S/B	-7%	1	-5%	1	-3%	1
104	N/B	-5%	1	-4%	1	-2%	1
104	S/B	-5%	1	-5%	1	-6%	1
1	N/B	-10%	1	-10%	1	-10%	1
1	S/B	-12%	1	-11%	1	-12%	1
2	N/B	0%	1	0%	1	0%	1
2	S/B	2%	1	1%	1	2%	1
3	E/B	-12%	1	-12%	1	-14%	1
3	W/B	-12%	1	-13%	1	-14%	1
4	N/B	-14%	1	-15%	1	-24%	0
4	S/B	-13%	1	-13%	1	-12%	1
5	E/B	-3%	1	-4%	1	-2%	1
5	W/B	-7%	1	-4%	1	-7%	1
Percentage Pass			100%		100%		94%

Table 5.11 : IP Period GPS Average Journey Time Comparison 2

Route	Direction	13:00-14:00	DMRB	14:00-15:00	DMRB	15:00-16:00	DMRB
101	E/B	-2%	1	-11%	1	-17%	0
101	W/B	0%	1	-2%	1	-4%	1
102	E/B	-1%	1	-2%	1	-8%	1
102	W/B	-2%	1	1%	1	-4%	1
103	N/B	-7%	1	-7%	1	-9%	1
103	S/B	-4%	1	-4%	1	-6%	1
104	N/B	-3%	1	-4%	1	-3%	1
104	S/B	-4%	1	-4%	1	-5%	1
1	N/B	-10%	1	-11%	1	-15%	1
1	S/B	-11%	1	-14%	1	-18%	0
2	N/B	1%	1	-1%	1	-6%	1
2	S/B	1%	1	3%	1	10%	1
3	E/B	-13%	1	-15%	1	-15%	1
3	W/B	-12%	1	-11%	1	-12%	1
4	N/B	-18%	0	-15%	1	-16%	0
4	S/B	-8%	1	-12%	1	-10%	1
5	E/B	-4%	1	-3%	1	-4%	1
5	W/B	-1%	1	-4%	1	-2%	1
Percentage Pass			94%		100%		83%

Table 5.12 : PM Period GPS Average Journey Time Comparison

Route	Direction	16:00-17:00	DMRB	17:00-18:00	DMRB	18:00-19:00	DMRB
101	E/B	-2%	1	4%	1	0%	1
101	W/B	0%	1	8%	1	7%	1
102	E/B	12%	1	25%	1	10%	1
102	W/B	1%	1	10%	1	-3%	1
103	N/B	-10%	1	-10%	1	-5%	1
103	S/B	1%	1	-11%	1	-4%	1
104	N/B	5%	1	12%	1	3%	1
104	S/B	14%	1	20%	1	3%	1
1	N/B	-6%	1	15%	1	-11%	1
1	S/B	-2%	1	-10%	1	-4%	1
2	N/B	4%	1	5%	1	1%	1
2	S/B	-7%	1	0%	1	-3%	1
3	E/B	-12%	1	-22%	0	-16%	0
3	W/B	-11%	1	-13%	1	-14%	1
4	N/B	-9%	1	2%	1	-15%	0
4	S/B	-6%	1	2%	1	-3%	1
5	E/B	-1%	1	0%	1	0%	1
5	W/B	-3%	1	-1%	1	-2%	1
Percentage Pass			100%		94%		89%

Table 5.13 : SAT Period GPS Average Journey Time Comparison

Route	Direction	10:00-11:00	DMRB	11:00-12:00	DMRB	12:00-13:00	DMRB	13:00-14:00	DMRB
101	E/B	-2%	1	-26%	0	-19%	0	-7%	1
101	W/B	-11%	1	-14%	1	-9%	1	-5%	1
102	E/B	-15%	1	-22%	0	-20%	0	-15%	1
102	W/B	-10%	1	-11%	1	-9%	1	-5%	1
103	N/B	-8%	1	0%	1	-3%	1	-2%	1
103	S/B	-8%	1	1%	1	1%	1	5%	1
104	N/B	-3%	1	-4%	1	-1%	1	0%	1
104	S/B	-7%	1	-4%	1	-4%	1	-1%	1
1	N/B	-10%	1	-11%	1	-13%	1	-11%	1
1	S/B	-11%	1	-10%	1	-14%	1	-11%	1
2	N/B	2%	1	3%	1	3%	1	2%	1
2	S/B	2%	1	-1%	1	-4%	1	0%	1
3	E/B	-13%	1	-14%	1	-14%	1	-10%	1
3	W/B	-9%	1	-11%	1	-9%	1	-9%	1
4	N/B	-11%	1	-13%	1	-9%	1	-8%	1
4	S/B	-6%	1	-7%	1	-9%	1	-7%	1
5	E/B	0%	1	0%	1	1%	1	2%	1
5	W/B	0%	1	-1%	1	0%	1	3%	1
Percentage Pass			100%		89%		89%		100%

All hours, with the exception of 15:00-16:00, achieve the required threshold of >85% of routes meeting the criteria. The three routes failing to meet the threshold in this hour only just exceed the 15% difference allowed.

Upon examining the GPS data, and comparing to the moving observer and modelled times, it became apparent that the GPS data did not capture the delays witnessed on the A4130 at peak times approaching the Frank Williams Drive signals. Further observations undertaken by the councils in June 2018 supported this observation. As such, for some hours, a number of routes which were failing due to discrepancies between modelled and observed times around Frank Williams drive were assumed to pass. These are noted in bold in the “DMRB” column of the tables above, and are as noted below:

- Route 102 WB, 08:00-09:00 and 09:00-10:00
- Route 102 EB, 17:00-18:00
- Route 104 SB, 08:00-09:00, 09:00-10:00 and 17:00-18:00

6. SUMMARY AND CONCLUSIONS

6.1 Summary

SYSTRA Ltd have been commissioned by South Oxfordshire District Council (SODC) and Vale of White Horse District Council (VoWHDC), through the Five Councils Partnership to develop a microsimulation base model of the Didcot area and future year scenario models reflecting the Council's future land allocations.

The model was developed using Paramics Discovery (V19) software. The simulation runs the AM Period (07:00-10:00), IP period (10:00-16:00), PM Period (16:00-19:00) and Saturday Period (10:00-14:00) independently.

Traffic surveys were undertaken in late 2016/mid 2017 to provide the traffic data information required to develop the model. Turn count, moving observer journey time and queue surveys were supplied.

The model has been calibrated and validated based on WebTAG and DMRB guidance and SYSTRA's Microsimulation Consultancy Good Practice Guide. Video footage from the surveys was also utilised to ensure the general behaviour of traffic in the model reflected the conditions on site.

In addition, a model demonstration and feedback meeting with OCC, SODC and VoWHDC was arranged to effectively 'sign off' the base model as representative of current conditions before proceeding with future year model development.

6.2 Conclusions

The Didcot 2017 Base model meets DMRB turn count flow criteria with 85% of cases meeting a GEH value < 5. Comparisons using the Flow band criteria shows a good result, with criteria 1 (700<>2700 vph within 15%) showing some modelled hours outwith the criteria (although there is a low sample in this case).

Modelled and observed journey time comparisons have shown that where robust observed data is available, the model reflects observed journey times well, and meets the DMRB/WebTAG criteria.

OCC, SODC and VoWHDC have reviewed the model and resulting traffic conditions, and are satisfied that the general traffic conditions observed on a daily basis are reflected in the model.

The Base model is considered fit for the purpose of Reference Case development and Future Year testing.

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.

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The SYSTRA logo is displayed in a bold, red, sans-serif font. The letters are thick and closely spaced, with a slight shadow effect behind them, giving it a three-dimensional appearance. The 'S' and 'Y' are particularly prominent due to their size and the way they connect to the other letters.

Appendix F – HIF1 Paramics Modelling Forecasting Note (September 2021)

HIF1 PARAMICS MODELLING

FORECASTING NOTE

SUMMARY TABLE

Client/Project owner	Oxfordshire County Council
Project	HIF1 Paramics Modelling
Title of Document	Forecasting Note
Type of Document	Technical Note
Date	15/09/2021
Reference number	GB01T19H79/15/09/21/TA
Number of pages	17

1. INTRODUCTION

SYSTRA Ltd (SYSTRA) were commissioned by South Oxfordshire District Council (SODC) and Vale of White Horse District Council (VoWHDC) in partnership with Oxfordshire County Council (OCC) in 2017 to develop a base year (2017) Paramics Discovery traffic microsimulation model covering the wider Didcot area.

The subsequent development of this model is detailed in the report *Didcot Microsimulation Base Model Development Report (SYSTRA, September 2018)*.

The model has subsequently been used to support OCC and AECOM in taking the proposed Housing Infrastructure Fund (HIF) schemes through the planning process.

This technical note outlines the development of three future year development scenarios, as defined by OCC and AECOM to satisfy the study requirements using information provided by SODC and VoWHDC, reflecting the development completed to 2020 and the expected LDP build out to 2024 and 2034.

The forecasting was underpinned by cordon demands for the study area from runs of the Oxfordshire Strategic Model (OSM), undertaken by Atkins on behalf of SODC/VoWHDC and as detailed in the spreadsheet report *OSM - Local Plan - Housing and Employment_v55_2031_A40_AER_all_sites_external.xlsm*.

2. EXTERNAL TRAFFIC GROWTH

The increase in traffic between external model zones (i.e. traffic travelling through the study area) was derived directly from OSM.

Cordon demands for the study area for the AM, IP and PM peak hours were provided for:

- OSM base year of 2013
- 2021

- 2031

These were factored up to peak period using peak hour expansion factors defined in the OSM model development report. These are:

- AM – 2.5
- IP – 6
- PM – 2.63

Growth increments were then defined to apply to the 2017 base year demands, as below:

- 2017 to 2020 increase – $3/8 * (2021 \text{ OSM} - 2013 \text{ OSM})$
- 2017 to 2024 increase – $4/8 * (2021 \text{ OSM} - 2013 \text{ OSM}) + 3/10 (2031 \text{ OSM} - 2021 \text{ OSM})$
- 2017 to 2034 increase - $4/8 * (2021 \text{ OSM} - 2013 \text{ OSM}) + (2031 \text{ OSM} - 2021 \text{ OSM})$

The OSM model assumes all LDP development is in place by 2031, and so the 2031 cordon has been assumed to derive the full 2034 external growth for the paramics model.

Tables 1-3 show the 2017 base model demand totals, compared to the equivalent future year totals including the external growth increments, by model period.

	2017 Base	2020 Base + External	2024 Base + External	2034 Base + External
Matrix 1, Car	45699	46155	46290	46407
Matrix 2, LGV	6130	6242	6368	6594
Matrix 3, HGV	2142	2167	2193	2234

Table 1. AM Demands with external growth applied

	2017 Base	2020 Base + External	2024 Base + External	2034 Base + External
Matrix 1, Car	66136	67948	69374	71518
Matrix 2, LGV	10482	10702	10946	11347
Matrix 3, HGV	4051	4071	4098	4144

Table 2. IP Demands with external growth applied

	2017 Base	2020 Base + External	2024 Base + External	2034 Base + External
Matrix 1, Car	50646	51201	51521	52315
Matrix 2, LGV	4796	4834	4904	5056
Matrix 3, HGV	997	999	1009	1028

Table 3. PM Demands with external growth applied

3. DEVELOPMENT RELATED TRAFFIC – TRIP GENERATION

OCC defined the updated levels of residential and commercial development to be reflected in each of the scenarios, using the most up to date information available, provided by the Local Planning Authorities (SODC and VoWHDC).

Table 4 details the residential developments and the number of additional units to those present in the base year (2017) to be reflected in each scenario, for developments with completions post 2017 only.

Site Name	Model Zone	Units additional to base year by scenario		
		2020	2024	2034
Ladygrove East - Land off A4130, Hadden Hill, Didcot	125	0	107	642
Long Reach, Didcot Road	128	0	19	19
Land Adjacent to the Village Hall	129	0	70	74
Land at Didcot Road, Great Western Park	130	514	514	514
Land off fieldside track	131	0	36	36
Land to the south of Blenheim Hill Harwell	137	60	60	60
Land at Barnett Road Steventon OX13 6AJ	139	65	65	65
Land south of Appleford Road, Phase 1	140	85	101	101
Land south of Appleford Road, Phase 2	140	0	91	91
Land at Abingdon Road Steventon	143	15	15	15
Land to south of Hadden Hill Didcot	144	74	74	74
Land to the West of Great Western Park (Valley Park)	145	0	384	4254
Land at Reading Road Harwell	146	3	16	16
Land at former Didcot A	147	0	0	120
Land at former Didcot A	147	0	0	280
Didcot Gateway South	148	0	100	300
Land North of Grove Road Harwell	149	191	207	207
Land off Hanney Road Steventon OX13 6AS	150	44	44	44
Land to the north east of Didcot	151	27	548	1880
Land north of Appleford Road	152	0	43	93
Land off Drayton Road, Milton	153	18	18	18
Land to north of Manor Close	154	18	18	18
Land to the South of A4130 Didcot	155	31	166	166
Milton Heights (Allocation - Site 9)	156	56	186	458
Land at Milton Hill, Milton Heights	157	32	53	53
East of Sutton Courtenay (Allocation - Site 5)	158	0	0	200
Chailey House Bessels Way	159	22	22	22
Land adjacent Culham Science centre	160	0	0	1850
Great Western Park	161	818	1155	1155
Orchard Centre Phase 2	162	0	0	300
North West Valley Park (Allocation - Site 8)	163	0	0	800
Vauxhall Baracks	164	0	0	300
Land at Berinsfeld	165	0	0	1600
Total		2073	4112	15825

Table 4. Residential developments by scenario

Tables 5, 6 and 7 detail the additional commercial development floorspace, in Sqm, included in each scenario, where the types of development are:

- B1 – Business Park
- B2 – Industrial Unit
- B8 – Storage
- B8 – Data Centre
- A1 – Shops and Retail
- C1 – Hotel

Site Name	Model Zone	2020						Total
		B1	B2	B8 (Storage)	B8 (Data)	A1	C1	
Southmead Industrial Estate	167	656	0	0	0	0	0	656
Culham Science Centre	168	0	0	0	0	0	0	0
Land West of CSC Inc No.1 Site	169	0	0	0	0	0	0	0
Berinsfield Regeneration	170	0	0	0	0	0	0	0
Milton Park	171	11472	0	0	0	0	10563	22035
Harwell Campus	172	11723	0	0	0	0	0	11723
Other Premises Adjacent to Didcot Power Station - Diagio	174	0	0	0	0	0	0	0
Didcot A	175	0	0	22483	0	0	0	22483
Milton Hill Business and Technology Park	176	0	0	0	0	0	0	0
D-Tech- EZ 2	177	0	0	0	0	0	0	0
Milton Interchange Site- EZ2	178	0	0	0	0	0	0	0
Orchard Centre Expansion	NA	0	0	0	0	11155	0	11155
Total		23851	0	22483	0	11155	10563	68052

Table 5. 2020 Commercial Development

Site Name	Model Zone	2024						Total
		B1	B2	B8 (Storage)	B8 (Data)	A1	C1	
Southmead Industrial Estate	167	656	0	0	0	0	0	656
Culham Science Centre	168	13632	0	0	0	0	0	13632
Land West of CSC Inc No.1 Site	169	4851	255	0	0	0	0	5106
Berinsfield Regeneration	170	0	0	0	0	0	0	0
Milton Park	171	31411	0	0	0	0	10563	41974
Harwell Campus	172	75427	6993	0	0	0	0	82420
Other Premises Adjacent to Didcot Power Station - Diagio	174	0	0	28907	68750	0	0	97657
Didcot A	175	2502	5505	27988	0	1351	0	37346
Milton Hill Business and Technology Park	176	0	0	0	0	0	0	0
D-Tech- EZ 2	177	0	1000	0	22000	0	0	23000
Milton Interchange Site- EZ2	178	0	0	0	0	0	0	0
Orchard Centre Expansion	NA	0	0	0	0	11155	0	11155
Total		128479	13753	56895	90750	12506	10563	312946

Table 6. 2024 Commercial Development

Site Name	Model Zone	2034						Total
		B1	B2	B8 (Storage)	B8 (Data)	A1	C1	
Southmead Industrial Estate	167	9076	0	0	0	0	0	9076
Culham Science Centre	168	56079	0	0	0	0	0	56079
Land West of CSC Inc No.1 Site	169	4851	255	0	0	0	0	5106
Berinsfield Regeneration	170	9671	10768	11350	0	0	0	31789
Milton Park	171	76889	0	0	0	0	10563	87451
Harwell Campus	172	103434	35000	0	0	0	0	138434
Other Premises Adjacent to Didcot Power Station - Diagio	174	0	0	28907	68750	0	0	97657
Didcot A	175	25000	55000	77483	0	13500	0	170983
Milton Hill Business and Technology Park	176	0	0	11338	0	0	0	11338
D-Tech- EZ 2	177	0	5000	0	110000	0	0	115000
Milton Interchange Site- EZ2	178	9380	0	0	0	2704	1294	13378
Orchard Centre Expansion	NA	0	0	0	0	11155	0	11155
Total		294379	106023	129078	178750	27359	11857	747446

Table 7. 2034 Commercial Development

The tables show the area for the Orchard Centre Expansion to be “NA”. This was an imminent development, and so was included in all scenarios as per the transport assessment (TA) for the proposed expansion. The centre is reflected as an individual zone in the base model, reflecting the site’s current level of development. The TA was used to derive a simple growth factor of 12% to apply to all trips to and from the centre in all periods in the base demands, to calculate the future year trips to and from the development.

For the majority of other developments, trip rates by development type were derived using TRICS and applied to generate the total volume of trips to and from each development in each period. Tables 8-11 show the TRICS trip rates by development and vehicle type, where relevant.

The trip rate for the B8 Data Centre was taken from the Transport Statement for the D-Tech Site which includes a trip rate for a Data Centre. See *Transport Statement – Didcot Technology Park (D-Tech) – Proposed Data Centre, Glanville, June 2020*.

Development Type	Arrivals			Departures		
	07:00	08:00	09:00	07:00	08:00	09:00
Private Housing	0.096	0.152	0.154	0.372	0.419	0.180
Private Flats	0.038	0.085	0.092	0.077	0.208	0.154
B1 Business Park Cars	0.180	0.503	0.306	0.019	0.060	0.090
B1 Business Park LGV	0.025	0.055	0.036	0.011	0.049	0.047
B1 Business Park OGV	0.006	0.016	0.014	0.002	0.013	0.016
B2 Industrial Unit Cars	0.050	0.038	0.013	0.000	0.000	0.025
B2 Industrial Unit LGV	0.013	0.013	0.025	0.000	0.013	0.013
B2 Industrial Unit OGV	0.075	0.100	0.113	0.063	0.075	0.125
C1 Hotel Car	0.161	0.299	0.393	0.253	0.314	0.214
C1 Hotel LGV	0.018	0.020	0.051	0.031	0.018	0.038
C1 Hotel OGV	0.005	0.013	0.005	0.003	0.013	0.008
A1 Shops & Retail Car	0.044	0.112	0.605	0.006	0.019	0.387
A1 Shops & Retail LGV	0.012	0.012	0.050	0.012	0.000	0.056
A1 Shops & Retail OGV	0.006	0.012	0.000	0.000	0.019	0.006
B8 Distribution Centre Car	0.048	0.090	0.065	0.015	0.042	0.053
B8 Distribution Centre LGV	0.007	0.019	0.041	0.004	0.067	0.033
B8 Distribution Centre OGV	0.004	0.020	0.004	0.004	0.012	0.008
B8 Data Centre Car	0.008	0.017	0.014	0.000	0.002	0.002

Table 8. AM trip rates

Development Type	Arrivals					
	10:00	11:00	12:00	13:00	14:00	15:00
Private Housing	0.125	0.155	0.148	0.171	0.146	0.258
Private Flats	0.162	0.138	0.208	0.192	0.146	0.092
B1 Business Park Cars	0.101	0.090	0.161	0.166	0.101	0.069
B1 Business Park LGV	0.057	0.063	0.047	0.033	0.046	0.027
B1 Business Park OGV	0.009	0.006	0.017	0.005	0.003	0.017
B2 Industrial Unit Cars	0.013	0.013	0.025	0.000	0.013	0.000
B2 Industrial Unit LGV	0.063	0.025	0.025	0.000	0.013	0.025
B2 Industrial Unit OGV	0.013	0.088	0.200	0.113	0.038	0.063
C1 Hotel Car	0.273	0.094	0.242	0.232	0.181	0.225
C1 Hotel LGV	0.018	0.018	0.008	0.010	0.008	0.010
C1 Hotel OGV	0.000	0.000	0.008	0.005	0.003	0.000
A1 Shops & Retail Car	0.829	0.954	1.216	1.110	1.104	0.792
A1 Shops & Retail LGV	0.037	0.056	0.050	0.056	0.050	0.075
A1 Shops & Retail OGV	0.006	0.006	0.006	0.006	0.000	0.006
B8 Distribution Centre Car	0.025	0.082	0.036	0.090	0.070	0.000
B8 Distribution Centre LGV	0.081	0.000	0.073	0.000	0.035	0.113
B8 Distribution Centre OGV	0.004	0.000	0.004	0.004	0.012	0.004
B8 Data Centre Car	0.008	0.006	0.009	0.007	0.009	0.009

Table 9. IP trip rates – Arrivals

Development Type	Departures					
	10:00	11:00	12:00	13:00	14:00	15:00
Private Housing	0.162	0.162	0.158	0.169	0.189	0.179
Private Flats	0.192	0.131	0.154	0.192	0.146	0.123
B1 Business Park Cars	0.060	0.088	0.188	0.132	0.126	0.129
B1 Business Park LGV	0.063	0.057	0.036	0.047	0.043	0.024
B1 Business Park OGV	0.014	0.006	0.011	0.009	0.003	0.016
B2 Industrial Unit Cars	0.013	0.000	0.013	0.000	0.000	0.000
B2 Industrial Unit LGV	0.038	0.025	0.000	0.025	0.013	0.025
B2 Industrial Unit OGV	0.013	0.088	0.225	0.088	0.038	0.063
C1 Hotel Car	0.191	0.194	0.174	0.191	0.207	0.253
C1 Hotel LGV	0.015	0.013	0.008	0.015	0.005	0.015
C1 Hotel OGV	0.000	0.000	0.005	0.003	0.005	0.000
A1 Shops & Retail Car	0.705	0.885	1.073	1.172	1.203	0.817
A1 Shops & Retail LGV	0.031	0.050	0.044	0.056	0.062	0.069
A1 Shops & Retail OGV	0.006	0.000	0.006	0.000	0.000	0.000
B8 Distribution Centre Car	0.052	0.054	0.067	0.099	0.079	0.051
B8 Distribution Centre LGV	0.030	0.012	0.042	0.007	0.030	0.051
B8 Distribution Centre OGV	0.004	0.004	0.004	0.000	0.012	0.008
B8 Data Centre Car	0.010	0.008	0.013	0.012	0.014	0.012

Table 10. IP trip rates – Departures

Development Type	Arrivals			Departures		
	16:00	17:00	18:00	16:00	17:00	18:00
Private Housing	0.273	0.362	0.344	0.165	0.167	0.174
Private Flats	0.154	0.192	0.100	0.115	0.077	0.038
B1 Business Park Cars	0.054	0.054	0.015	0.342	0.374	0.192
B1 Business Park LGV	0.028	0.013	0.006	0.036	0.022	0.006
B1 Business Park OGV	0.005	0.005	0.002	0.009	0.005	0.006
B2 Industrial Unit Cars	0.013	0.000	0.000	0.050	0.075	0.038
B2 Industrial Unit LGV	0.000	0.000	0.000	0.025	0.000	0.000
B2 Industrial Unit OGV	0.025	0.000	0.013	0.050	0.000	0.000
C1 Hotel Car	0.209	0.196	0.260	0.299	0.250	0.242
C1 Hotel LGV	0.018	0.023	0.018	0.015	0.015	0.018
C1 Hotel OGV	0.003	0.000	0.000	0.003	0.003	0.000
A1 Shops & Retail Car	0.705	0.854	0.680	0.823	0.798	0.761
A1 Shops & Retail LGV	0.118	0.025	0.100	0.094	0.044	0.094
A1 Shops & Retail OGV	0.037	0.006	0.000	0.056	0.000	0.006
B8 Distribution Centre Car	0.045	0.055	0.043	0.052	0.031	0.094
B8 Distribution Centre LGV	0.045	0.027	0.000	0.065	0.063	0.000
B8 Distribution Centre OGV	0.004	0.012	0.004	0.004	0.012	0.004
B8 Data Centre Car	0.002	0.002	0.001	0.025	0.022	0.020

Table 11. PM trip rates

In addition to being used to derive trip totals for each site, the trip rates were also used to calculate demand release profiles by development type for use in the model with the new development zones.

Each new development in the model is reflected by a new zone.

The number of units/floorspace was combined with the trip rates to derive the number of vehicle trips associated with each development, by scenario. Residential sites generate only car trips, commercial sites may have associated car, LGV and HGV trips.

Tables 12-14 show the residential trips, by development, period, and by scenario.

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Ladygrove East - Land off A4130, Hadden Hill, Didcot	125	0	0	0	0	0	0
Long Reach, Didcot Road	128	0	0	0	0	0	0
Land Adjacent to the Village Hall	129	0	0	0	0	0	0
Land at Didcot Road, Great Western Park	130	207	499	516	524	503	260
Land off fieldside track	131	0	0	0	0	0	0
Land to the south of Blenheim Hill Harwell	137	23	55	60	61	56	29
Land at Barnett Road Steventon OX13 6AJ	139	26	63	65	66	64	33
Land south of Appleford Road, Phase 1	140	33	78	85	86	79	41
Land south of Appleford Road, Phase 2	140	0	0	0	0	0	0
Land at Abingdon Road Steventon	143	6	15	15	15	15	8
Land to south of Hadden Hill Didcot	144	28	67	74	75	68	35
Land to the West of Great Western Park (Valley Park)	145	0	0	0	0	0	0
Land at Reading Road Harwell	146	1	3	3	3	3	2
Land at former Didcot A	147	0	0	0	0	0	0
Didcot Gateway South	148	0	0	0	0	0	0
Land North of Grove Road Harwell	149	0	0	0	0	0	0
Land off Hanney Road Steventon OX13 6AS	150	77	185	192	195	187	97
Land to the north east of Didcot	151	18	43	44	45	43	22
Land north of Appleford Road	152	11	26	27	28	26	14
Land off Drayton Road, Milton	153	7	17	18	18	18	9
Land to north of Manor Close	154	7	17	18	18	18	9
Land to the South of A4130 Didcot	155	12	30	31	32	30	16
Milton Heights (Allocation - Site 9)	156	23	54	56	57	55	28
Land at Milton Hill, Milton Heights	157	13	31	32	33	31	16
East of Sutton Courtenay (Allocation - Site 5)	158	0	0	0	0	0	0
Chailey House Bessels Way	159	9	21	22	22	22	11
Land adjacent Culham Science centre	160	0	0	0	0	0	0
Great Western Park	161	329	794	820	834	801	414
Orchard Centre Phase 2	162	0	0	0	0	0	0
North West Valley Park (Allocation - Site 8)	163	0	0	0	0	0	0
Vauxhall Baracks	164	0	0	0	0	0	0
Land at Berinsfeld	165	0	0	0	0	0	0
Total		829	2001	2078	2111	2017	1043

Table 12. 2020 residential trips

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Ladygrove East - Land off A4130, Hadden Hill, Didcot	125	43	104	107	109	105	54
Long Reach, Didcot Road	128	8	18	19	19	19	10
Land Adjacent to the Village Hall	129	14	35	36	37	35	18
Land at Didcot Road, Great Western Park	130	207	499	516	524	503	260
Land off fieldside track	131	17	42	43	44	42	22
Land to the south of Blenheim Hill Harwell	137	23	55	60	61	56	29
Land at Barnett Road Steventon OX13 6AJ	139	26	63	65	66	64	33
Land south of Appleford Road, Phase 1	140	39	93	101	102	94	48
Land south of Appleford Road, Phase 2	140	35	84	91	92	85	44
Land at Abingdon Road Steventon	143	6	15	15	15	15	8
Land to south of Hadden Hill Didcot	144	28	67	74	75	68	35
Land to the West of Great Western Park (Valley Park)	145	154	373	385	391	376	194
Land at Reading Road Harwell	146	6	16	16	16	16	8
Land at former Didcot A	147	0	0	0	0	0	0
Didcot Gateway South	148	28	68	70	71	69	35
Land North of Grove Road Harwell	149	40	97	100	102	98	51
Land off Hanney Road Steventon OX13 6AS	150	83	201	208	211	203	105
Land to the north east of Didcot	151	18	43	44	45	43	22
Land north of Appleford Road	152	220	532	550	558	536	277
Land off Drayton Road, Milton	153	7	17	18	18	18	9
Land to north of Manor Close	154	7	17	18	18	18	9
Land to the South of A4130 Didcot	155	67	161	166	169	163	84
Milton Heights (Allocation - Site 9)	156	75	181	187	190	182	94
Land at Milton Hill, Milton Heights	157	21	51	53	54	52	27
East of Sutton Courtenay (Allocation - Site 5)	158	0	0	0	0	0	0
Chailey House Bessels Way	159	9	21	22	22	22	11
Land adjacent Culham Science centre	160	0	0	0	0	0	0
Great Western Park	161	464	1122	1158	1177	1131	584
Orchard Centre Phase 2	162	0	0	0	0	0	0
North West Valley Park (Allocation - Site 8)	163	0	0	0	0	0	0
Vauxhall Baracks	164	0	0	0	0	0	0
Land at Berinsfeld	165	0	0	0	0	0	0
Total		1647	3975	4122	4187	4008	2072

Table 13. 2024 residential trips

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Ladygrove East - Land off A4130, Hadden Hill, Didcot	125	258	623	644	654	629	325
Long Reach, Didcot Road	128	8	18	19	19	19	10
Land Adjacent to the Village Hall	129	14	35	36	37	35	18
Land at Didcot Road, Great Western Park	130	207	499	516	524	503	260
Land off fieldside track	131	37	90	93	95	91	47
Land to the south of Blenheim Hill Harwell	137	23	55	60	61	56	29
Land at Barnett Road Steventon OX13 6AJ	139	26	63	65	66	64	33
Land south of Appleford Road, Phase 1	140	39	93	101	102	94	48
Land south of Appleford Road, Phase 2	140	35	84	91	92	85	44
Land at Abingdon Road Steventon	143	6	15	15	15	15	8
Land to south of Hadden Hill Didcot	144	28	67	74	75	68	35
Land to the West of Great Western Park (Valley Park)	145	1710	4131	4267	4335	4165	2153
Land at Reading Road Harwell	146	6	16	16	16	16	8
Land at former Didcot A	147	161	388	401	408	392	202
Didcot Gateway South	148	30	72	74	75	72	37
Land North of Grove Road Harwell	149	121	291	301	306	294	152
Land off Hanney Road Steventon OX13 6AS	150	83	201	208	211	203	105
Land to the north east of Didcot	151	18	43	44	45	43	22
Land north of Appleford Road	152	756	1825	1886	1916	1841	951
Land off Drayton Road, Milton	153	7	17	18	18	18	9
Land to north of Manor Close	154	7	17	18	18	18	9
Land to the South of A4130 Didcot	155	67	161	166	169	163	84
Milton Heights (Allocation - Site 9)	156	184	445	459	467	448	232
Land at Milton Hill, Milton Heights	157	21	51	53	54	52	27
East of Sutton Courtenay (Allocation - Site 5)	158	80	194	201	204	196	101
Chailey House Bessels Way	159	9	21	22	22	22	11
Land adjacent Culham Science centre	160	744	1796	1856	1885	1811	936
Great Western Park	161	464	1122	1158	1177	1131	584
Orchard Centre Phase 2	162	121	291	301	306	294	152
North West Valley Park (Allocation - Site 8)	163	322	777	802	815	783	405
Vauxhall Baracks	164	121	291	301	306	294	152
Land at Berinsfeld	165	643	1554	1605	1630	1566	810
Total		6355	15349	15870	16123	15475	7998

Table 14. 2034 residential trips

Tables 15-23 show, by scenario and vehicle type, the commercial trips by period.

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Southmead Industrial Estate	167	6	1	5	5	1	6
Culham Science Centre	168	0	0	0	0	0	0
Land West of CSC Inc No.1 Site	169	0	0	0	0	0	0
Berinsfeld Regeneration	170	0	0	0	0	0	0
Milton Park	171	204	102	211	211	84	188
Harwell Campus	172	116	20	81	85	14	106
Other Premises Adjacent to Didcot Power Station - D	174	0	0	0	0	0	0
Didcot A	175	46	25	68	90	32	40
Milton Hill Business and Technology Park	176	0	0	0	0	0	0
D-Tech- EZ 2	177	0	0	0	0	0	0
Milton Interchange Site- EZ2	178	0	0	0	0	0	0
Total		372	148	364	391	132	340

Table 15. Commercial Development Trips, 2020, Car

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Southmead Industrial Estate	167	1	1	2	2	0	0
Culham Science Centre	168	0	0	0	0	0	0
Land West of CSC Inc No.1 Site	169	0	0	0	0	0	0
Berinsfield Regeneration	170	0	0	0	0	0	0
Milton Park	171	23	21	39	38	12	12
Harwell Campus	172	14	13	32	32	6	8
Other Premises Adjacent to Didcot Power Station - D	174	0	0	0	0	0	0
Didcot A	175	15	23	68	39	16	29
Milton Hill Business and Technology Park	176	0	0	0	0	0	0
D-Tech- EZ 2	177	0	0	0	0	0	0
Milton Interchange Site- EZZ	178	0	0	0	0	0	0
Total		52	58	141	111	34	49

Table 16. Commercial Development Trips, 2020, LGV

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Southmead Industrial Estate	167	0	0	0	0	0	0
Culham Science Centre	168	0	0	0	0	0	0
Land West of CSC Inc No.1 Site	169	0	0	0	0	0	0
Berinsfield Regeneration	170	0	0	0	0	0	0
Milton Park	171	7	6	8	8	2	3
Harwell Campus	172	4	4	7	7	1	2
Other Premises Adjacent to Didcot Power Station - D	174	0	0	0	0	0	0
Didcot A	175	6	5	6	7	4	4
Milton Hill Business and Technology Park	176	0	0	0	0	0	0
D-Tech- EZ 2	177	0	0	0	0	0	0
Milton Interchange Site- EZZ	178	0	0	0	0	0	0
Total		17	15	22	23	8	10

Table 17. Commercial Development Trips, 2020, HGV

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Southmead Industrial Estate	167	6	1	5	5	1	6
Culham Science Centre	168	135	23	94	99	17	124
Land West of CSC Inc No.1 Site	169	48	8	34	35	6	44
Berinsfield Regeneration	170	0	0	0	0	0	0
Milton Park	171	401	136	348	355	109	369
Harwell Campus	172	753	129	523	547	94	696
Other Premises Adjacent to Didcot Power Station - D	174	85	35	121	164	45	97
Didcot A	175	97	42	187	211	74	113
Milton Hill Business and Technology Park	176	0	0	0	0	0	0
D-Tech- EZ 2	177	10	1	11	15	1	16
Milton Interchange Site- EZZ	178	0	0	0	0	0	0
Total		1536	375	1322	1431	346	1466

Table 18. Commercial Development Trips, 2024, Car

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Southmead Industrial Estate	167	1	1	2	2	0	0
Culham Science Centre	168	16	15	37	37	6	9
Land West of CSC Inc No.1 Site	169	6	5	14	13	2	3
Berinsfield Regeneration	170	0	0	0	0	0	0
Milton Park	171	46	43	93	92	21	25
Harwell Campus	172	91	83	216	212	35	50
Other Premises Adjacent to Didcot Power Station - D	174	19	30	87	50	21	37
Didcot A	175	25	34	104	66	25	42
Milton Hill Business and Technology Park	176	0	0	0	0	0	0
D-Tech- EZ 2	177	1	0	2	1	0	0
Milton Interchange Site- EZ2	178	0	0	0	0	0	0
Total		205	210	555	474	111	167

Table 19. Commercial Development Trips, 2024, LGV

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Southmead Industrial Estate	167	0	0	0	0	0	0
Culham Science Centre	168	5	4	8	8	2	3
Land West of CSC Inc No.1 Site	169	2	2	4	4	1	1
Berinsfield Regeneration	170	0	0	0	0	0	0
Milton Park	171	14	12	20	20	4	7
Harwell Campus	172	47	42	79	81	12	19
Other Premises Adjacent to Didcot Power Station - D	174	8	7	8	9	6	6
Didcot A	175	25	22	38	39	9	10
Milton Hill Business and Technology Park	176	0	0	0	0	0	0
D-Tech- EZ 2	177	3	3	5	5	0	1
Milton Interchange Site- EZ2	178	0	0	0	0	0	0
Total		104	93	162	166	33	45

Table 20. Commercial Development Trips, 2024, HGV

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Southmead Industrial Estate	167	90	15	62	66	11	82
Culham Science Centre	168	555	95	386	405	69	509
Land West of CSC Inc No.1 Site	169	48	8	34	35	6	44
Berinsfield Regeneration	170	130	32	108	118	30	125
Milton Park	171	851	212	661	684	165	782
Harwell Campus	172	1058	184	734	757	132	996
Other Premises Adjacent to Didcot Power Station - D	174	85	35	121	164	45	97
Didcot A	175	563	197	1253	1297	451	775
Milton Hill Business and Technology Park	176	23	12	34	46	16	20
D-Tech- EZ 2	177	48	6	56	77	6	82
Milton Interchange Site- EZ2	178	124	37	243	242	81	160
Total		3575	833	3691	3890	1011	3674

Table 21. Commercial Development Trips, 2024, Car

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Southmead Industrial Estate	167	11	10	25	25	4	6
Culham Science Centre	168	65	60	153	151	26	36
Land West of CSC Inc No.1 Site	169	6	5	14	13	2	3
Berinsfield Regeneration	170	24	25	77	59	13	23
Milton Park	171	99	91	218	215	42	54
Harwell Campus	172	138	120	335	323	49	75
Other Premises Adjacent to Didcot Power Station - D	174	19	30	87	50	21	37
Didcot A	175	119	131	429	312	100	160
Milton Hill Business and Technology Park	176	8	12	34	20	8	15
D-Tech- EZ 2	177	3	1	8	6	0	1
Milton Interchange Site- EZ2	178	14	13	35	35	12	13
Total		505	498	1415	1209	278	423

Table 22. Commercial Development Trips, 2034, LGV

Site Name	Model Zone	AM		IP		PM	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Southmead Industrial Estate	167	3	3	5	5	1	2
Culham Science Centre	168	20	17	32	33	7	11
Land West of CSC Inc No.1 Site	169	2	2	4	4	1	1
Berinsfield Regeneration	170	38	34	64	65	8	10
Milton Park	171	30	26	46	47	10	16
Harwell Campus	172	138	124	239	241	26	38
Other Premises Adjacent to Didcot Power Station - D	174	8	7	8	9	6	6
Didcot A	175	192	174	323	324	45	56
Milton Hill Business and Technology Park	176	3	3	3	4	2	2
D-Tech- EZ 2	177	14	13	26	26	2	3
Milton Interchange Site- EZ2	178	4	4	6	6	2	4
Total		453	408	757	764	109	148

Table 23. Commercial Development Trips, 2034, HGV

4. DEVELOPMENT RELATED TRAFFIC – TRIP DISTRIBUTIONS

Trip distributions for the new developments, both commercial and residential, were derived from the OSM 2031 cordon matrices.

The OSM zone associated with each development was defined, in consultation with the councils, to provide a distribution for each site at OSM zone level, by period.

Trips were then split between the Paramics model zones (including the new development zones) using the relative proportion of each zone's origin and destination trip end total compared to the total for the zones associated with the OSM zone.

5. DEVELOPMENT RELATED TRAFFIC – DOUBLE COUNTING ADJUSTMENT

The simple addition of commercial and residential trips results in a double counting, where trips between new residential and commercial zones can be accounted for (for example) as both an outbound residential trip and inbound commercial trip.

To adjust for this double counting, the residential and commercial demand matrices were combined, and then the total number of inbound and outbound trips for each zone (development) compared with the trip ends for that development. In many cases the trip ends in this combined matrix exceeded those defined by the trip generation process, and

so the relevant rows/columns were factored accordingly such that the trip ends matched the trip generation for each development. This process in effect removes the double counting of trips included in both the residential and commercial trip distributions.

Tables 24-26 show the impact of this adjustment on the car development demands. No adjustment is required for LGV and HGV trips as these are only associated with commercial developments, and therefore there is no scope to double count these trips.

	Scenario		
	2020	2024	2034
Residential Cars	2830	5622	21704
Employment Cars	519	1911	4407
Final Car total	3204	7062	24485
Double Count Removed	145	471	1626

Table 24. AM development matrices double count adjustment

	Scenario		
	2020	2024	2034
Residential Cars	4188	8310	31993
Employment Cars	755	2752	7581
Final Car total	4728	10247	36597
Double Count Removed	215	815	2978

Table 25. IP development matrices double count adjustment

	Scenario		
	2020	2024	2034
Residential Cars	3060	6080	23473
Employment Cars	472	1812	4685
Final Car total	3384	7365	26310
Double Count Removed	148	527	1848

Table 26. PM development matrices double count adjustment

6. FORECAST MATRIX TOTALS

Tables 27-29 show the resulting matrix totals for the Scenario matrices, by period and matrix level.

Matrix	Scenario		
	2020	2024	2034
Car Base + Ext Growth	46,155	46,290	46,407
LGV Base + Ext Growth	6,242	6,368	6,594
HGV Base + Ext Growth	2,167	2,193	2,234
Development Car	3,204	7,062	24,485
Development LGV	110	415	1,003
Development HGV	33	197	861
Total	57,910	62,524	81,583

Table 27. AM matrix totals

Matrix	Scenario		
	2020	2024	2034
Car Base + Ext Growth	67,948	69,374	71,518
LGV Base + Ext Growth	10,702	10,946	11,347
HGV Base + Ext Growth	4,071	4,098	4,144
Development Car	4,728	10,247	36,597
Development LGV	251	1,029	2,624
Development HGV	44	328	1,521
Total	87,744	96,023	127,750

Table 28. IP matrix totals

Matrix	Scenario		
	2020	2024	2034
Car Base + Ext Growth	51,201	51,521	52,315
LGV Base + Ext Growth	4,834	4,904	5,056
HGV Base + Ext Growth	999	1,009	1,028
Development Car	3,384	7,365	26,310
Development LGV	83	278	701
Development HGV	18	78	257
Total	60,519	65,154	85,668

Table 29. PM matrix totals

Initial model runs exhibited significant congestion in 2034 with the full development demand in place. As agreed with OCC, for the 2034 scenario the model assumes 100% demand for existing trips, and 80% of demand for the development matrices. The demand reduction is considered reasonable for a number of reasons to enable a more realistic future scenario:

- The model uses a generic trip rate across all development in the area. A demand reduction is required to align the trip generation with trip rates recently accepted by OCC TDC for planning applications sites in Didcot. This accounts for approximately half of the demand reduction.

- It is assumed that the Garden Town principles will continue to be enacted in this area over the next 14 years, increasing the usage of sustainable modes. Modal shift from these developments later in the plan period (over a decade away) is more likely as they are coming alongside significantly improved pedestrian / cycle / public transport provisions. The Paramics model is not multi-modal so cannot automatically account for improved NMU infrastructure, therefore a demand reduction is used as a proxy.
- The largest new sites follow good spatial strategies and are in more sustainable locations near public transport hubs and / or are located nearer the growing employment areas which will have significantly improved NMU routes.

As such, the final model demands reduce the development Car, LGV and HGV matrices to 80% of that shown in tables 27-29.

Tables 30-32 present the final demands.

Matrix	Scenario		
	2020	2024	2034
Car Base + Ext Growth	46,155	46,290	46,407
LGV Base + Ext Growth	6,242	6,368	6,594
HGV Base + Ext Growth	2,167	2,193	2,234
Development Car	3,204	7,062	19,588
Development LGV	110	415	802
Development HGV	33	197	689
Total	57,910	62,524	76,314

Table 30. AM final demand totals

Matrix	Scenario		
	2020	2024	2034
Car Base + Ext Growth	67,948	69,374	71,518
LGV Base + Ext Growth	10,702	10,946	11,347
HGV Base + Ext Growth	4,071	4,098	4,144
Development Car	4,728	10,247	29,277
Development LGV	251	1,029	2,099
Development HGV	44	328	1,217
Total	87,744	96,023	119,602

Table 31. IP Final demand totals

Matrix	Scenario		
	2020	2024	2034
Car Base + Ext Growth	51,201	51,521	52,315
LGV Base + Ext Growth	4,834	4,904	5,056
HGV Base + Ext Growth	999	1,009	1,028
Development Car	3,384	7,365	21,048
Development LGV	83	278	561
Development HGV	18	78	206
Total	60,519	65,154	80,214

Table 32. PM final demand totals

Appendix G – HIF1 Paramics Modelling Future Year Infrastructure Note (September 2021)

HIF1 PARAMICS MODELLING

FUTURE YEAR INFRASTRUCTURE NOTE

SUMMARY TABLE

Client/Project owner	Oxfordshire County Council
Project	HIF1 Paramics Modelling
Title of Document	Future Year Infrastructure Note
Type of Document	Technical Note
Date	21/09/2021
Reference number	GB01T19H79/21/09/2021
Number of pages	53

1. INTRODUCTION

- 1.1.1 SYSTRA Ltd (SYSTRA) were commissioned by South Oxfordshire District Council (SODC) and Vale of White Horse District Council (VoWHDC) in partnership with Oxfordshire County Council (OCC) in 2017 to develop a base year (2017) Paramics Discovery traffic microsimulation model covering the wider Didcot area.
- 1.1.2 The subsequent development of this model is detailed in the report *Didcot Microsimulation Base Model Development Report* (SYSTRA, September 2018).
- 1.1.3 The model has subsequently been used to support OCC and AECOM in taking the proposed Housing Infrastructure Fund (HIF) schemes through the planning process.
- 1.1.4 Five model networks for various HIF related scenarios were developed to satisfy the study requirements, defined by OCC and AECOM, as below:
- 2020 “Base”
 - 2024 with HIF infrastructure
 - 2024 without HIF infrastructure
 - 2034 with HIF infrastructure
 - 2034 without HIF infrastructure
- 1.1.5 Images of the full networks are shown in Appendix A.
- 1.1.6 Full details of the traffic demand forecasting can be found in *Didcot Garden Town Paramics Model, Future Year Forecasting Note (September 2021)*.

2. INFRASTRUCTURE CHANGES

2.1 2020 Base

2.1.1 The and 2020 Base model network was created from the 2017 Base network, with the addition of the following infrastructure schemes:

- Harwell Link Road – as per as built drawing
- A4185 Newbury Road/Thompson Avenue signals – as per drawing:
 - 60552579-HARWELL-SHE-SIG-01

2.1.2 Alterations were made to coded model speed limits at the following locations to reflect changes made since 2017:

- Chilton Interchange
- Chilton Road
- B4493 Didcot Road at Harwell Link Road
- Great Western Park
- A417 at East Hendred
- Milton Road
- A4130
- A415 at Culham

2.1.3 Images of the speed limits by link are shown in Appendix B.

2.1.4 The speed limits between 2024 with HIF to 2034 with HIF, and between 2024 without HIF to 2034 without HIF do not change. However, additional schemes are included in the 2034 networks, as described below.

2.1.5 Additional network detail was included at the following locations:

- Milton Hill – Between Trenchard Avenue and A4130 Abingdon Road
- Clifton Hampden High Street – Between High Street and A415 Abingdon Road
- Harwell Campus – internal site detail

2.2 2024 with HIF infrastructure and 2024 without HIF infrastructure

2.2.1 The 2024 with HIF infrastructure and 2024 without HIF infrastructure models include the following infrastructure schemes in addition to those included in the 2020 Base:

- Power Station/Manor Bridge Roundabout improvements, a developer promoted scheme (see Figure 1) – as per drawings:
 - P17190_701_P3
 - P17190_702_P2
- Featherbed Lane Improvements which includes realignment of Featherbed Lane, a roundabout at the junction with the A417 and a signalised junction with the A4130. (see Figure 2) – as per drawings:
 - FBLN-ATK-HGN-ZZ-DR-D-0002-C1
 - FBLN-ATK-HGN-ZZ-DR-D-0003- C1
 - FBLN-ATK-HGN-ZZ-DR-D-0004- C1
 - FBLN-ATK-HGN-ZZ-DR-D-0005- CA
 - FBLN-ATK-HGN-ZZ-DR-D-0006-C3
 - FBLN-ATK-HGN-ZZ-DR-D-0007- C3
 - FBLN-ATK-HGN-ZZ-DR-D-0008- C3
- NPR3 (see Figure 3) – as per drawings:
 - Didcot Perimeter Road Phase 3 – General Arrangement Plan

- Didcot Perimeter Road Phase 3 – A4130/B4016 North Roundabout
- DIDNPR3-ATK-HML-ZZ-DR-D
- Eastbound widening of A4130 between Steventon Lights and Milton Interchange and signalised junction at Trenchard Avenue (see Figure 4) – junction as per drawing and widening on instruction from OCC
 - IBH0582/2010
- Park Drive/High Street junction alteration which includes making High Street left in only at Park Drive with no access from High Street to Park Drive. There is a replacement link road between High Street and Western Avenue located approximately 100m to the north of Park Drive (see Figure 5) – as per instruction from OCC
- Signalised one way shuttle working on the B4016, of approximately 150m, over the bridge adjacent to Appleford Rail Station (see Figure 6)
- Various development access, discussed in detail in Section 3.



Figure 1. Power Station/Manor Bridge Roundabout Improvements



Figure 2. Featherbed Lane Improvements



Figure 3. NPR3

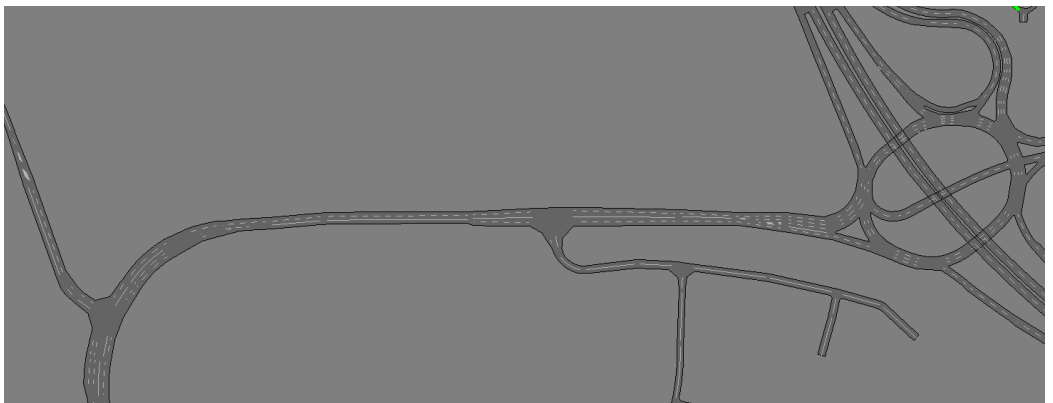


Figure 4. Eastbound A4130 Widening between Steventon Lights and Milton Interchange

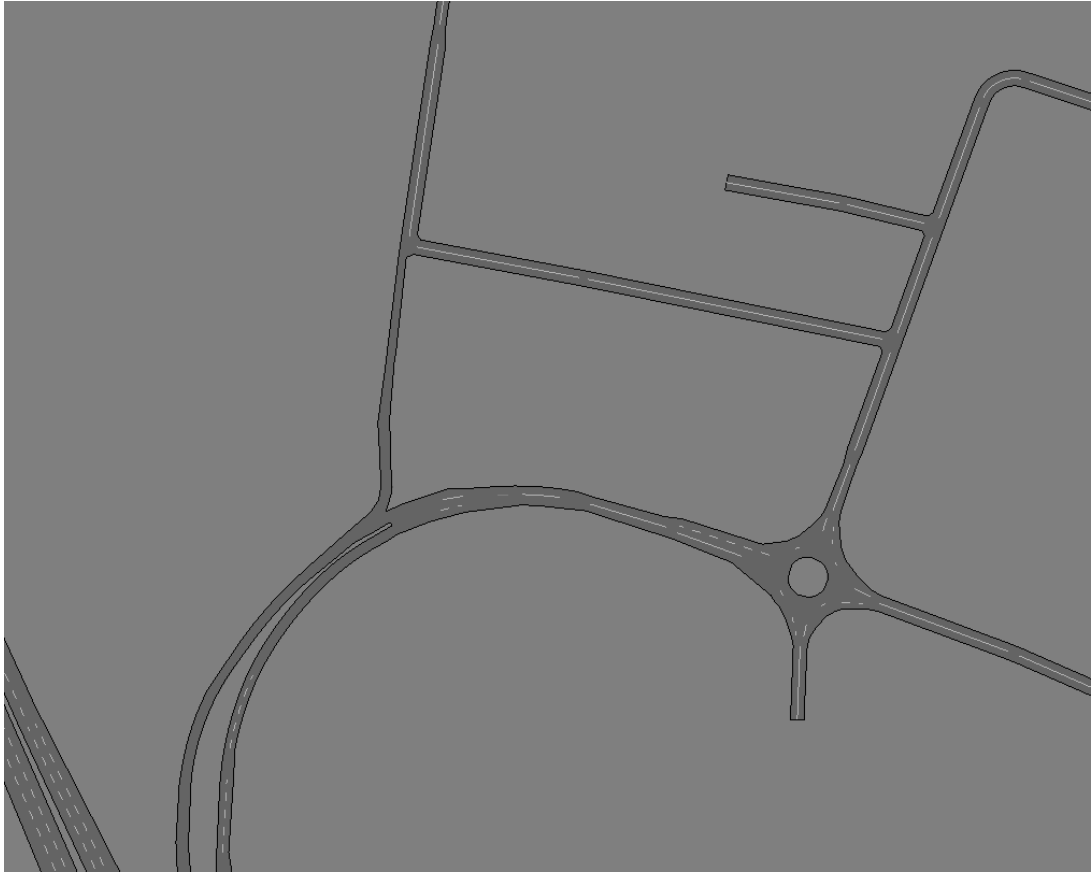


Figure 5. Park Drive/High Street junction alteration

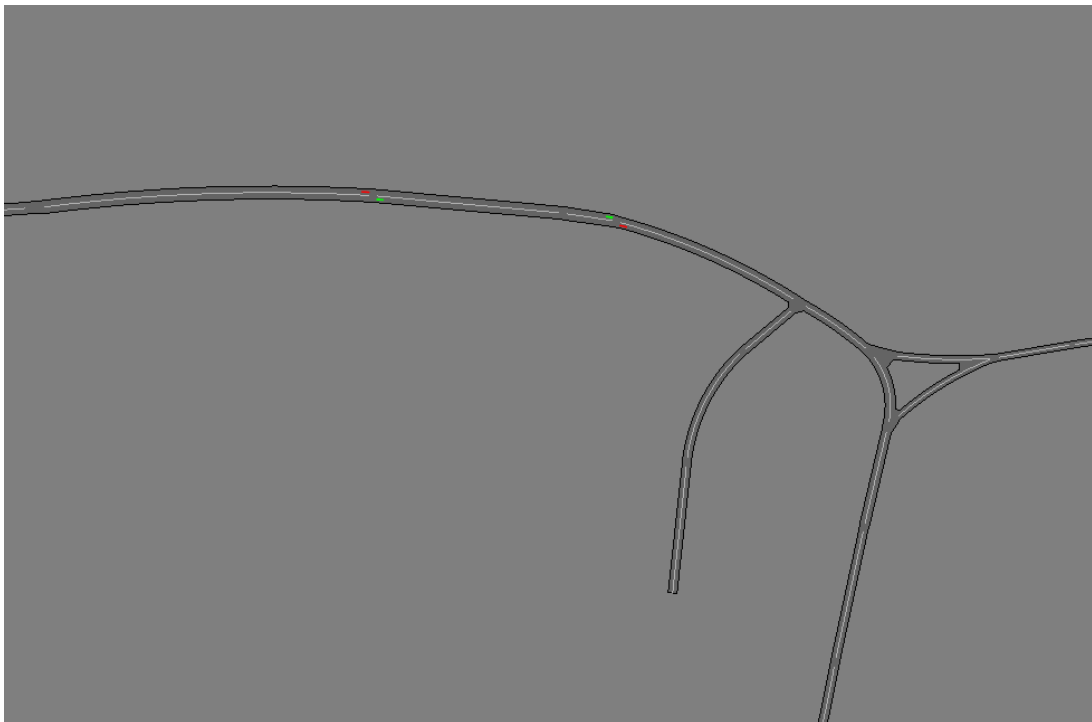


Figure 6. Appleford Shuttle Signals

2.3 2034 with HIF infrastructure and 2034 without HIF infrastructure

2.3.1 The 2034 with HIF infrastructure and 2034 without HIF infrastructure include the following infrastructure schemes in addition to those included in the 2020 Base and the 2024 with and without HIF models:

- Valley Park Spine Road (see Figure 7) – as per drawings:
 - 8106-0039-33 Illustrative Masterplan
 - 8106-0044-18 Illustrative Access & Movement Plan
 - 10219 - HL - 16A A4130 Western Access Junction
 - 10219 - HL - 61E B4493 Southern Site Access
 - Link between Valley Park and Great Western Park has been removed
- Milton Interchange improvements, including a dedicated left turn slip from A4130 west to A34 Northbound on slip and some widening of the circulating carriageway, this is a developer promoted scheme (see Figure 8) – as per drawings:
 - 10219-HL-80-B A34 Milton Hill Interchange Additional improvements
- Rowstock Bypass (see Figure 9) – as per instruction from OCC
- Chilton Interchange Signals, the signalisation of the A34 northbound offslip and the A4185 roundabout (Figure 10) – as per instruction from OCC
- Goldenballs Improvements, note no scheme was explicitly included here but simply the delay at the junction removed in the model so that it does not affect assessment of the HIF schemes (see Figure 11) – as per instruction from OCC
- Milton Road/Park Drive/Sutton Courtenay Road junction alteration, the roundabout is removed and replaced with a priority junction with the Milton Road-Park Drive movement having priority (see Figure 12) – as per instruction from OCC.
- Various development access, discussed in detail in Section 3.



Figure 7. Valley Park Spine Road

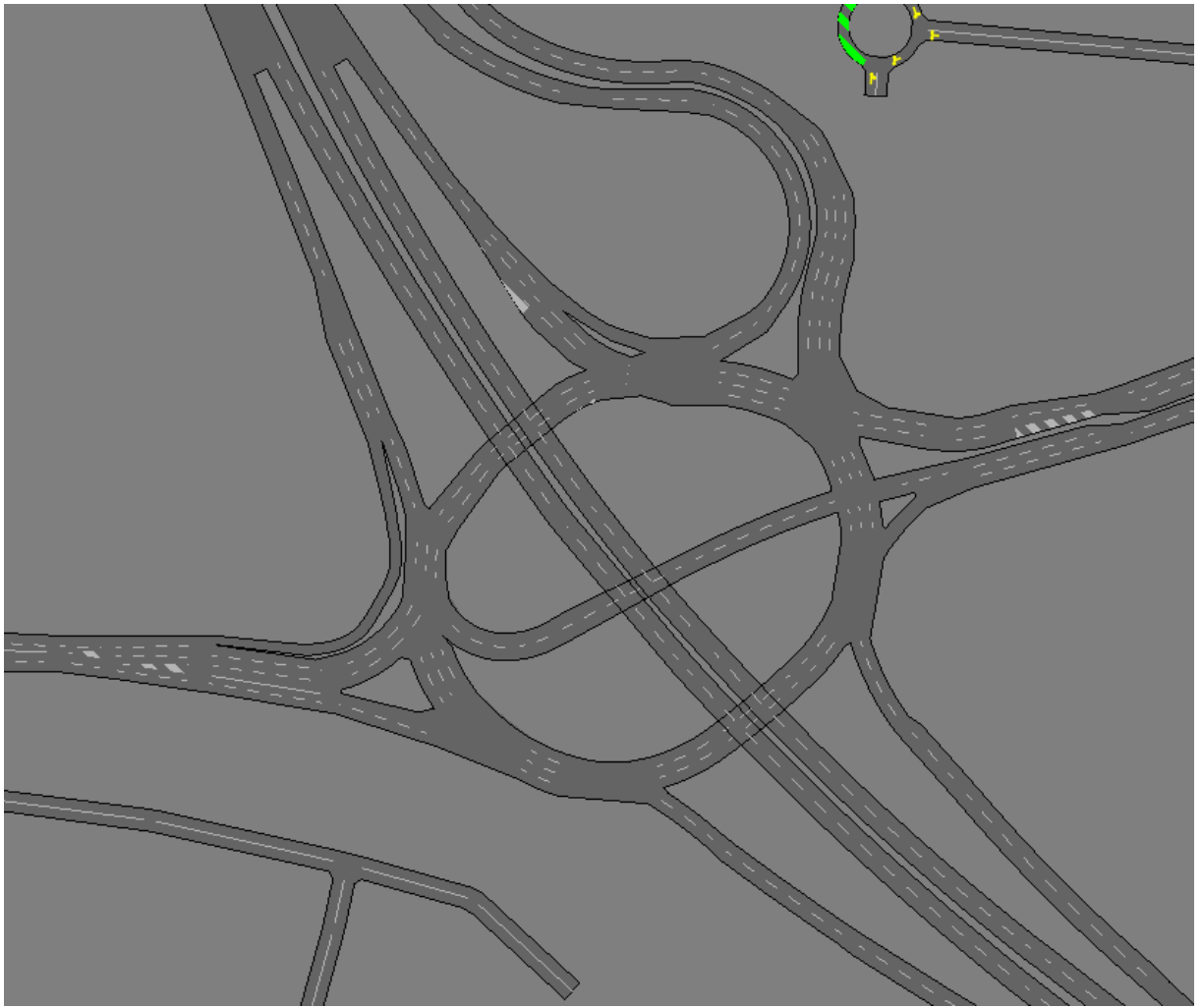


Figure 8. Milton Interchange Improvements

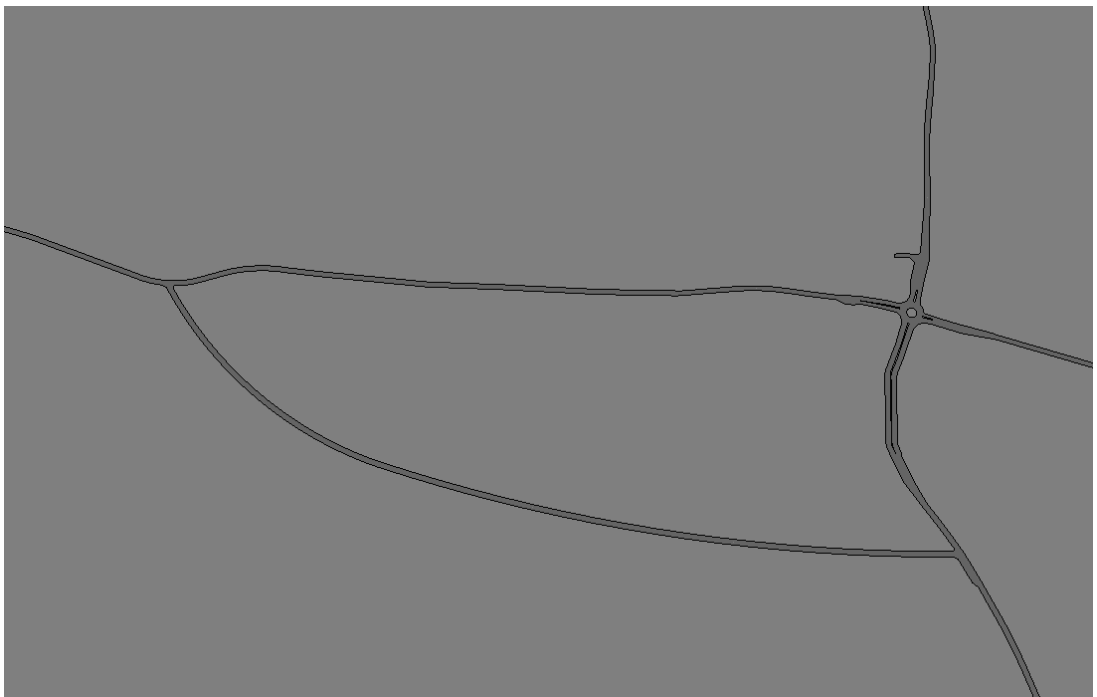


Figure 9. Rowstock Bypass



Figure 10. Chilton Interchange Signals

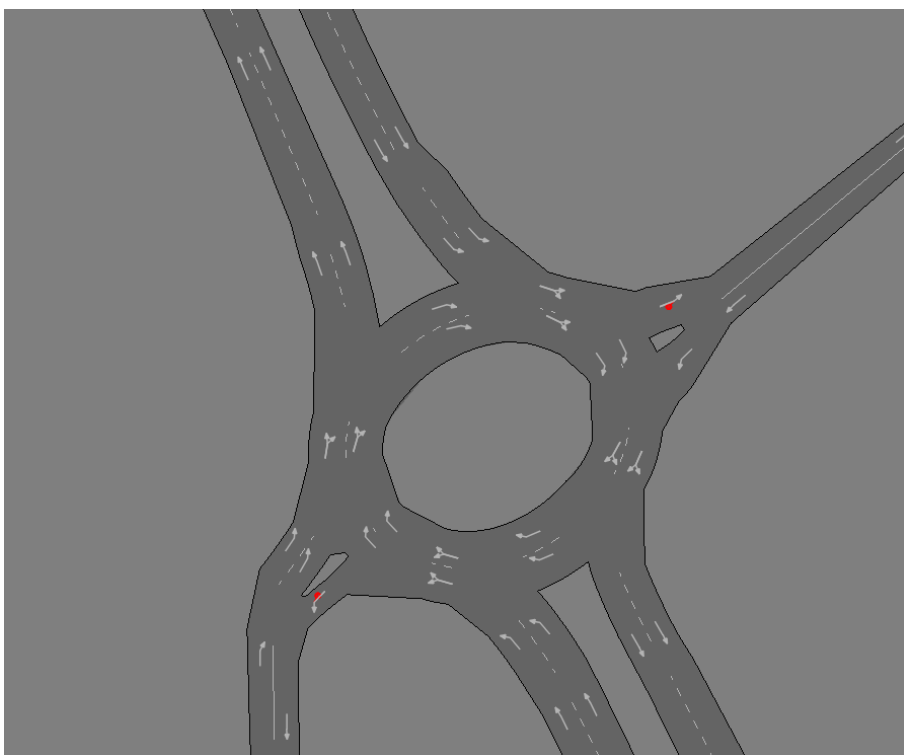


Figure 11. Goldenballs Improvements

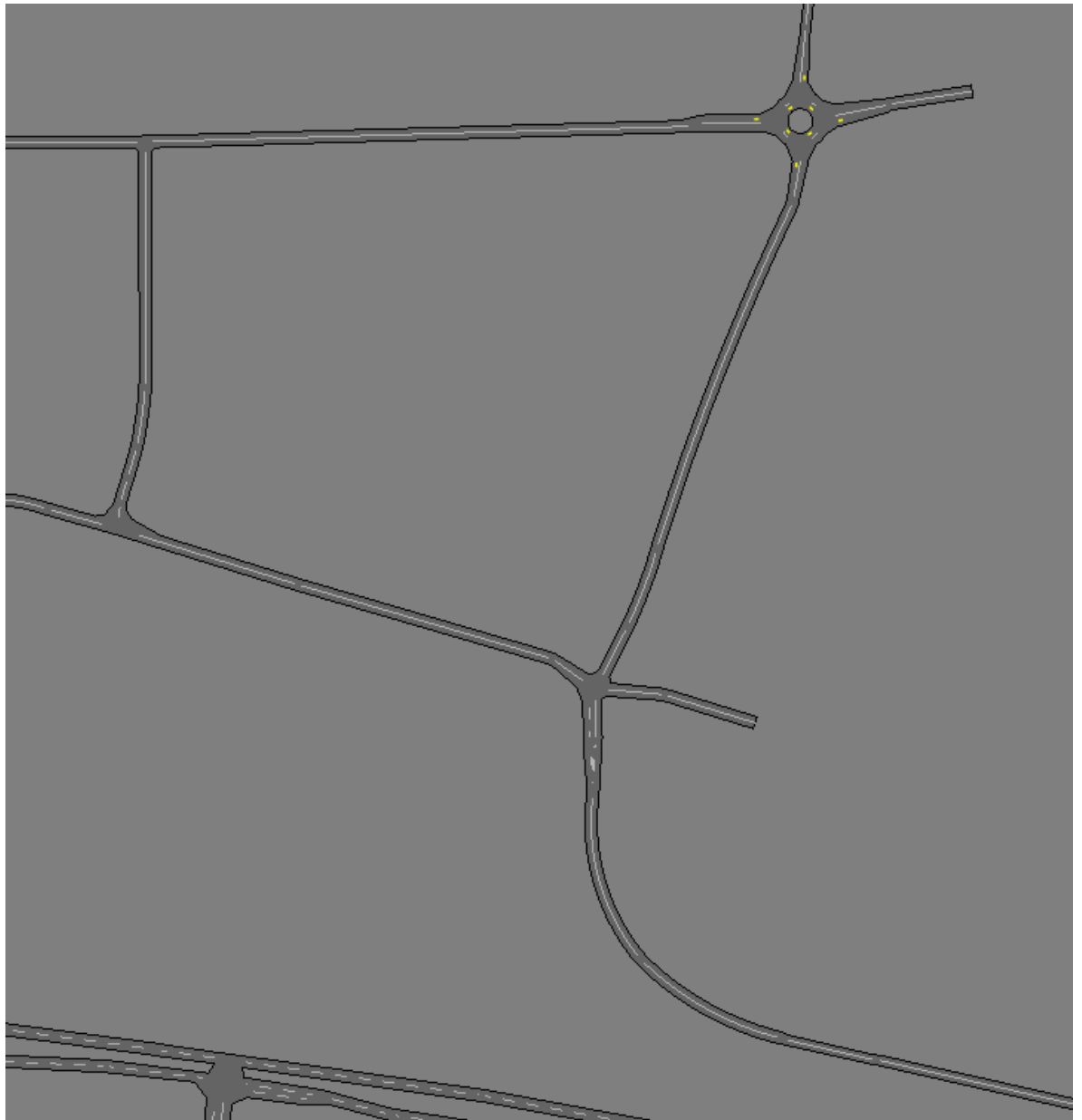


Figure 12. Milton Road/Park Drive/Sutton Courtenay Road junction alteration

2.4 Housing Infrastructure Fund (HIF) schemes

2.4.1 The Housing Infrastructure Fund (HIF) schemes which are included in 2024 with HIF infrastructure and 2034 with HIF infrastructure are as follows:

- A4130 Widening as per drawing:
 - WID_PD-ACM-HKF-SW_ZZ_ZZ_ZZ-M2-CH-1101
- Didcot Science Bridge – as per drawing:
 - DSB_PD-ACM-HKF-SW_ZZ_ZZ_ZZ-M2-CH-1102
- Didcot to Culham River Crossing – as per drawing provided by OCC
- Clifton Hampden Bypass – as per drawing:
 - CHB_PD-ACM-HML-SW_ZZ_ZZ_ZZ-M2-CH-1001

3. DEVELOPMENT ACCESS ARRANGEMENTS

The residential developments that have been included in the future year modelling are shown in Table 1.

Table 1. Residential Developments

Paramics Zone Development
125 Ladygrove East - Land off A4130, Hadden Hill, Didcot
128 Long Reach, Didcot Road, Harwell, DIDCOT, OX11 6DW
129 Land Adjacent to the Village Hall Main Road East Hagbourne
130 Land at Didcot Road, Great Western Park
131 Land off fieldside track, Long Wittenham, OX14 4PZ
137 Land to the south of Blenheim Hill Harwell Oxon OX11 0DS
139 Land at Barnett Road Steventon OX13 6AJ
140 Land south of Appleford Road, Sutton Courtenay (Major Ameys Site) Phase 1
143 Land at Abingdon Road Steventon
144 Land to south of Hadden Hill Didcot
145 Land to the West of Great Western Park (Valley Park) Didcot
146 Land at Reading Road Harwell OX11 0LW
147 Land at former Didcot A Power Station Purchas Road Didcot
148 Didcot Gateway South
149 Land North of Grove Road Harwell (Allocation - Site 10)
150 Land off Hanney Road Steventon OX13 6AS
151 Land to the north east of Didcot
152 Land north of Appleford Road
153 Land off Drayton Road, Milton, OX14 4EU
154 Land to north of Manor Close Chilton DIDCOT OX11 0SS
155 Land to the South of A4130 Didcot
156 Milton Heights (Allocation - Site 9)
157 Land at Milton Hill, Milton Heights, Milton, ABINGDON, OX14 4DR
158 East of Sutton Courtenay (Allocation - Site 5)
159 Chailey House Bessels Way Blewbury Didcot OX11 9NJ
160 Land adjacent Culham Science centre
161 Great Western Park
162 Orchard Centre Phase 2
163 North West Valley Park (Allocation - Site 8)
164 Vauxhall Baracks
165 Land at Berinsfeld

The employment developments that have been included in the future year modelling are shown in Table 2.

Table 2. Employment Developments

Paramics Zone	Development
	167 Southmead Industrial Estate
	168 Culham Science Centre
	169 Land West of CSC Inc No.1 Site
	170 Berinsfield Regeneration
	171 Milton Park
	172 Harwell Campus
	174 Other Premises Adjacent to Didcot Power Station - Diageo
	175 Didcot A
	176 Milton Hill Business and Technology Park
	177 D-Tech- EZ 2
	178 Milton Interchange Site- EZ2

The access arrangements for each of these developments are described below. The majority of the developments have the same access arrangements across all of the models, in some locations the access arrangements differ if HIF infrastructure is in place, these are noted below.

Where a development includes a spine road which forms a route through the site it is assumed that this cannot be used as a through route for general traffic and is only for development access unless otherwise stated.

3.1 Residential Developments

3.1.1 Zone 125 – Ladygrove East

Development trips access the model network on an internal development spine road which links NPR3 with the A4130 Hadden Hill. The junctions at either end of the spine road are roundabouts. See Figure 13.

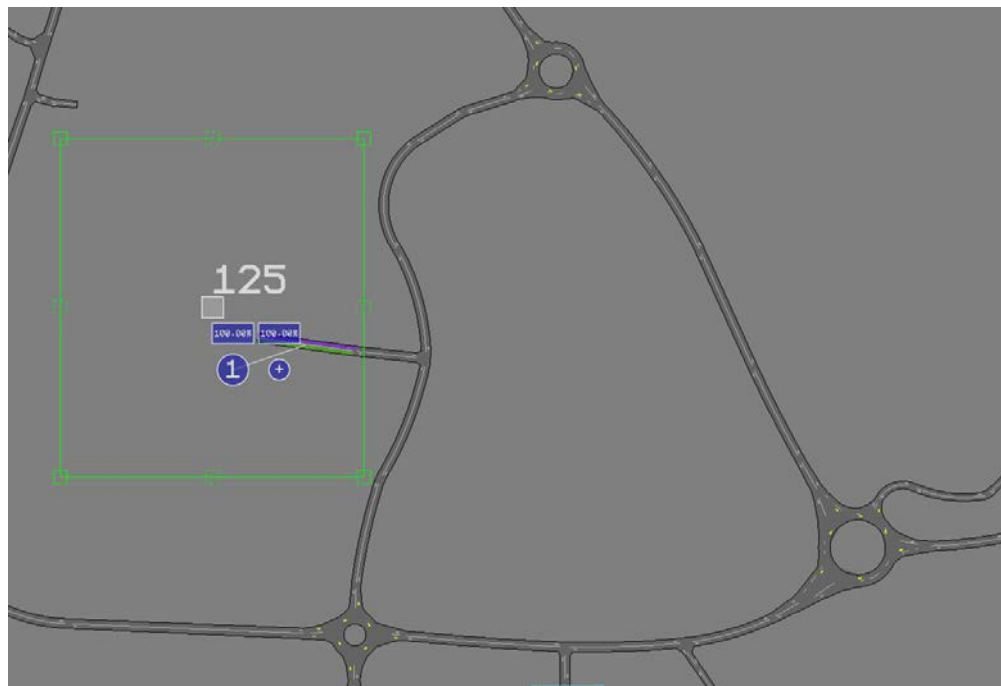


Figure 13. Ladygrove East Accesses

3.1.2 Zone 128 – Long Reach

Development trips access the model network at a simple T-junction on Didcot Road B4493 approximately 180m west of Keats Drive. See Figure 14.

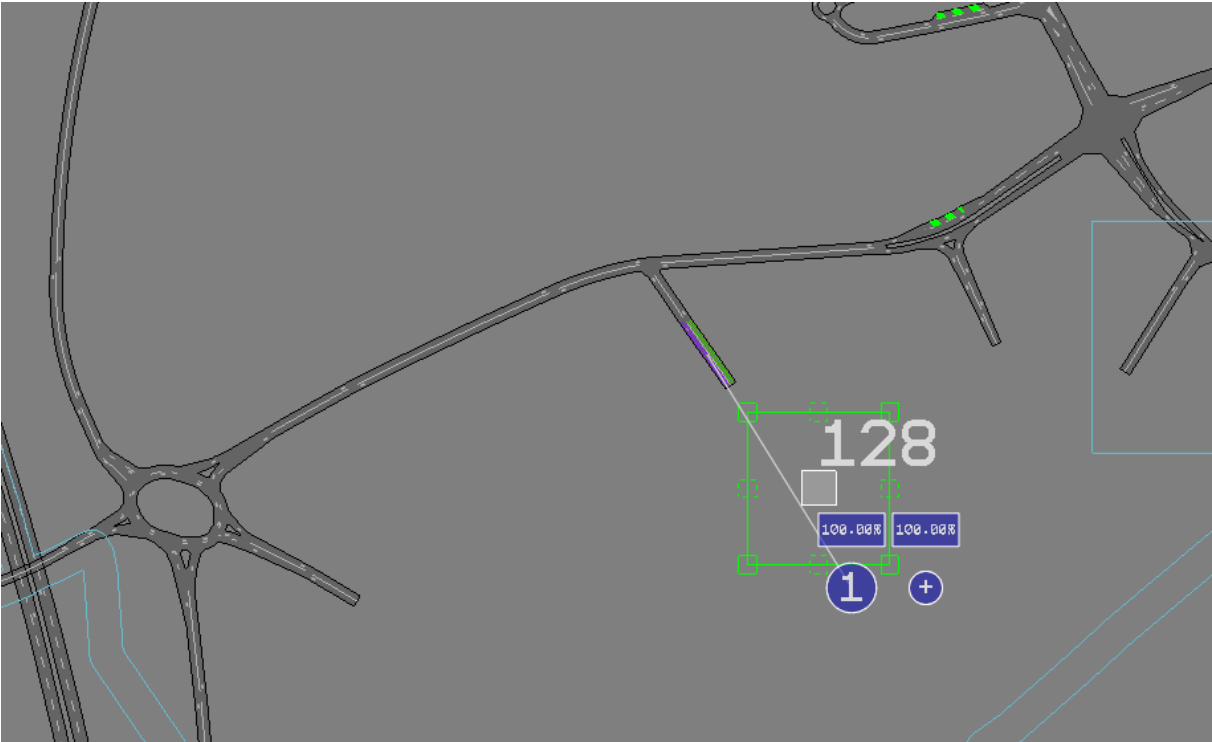


Figure 14. Long Reach Access

3.1.3 Zone 129 - Land Adjacent to the Village Hall

Development trips access the model network at a simple T-junction on Main Road approximately 160m west of Harwood Road. See Figure 15.

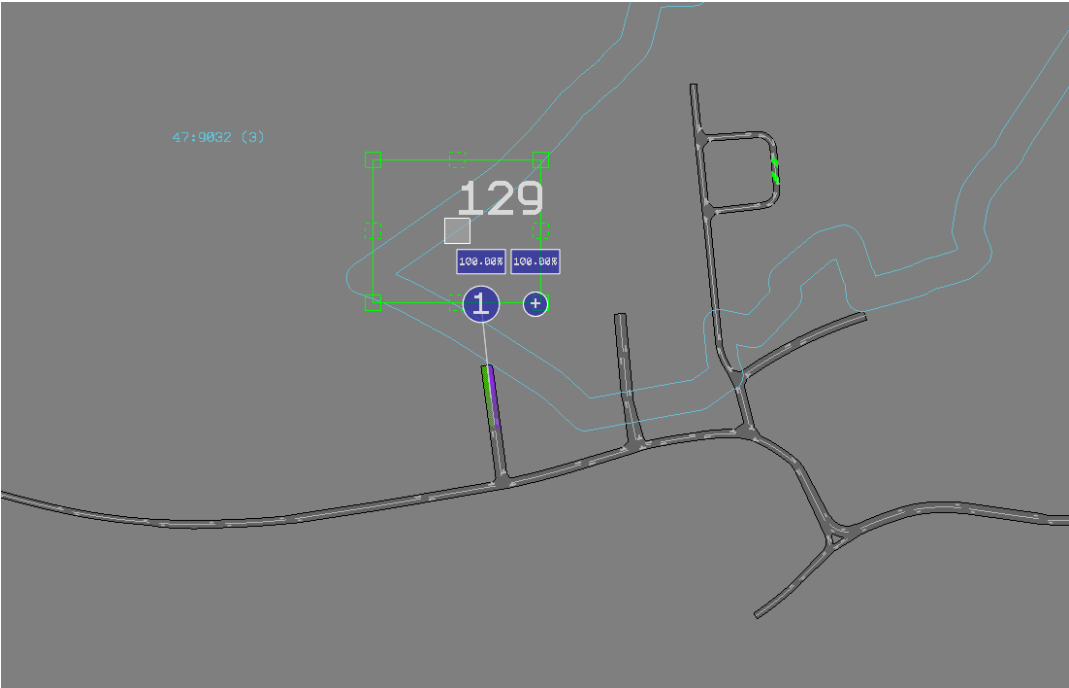


Figure 15. Land Adjacent to the Village Hall

3.1.4 Zone 130 – Land at Didcot Road, Great Western Park

Development trips access the model network at 7 locations with the trips being split on a percentage basis. This zone is associated with the trips within the VoWHDC boundary (see Zone 161 for SODC). The percentages and locations are shown in Figure 16.

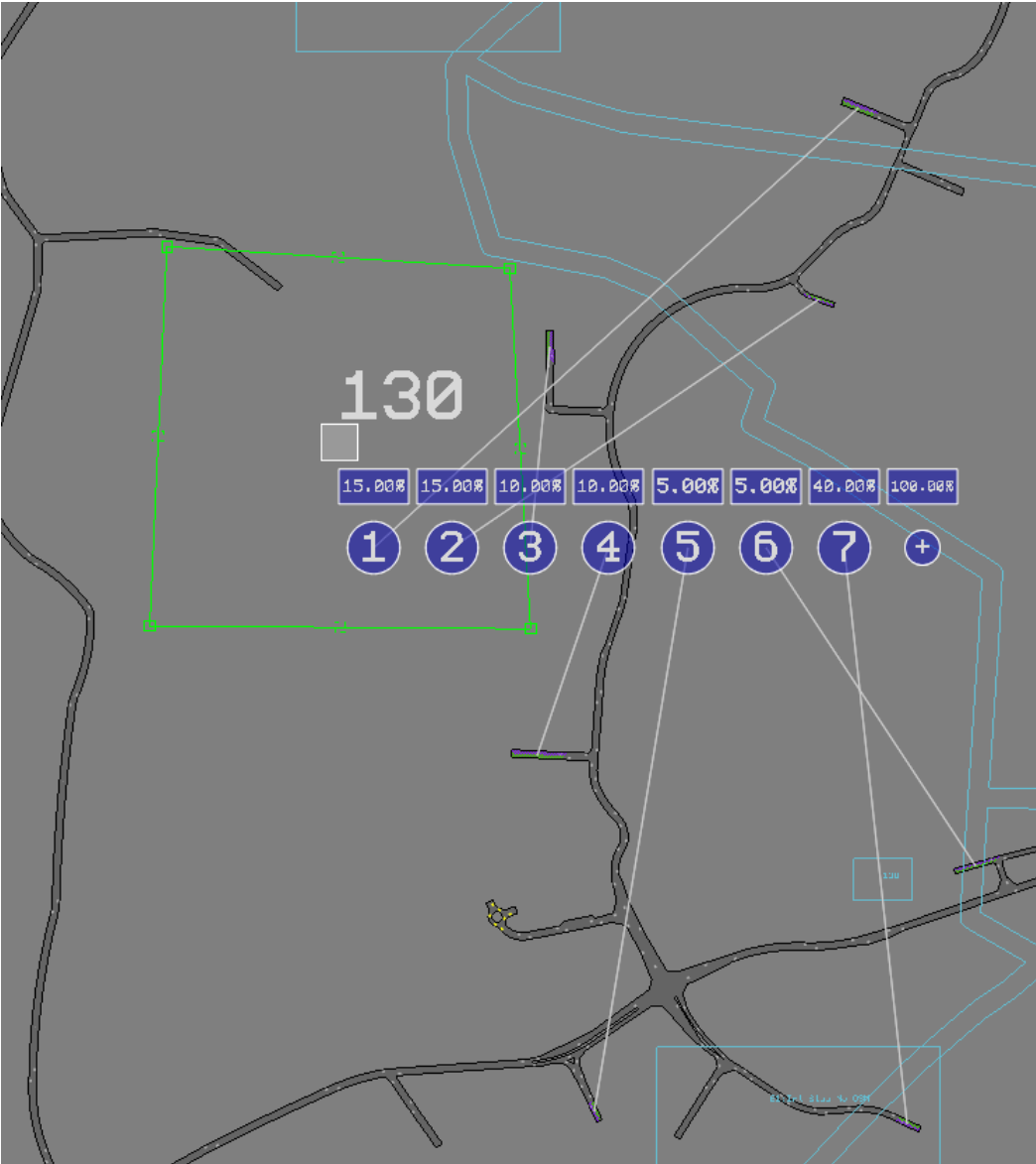


Figure 16. Land at Didcot Road, Great Western Park Accesses

3.1.5 Zone 131 - Land off Fieldside Track

Development trips access the model network at a simple T-junction on Didcot Road in Long Wittenham approximately 30m south of High Street. See Figure 17.

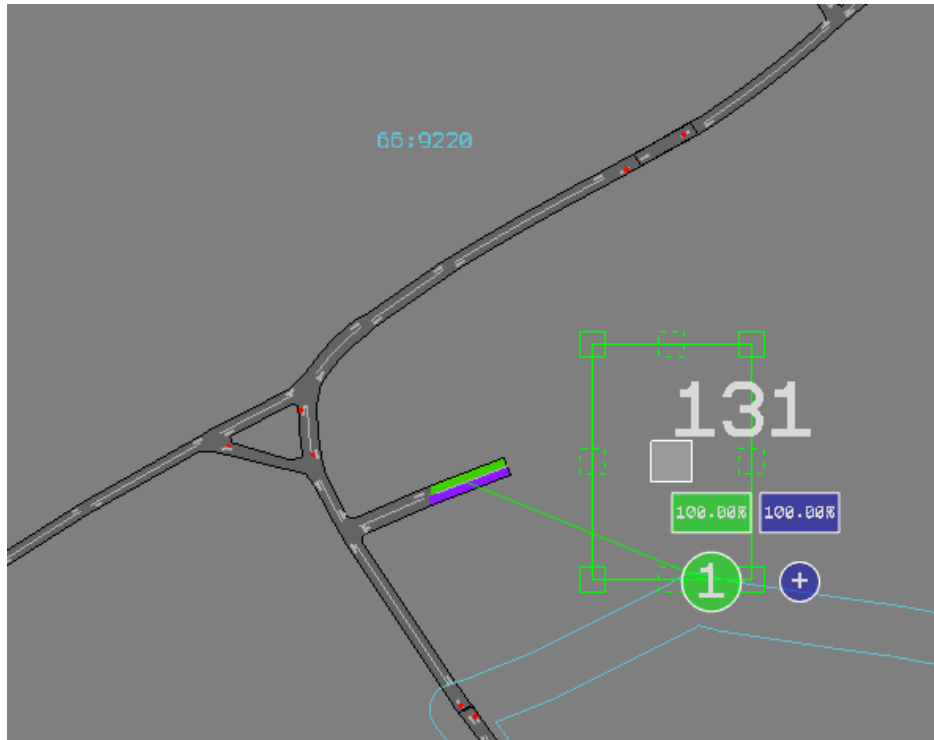


Figure 17. Land off Fieldside Track

3.1.6 Zone 137 – Land to the south of Blenheim Hill

Development trips access the model network at a simple T-junction on B4493 approximately 450m west of Harwell Link Road. See Figure 18.

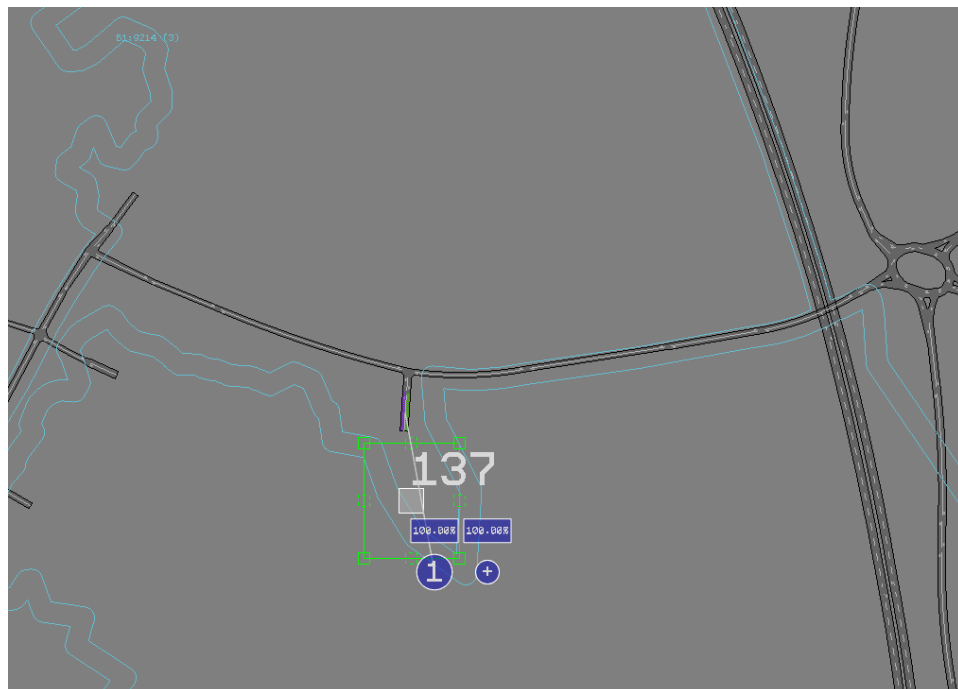


Figure 18. Land to the South of Blenheim Hill

3.1.7 Zone 139 – Land at Barnett Road

This development is located outside the coverage of the model and so trips access the model using the existing High Street, Steventon model links. See Figure 19.

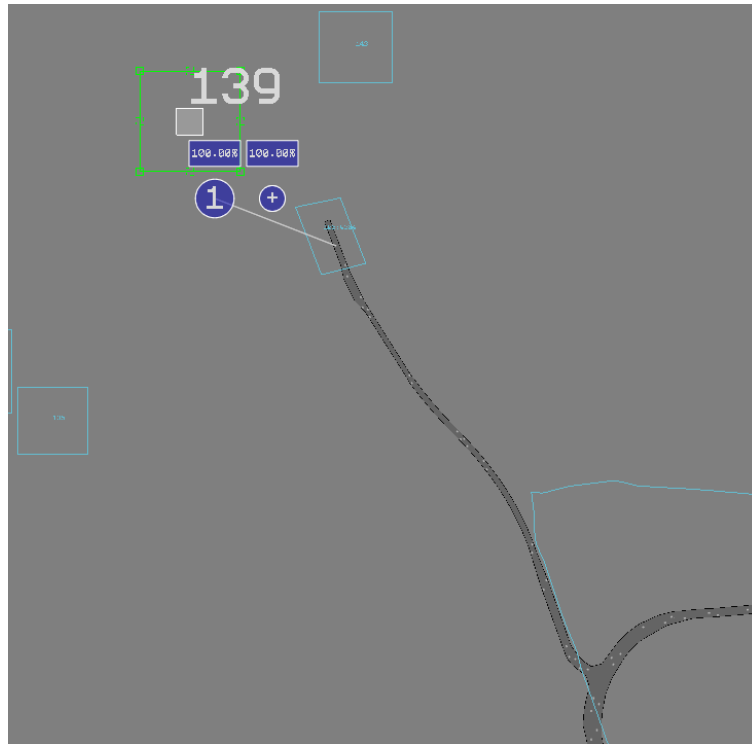


Figure 19. Land at Barnett Road

3.1.8 Zone 140 – Land south of Appleford Road

Development trips access the model network at two simple T-junctions on Appleford Road, east of Abingdon Road. The site is linked internally so vehicles can choose the most appropriate development access to use based on their origin/destination. This is shown in Figure 20.

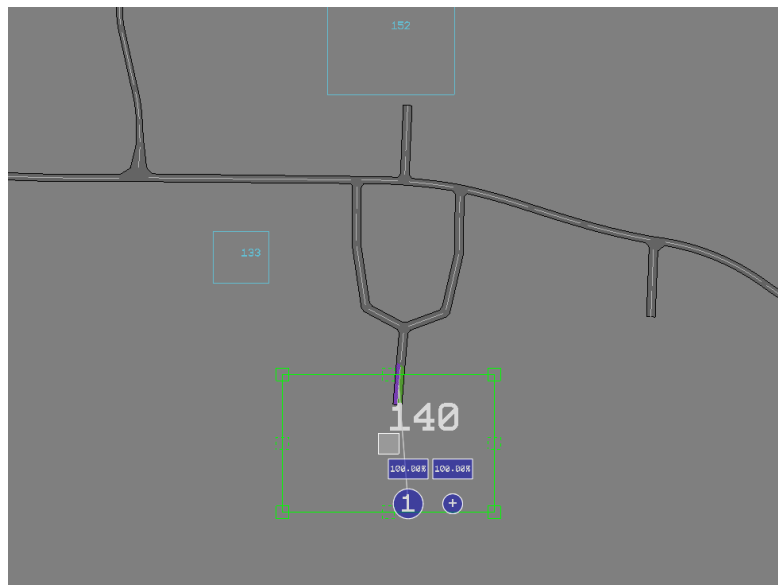


Figure 20. Land south of Appleford Road

3.1.9 Zone 143 – Land at Abingdon Road

This development is located outside the coverage of the model and so trips access the model using the existing High Street, Steventon model links. See Figure 21.

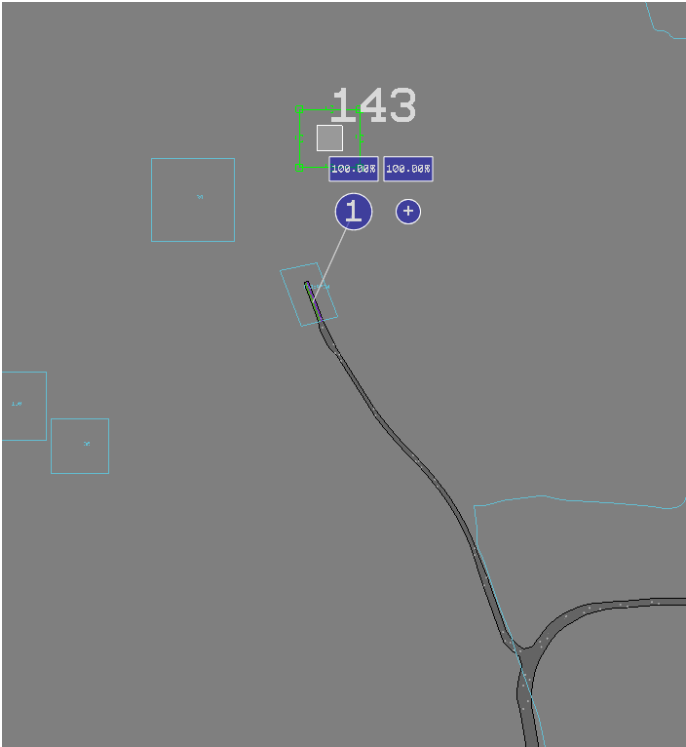


Figure 21. Land at Abingdon Road

3.1.10 Zone 144 – Land to the south of Hadden Hill

Development trips access the model network at a simple T-junction on A4130 Hadden Hill approximately 150m east of Tesco Roundabout. See Figure 22.

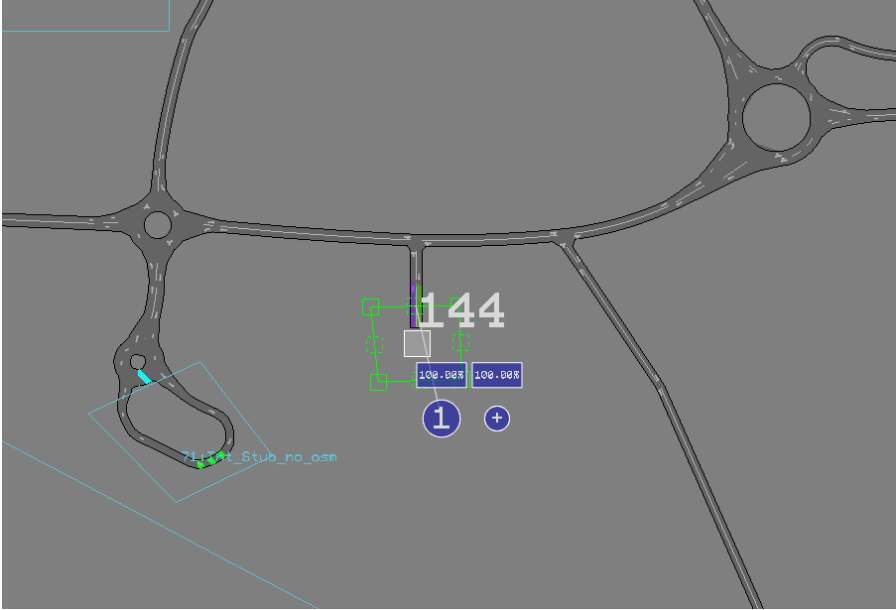


Figure 22. Land to the South of Hadden Hill

3.1.11 Zone 145 – Land to the West of Great Western Park

Development trips access the model network at 4 locations with the trips being split evenly between each access. The three northern accesses are simple T-junctions off Valley Park Spine Road and the southern access is on to the Harwell Link Road Roundabout. The percentages and locations are shown in Figure 23.

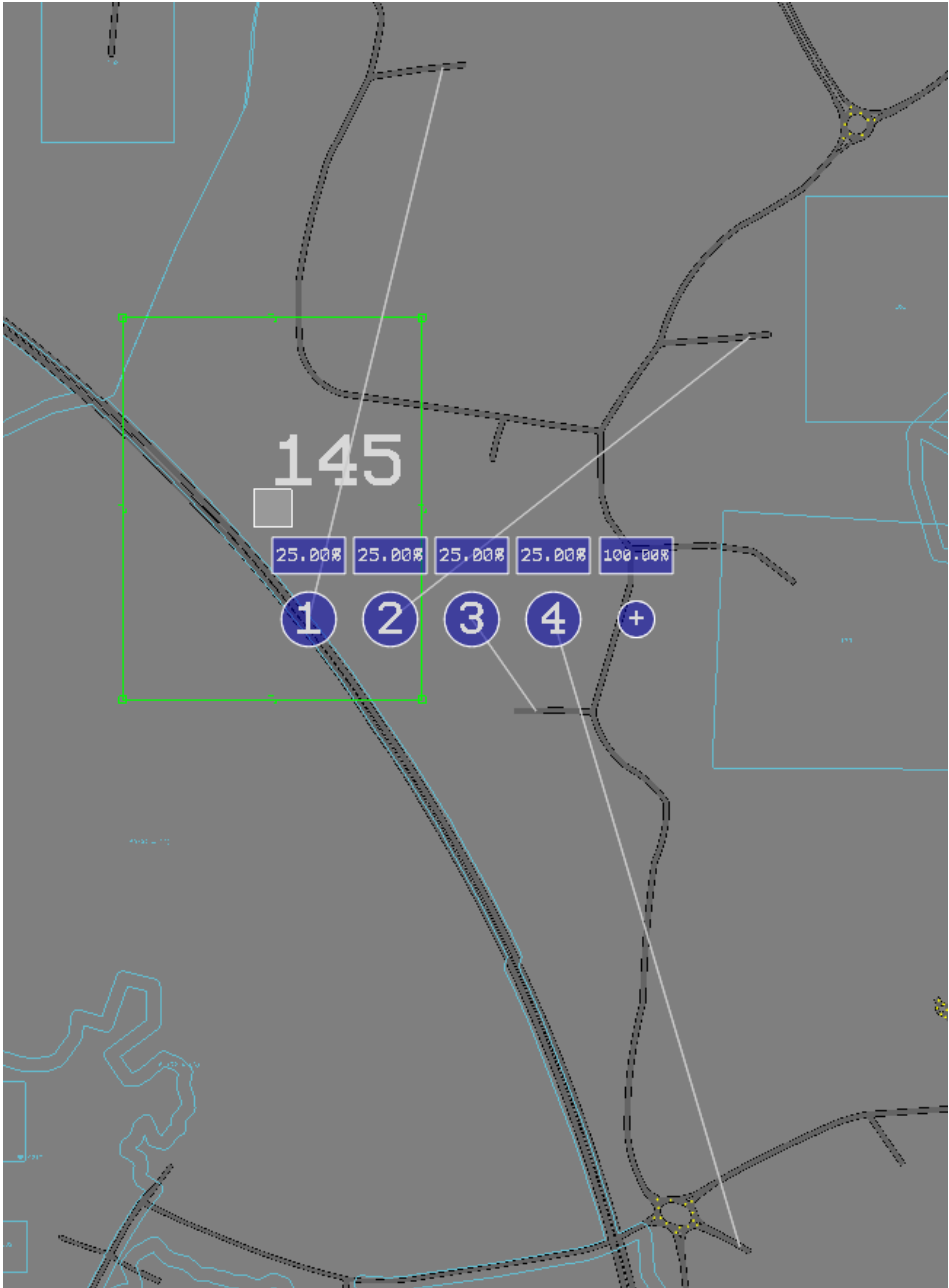


Figure 23. Land to the West of Great Western Park Accesses

3.1.12 Zone 146 - Land at Reading Road

Development trips access the model network at a simple T-junction on A417 Reading Road, approximately 140m east of Wantage Road. See Figure 24.

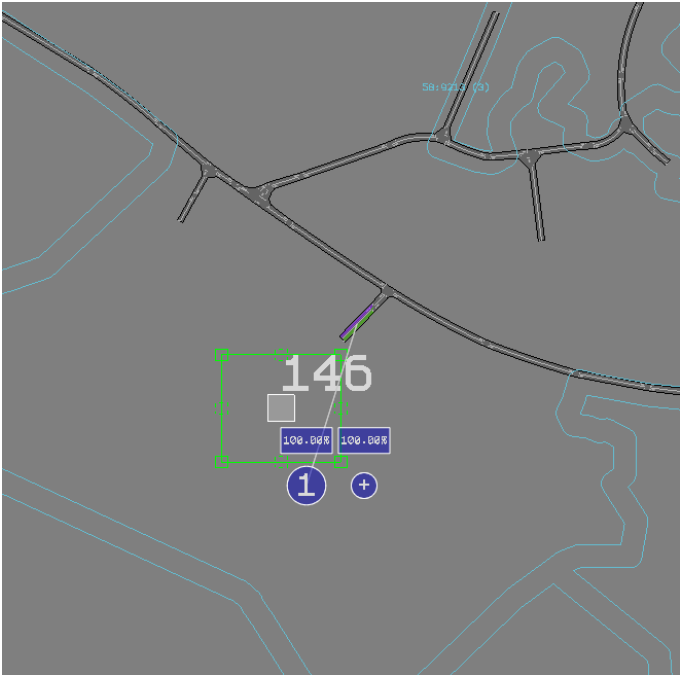


Figure 24. Land at Reading Road

3.1.13 Zone 147 – Land at Didcot A Power Station

In the models with HIF infrastructure in place, development trips access the model network on an internal development spine road which links the Science Bridge HIF scheme and the Power Station Roundabout. The access on to the Science Bridge scheme is a simple T-junction. Vehicles are allowed to use the modelled link between the Science Bridge scheme and the Power Station Roundabout as a through route. The layout is shown in Figure 25.

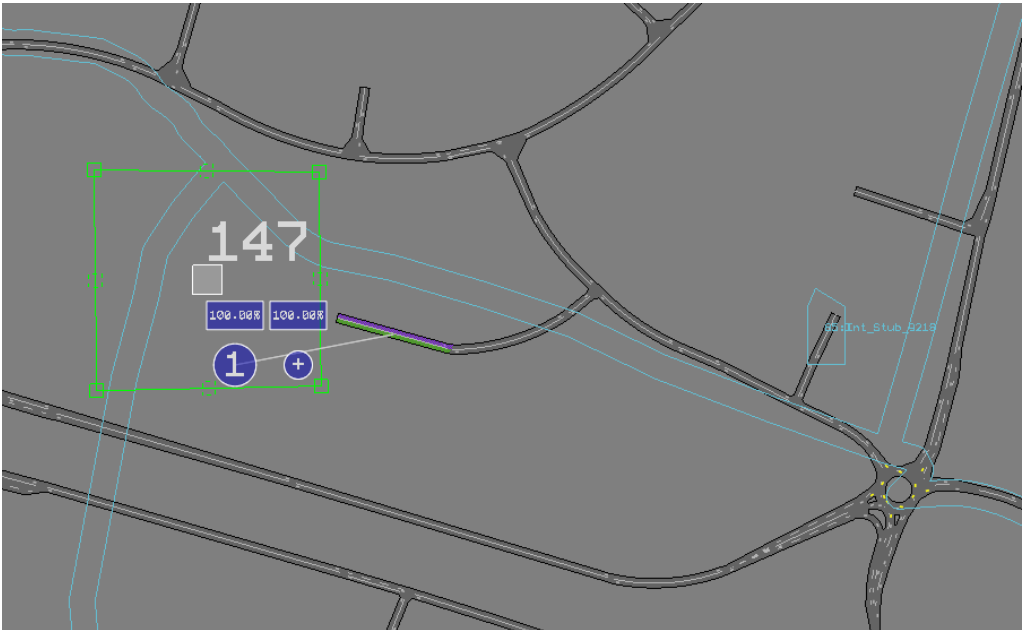


Figure 25. Land at Didcot A Power Station Accesses with HIF

In the models without HIF infrastructure in place, development trips access the model network on an internal development spine road which links Milton Road and the Power Station Roundabout. Vehicles are barred from using the access link as a through route. The layout is shown in Figure 26.

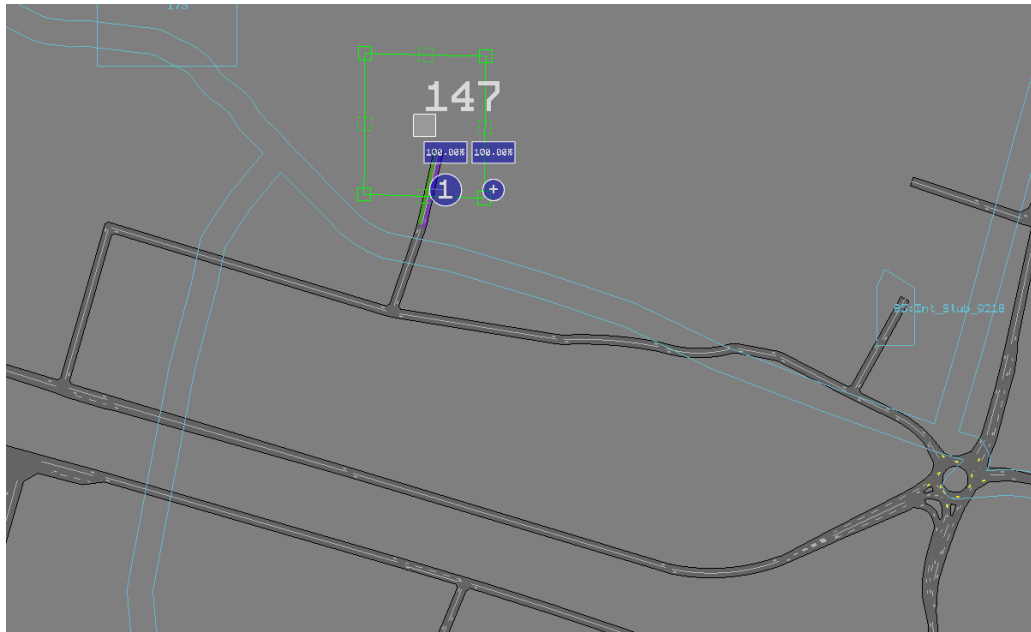


Figure 26. Land at Didcot A Power Station Accesses without HIF

3.1.14 Zone 148 – Didcot Gateway South

The development trips access the model network on a road through the development which joins Haydon Road with Lydalls Road. The junctions between the spine road and Haydon Road and Lydalls Road are both simple T-junctions. This is shown in Figure 27.

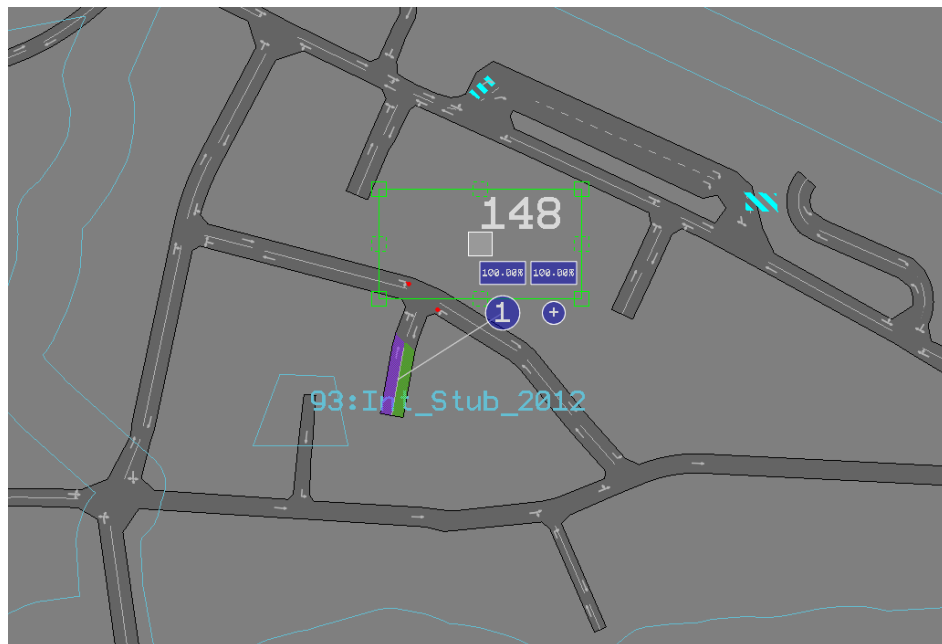


Figure 27. Didcot Gateway South Accesses

3.1.15 Zone 149 – Land North of Grove Road, Harwell

This development is located just outside the coverage of the model and so trips access the model using the existing Grove Road/B4493 junction. See Figure 28.

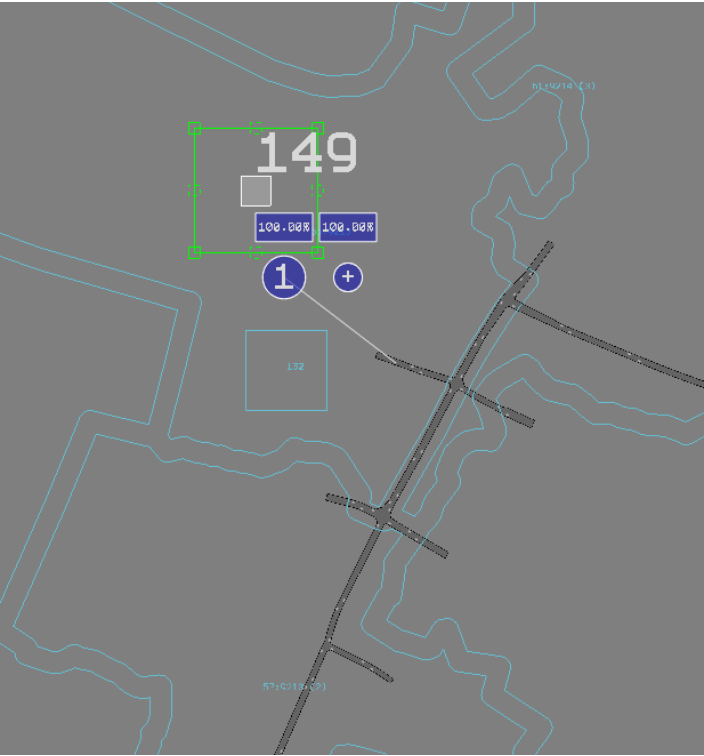


Figure 28. Land North of Grove Road, Harwell

3.1.16 Zone 150 – Land of Hanney Road, Steventon

This development is located outside the coverage of the model and so trips access the model using the existing High Street, Steventon model links. See Figure 29.

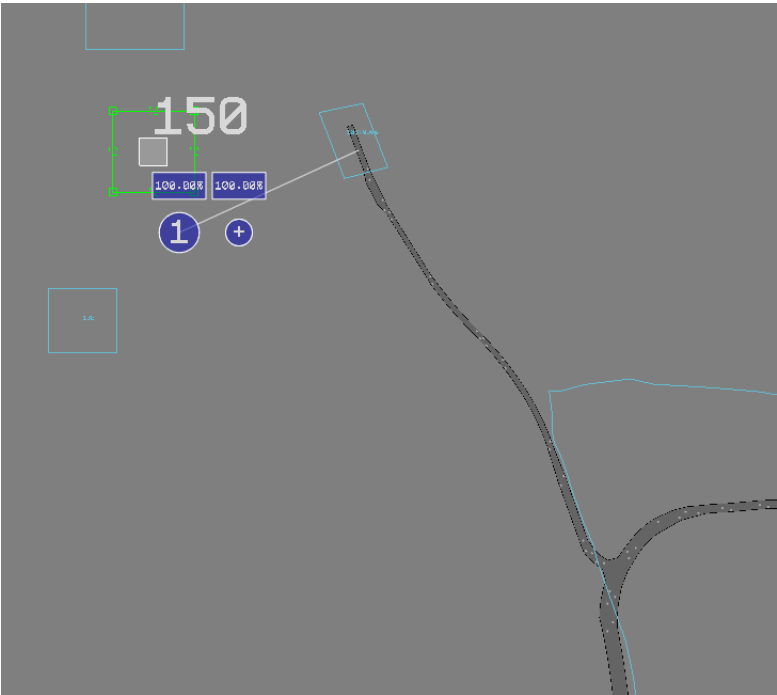


Figure 29. Land of Hanney Road, Steventon

3.1.17 Zone 151 – Land to the north east of Didcot

The development trips access the network split evenly between two locations that form part of an internal development network. The development network joins with the main network at four locations, two priority junctions with B4016 Lady Grove and at the Mersey Way and Avon Way roundabouts on the A4130 as shown in Figure 30.



Figure 30. Land to the north east of Didcot Accesses

3.1.18 Zone 152 – Land north of Appleford Road

This development trips access the network using a simple T-junction with the B4016 Appleford Road which is located approximately 200m east of Abingdon Road. See Figure 31.

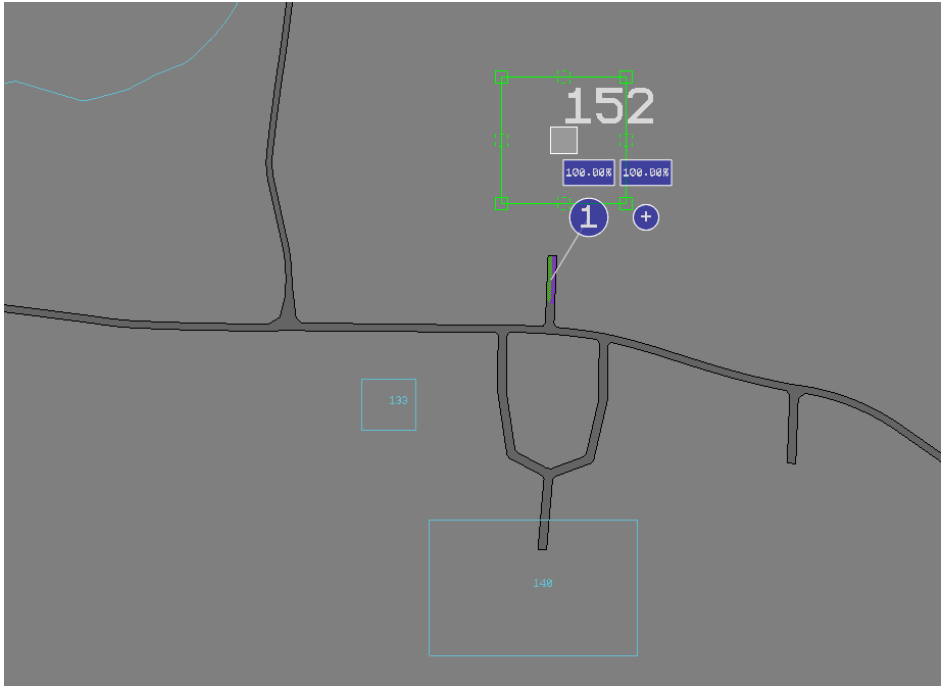


Figure 31. Land north of Appleford Road

3.1.19 Zone 153 – Land off Drayton Road, Milton

This development is located outside the coverage of the model and so trips access the model using the existing High Street at Milton, and Milton Road at Sutton Courtenay. Trips are split evenly between those access points onto the network. This is shown in Figure 32.

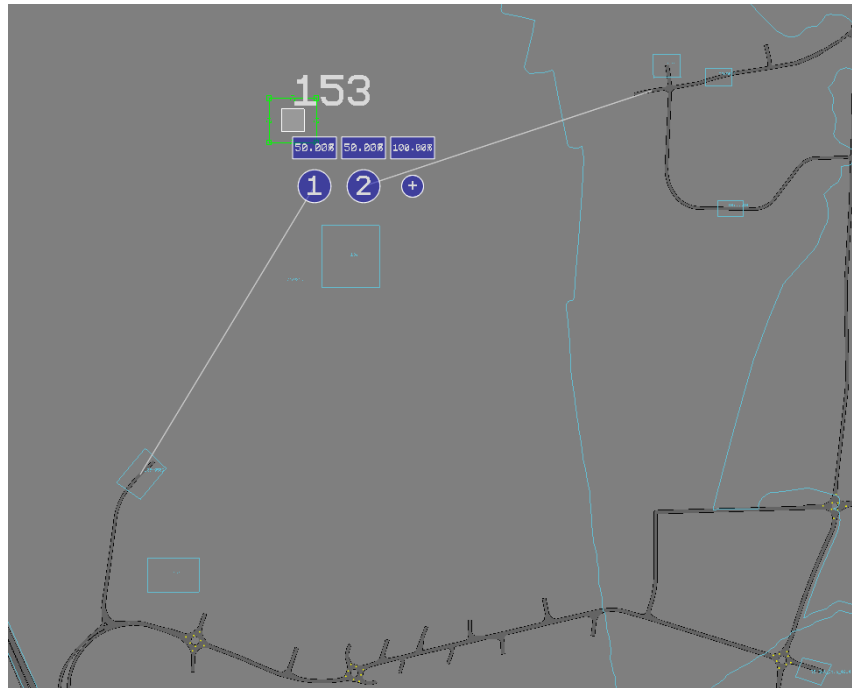


Figure 32. Land off Drayton Road, Milton Accesses

3.1.20 Zone 154 – Land to the north of Manor Close, Chilton

The development trips access the network using the existing Manor Close junction. See Figure 33.

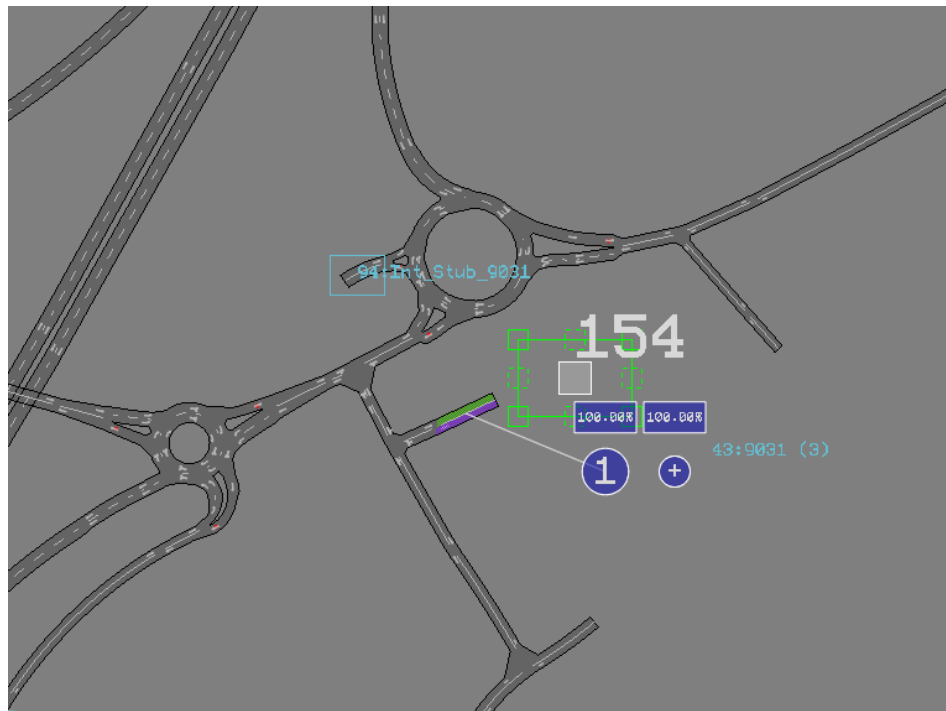


Figure 33. Land to the north of Manor Close, Chilton

3.1.21 Zone 155 – Land to the South of A4130 Didcot

Development trips access the model network at a simple T-junction on A4130, approximately 350m east of Sir Frank Williams Avenue. See Figure 34.

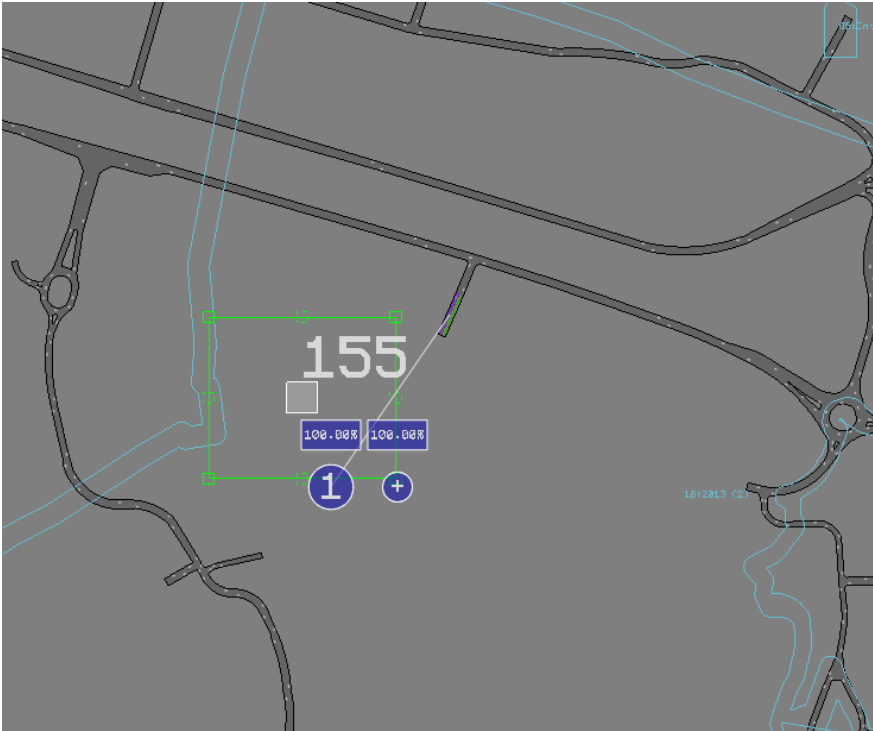


Figure 34. Land to the South of A4130 Didcot

3.1.22 Zone 156 – Milton Heights

Development trips access the model network at a simple T-junction on Milton Hill, approximately 375m south of Trenchard Avenue. See Figure 35.

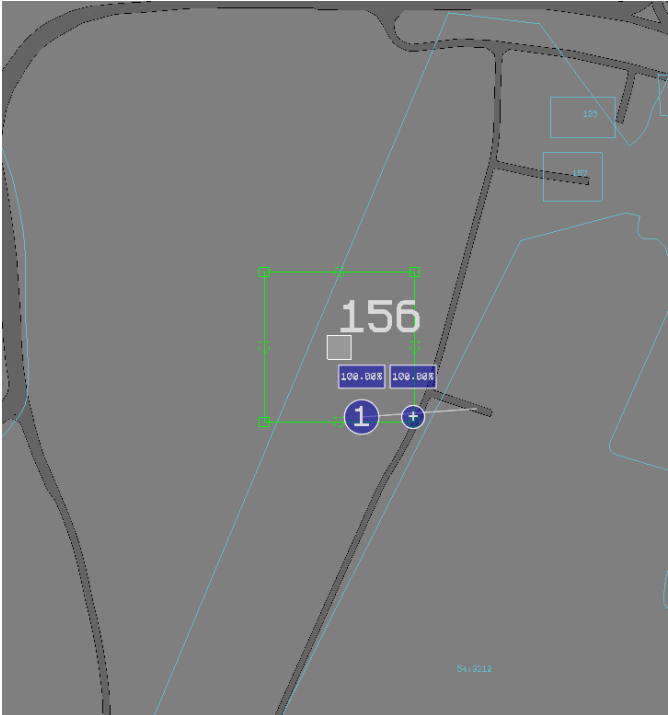


Figure 35. Milton Heights

3.1.23 Zone 157 – Land at Milton Hill, Milton Heights

Development trips access the model network at a simple T-junction on Milton Hill, approximately 120m south of Trenchard Avenue. See Figure 36.

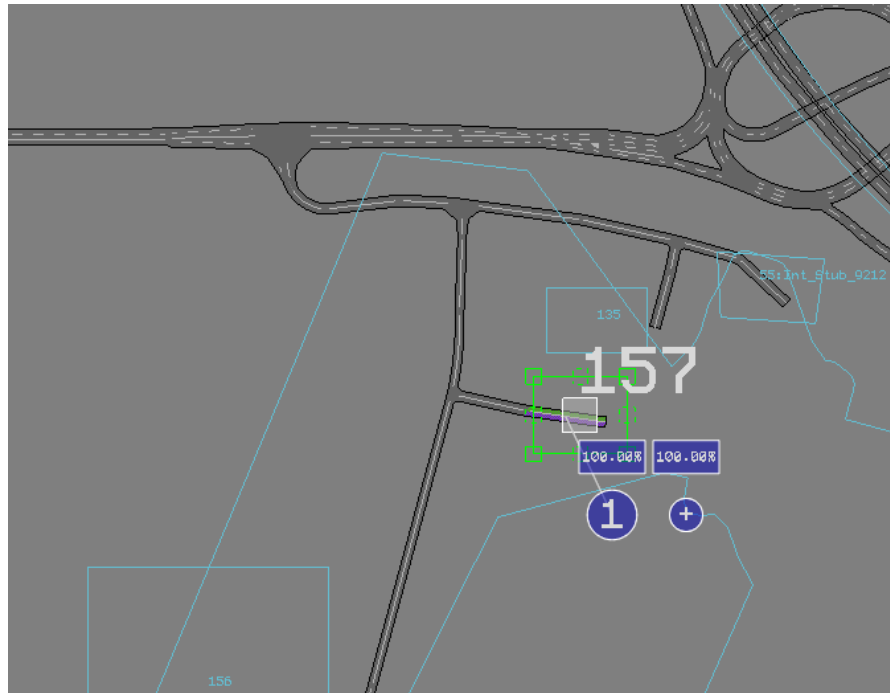


Figure 36. Land at Milton Hill, Milton Heights

3.1.24 Zone 158 – East of Sutton Courtenay

Development trips access the model on Frilsham Street at the existing junction with High Street. This is shown in Figure 37.

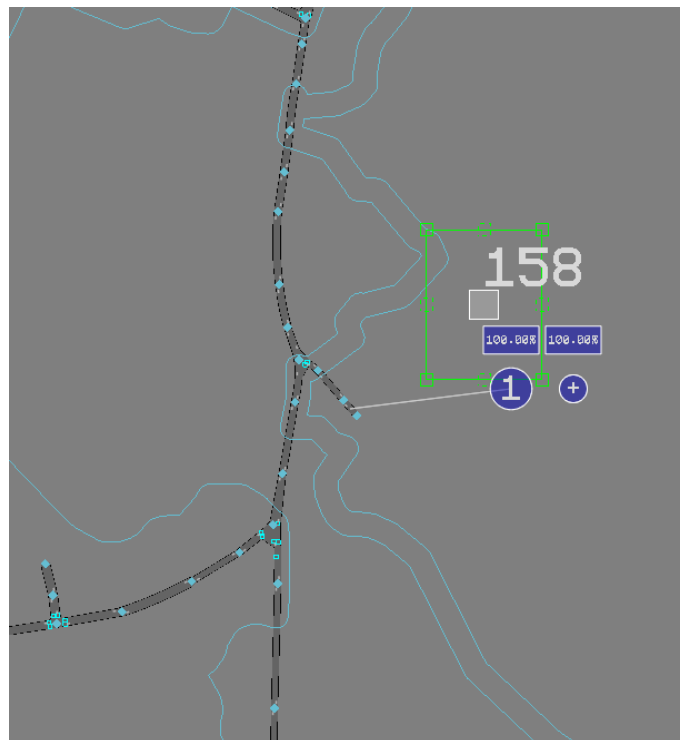


Figure 37. East of Sutton Courtenay Access

3.1.25 Zone 159 – Chailey House, Bessels Way

Development trips access the model network at a simple T-junction on Bessels Way, approximately 275m north of Bessels Lea Road. See Figure 38.

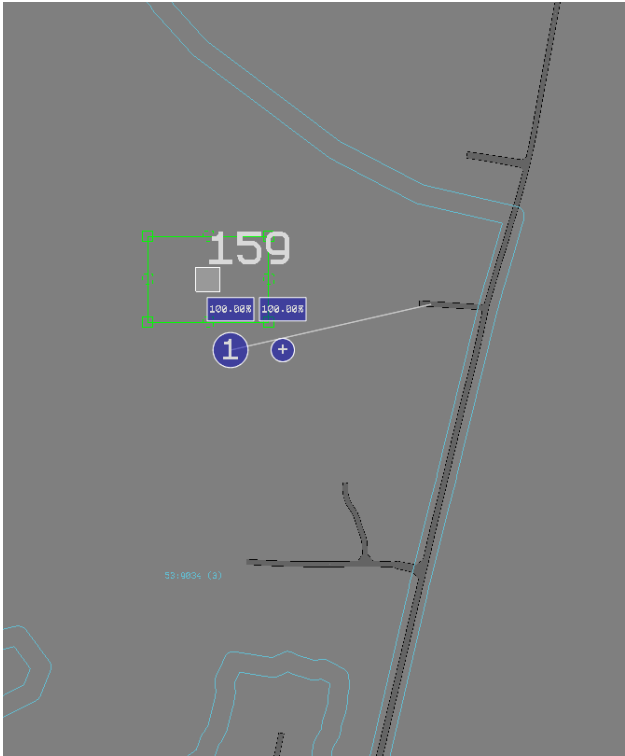


Figure 38. Chailey House, Bessels Way Access

3.1.26 Zone 160 – Land adjacent to Culham Science Centre

In the models with HIF infrastructure in place, the development trips access the network split between two main locations. 86% of the traffic access west of the railway line, and can access the network using either a ghost island right turn T-junction approximately 300m east of Thame Lane, the northern arm of the roundabout at the north end of the new Didcot to Culham River Crossing or a priority junction with Station Road approximately 70m north of the A415 (from where they can choose to use a single lane dualled junction with the A415 or travel along Station Road to access the new roundabout at Culham Science Centre). The 86% is split to use two access onto the internal road network of the site. The remaining 14% of traffic accesses east of the railway line using the north western arm of the new Culham Science Centre roundabout. This is shown in Figure 39.

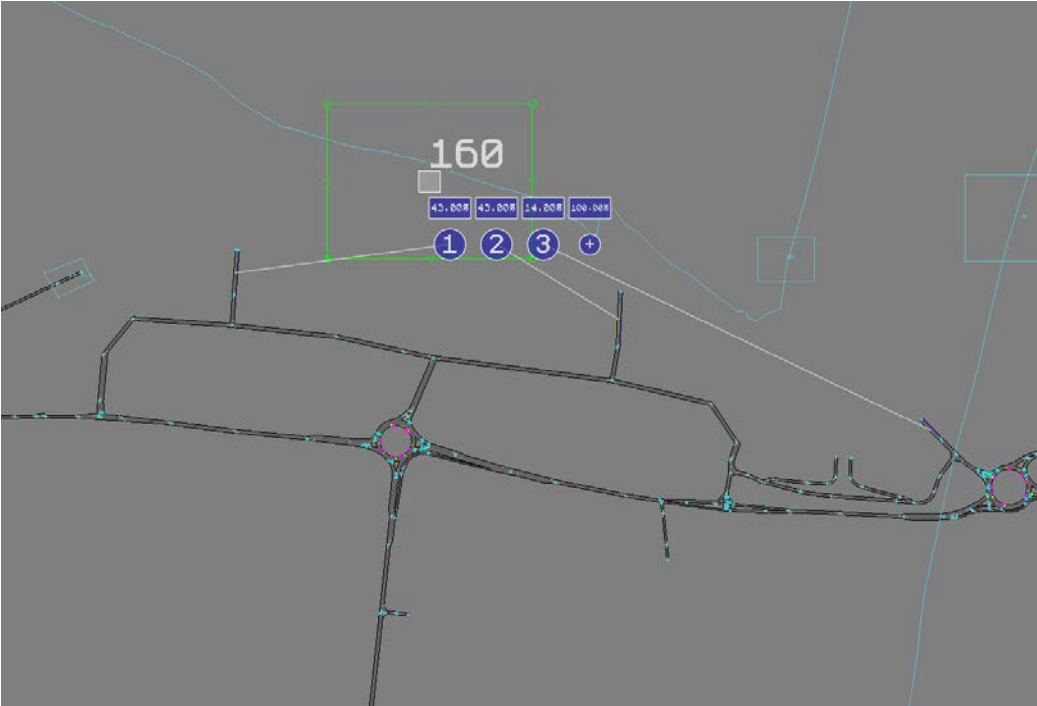


Figure 39. Land adjacent to Culham Science Centre Accesses with HIF

3.1.27

In the models without HIF infrastructure, the access arrangements are similar. The development trips access the network split between two main locations. 86% of the traffic access west of the railway line, and can access the network using either a ghost island right turn T-junction approximately 300m east of Thame Lane, at a roundabout approximately 600m further east, a priority junction with Station Road approximately 70m north of the A415 (from where they can choose to use a single lane dualled junction with the A415 or travel along Station Road to access the existing junction between Station Road and A415 east of the railway). The 86% is split to use two access onto the internal road network of the site. The remaining 14% of traffic accesses east of the railway line, using a new stub onto the eastern Culham Station access road. This is shown in Figure 40.

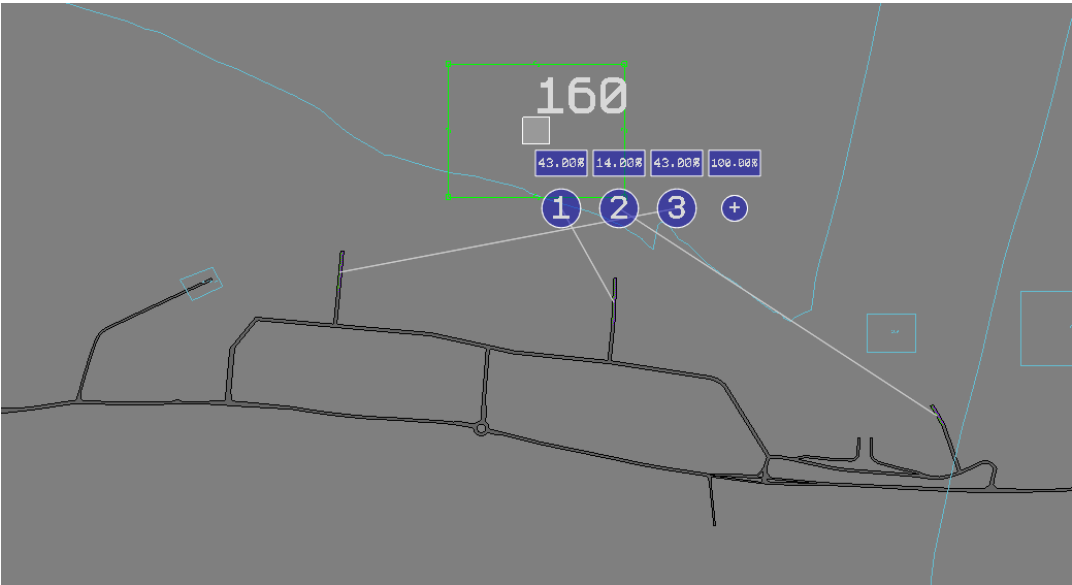


Figure 40. Land adjacent to Culham Science Centre Accesses without HIF

3.1.28 Zone 161 – Great Western Park

Development trips access the model network at 7 locations with the trips being split on a percentage basis. This zone is associated with the trips within the SODC boundary (see Zone 130 for VoWHDC). The percentages and locations are shown in Figure 41.

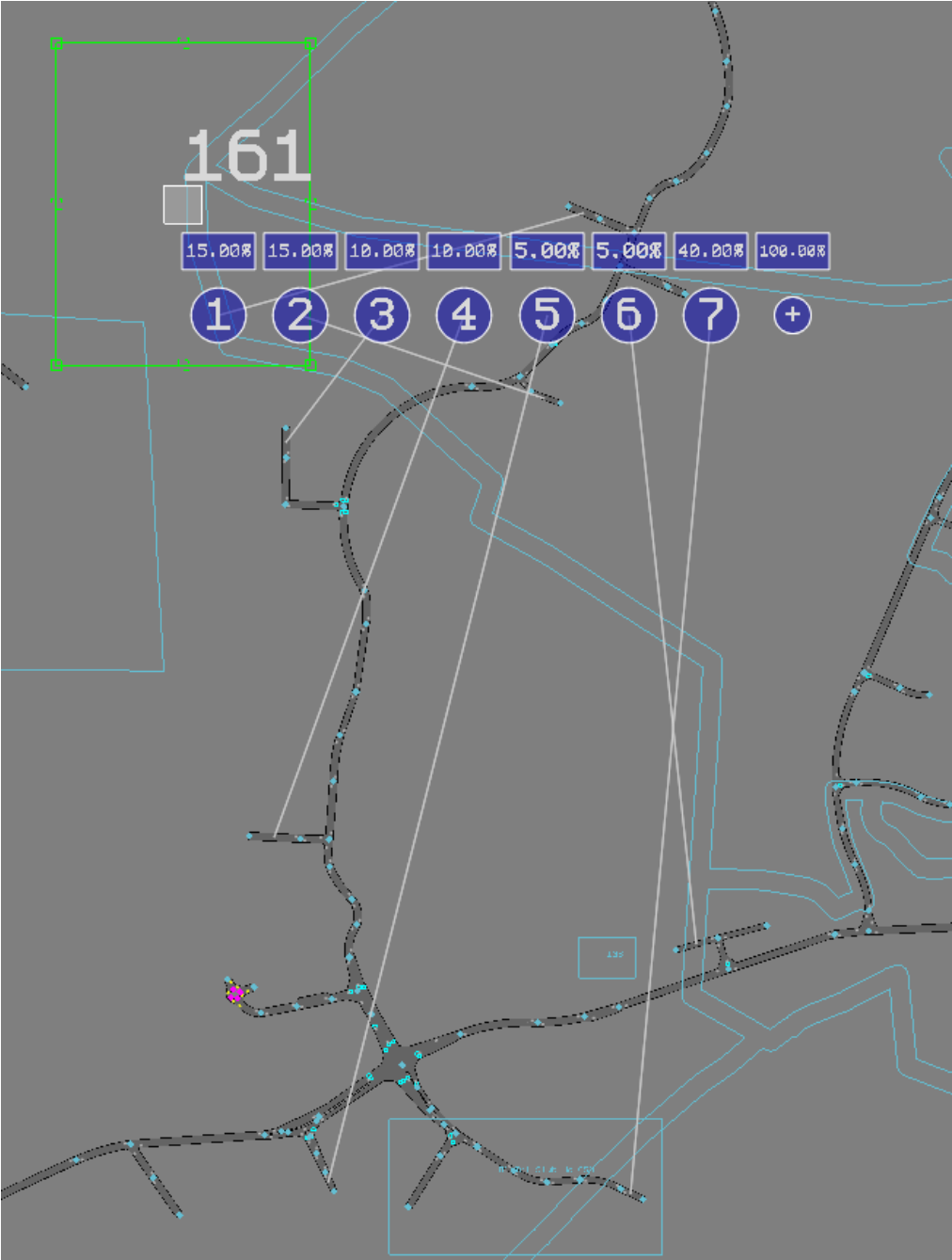


Figure 41. Great Western Park Accesses

3.1.29 Zone 162 – Orchard Centre Phase 2

The development trips access the network at the four arm junction between Broadway and Hagbourne Road using the northern arm of the junction. This is shown Figure 42.

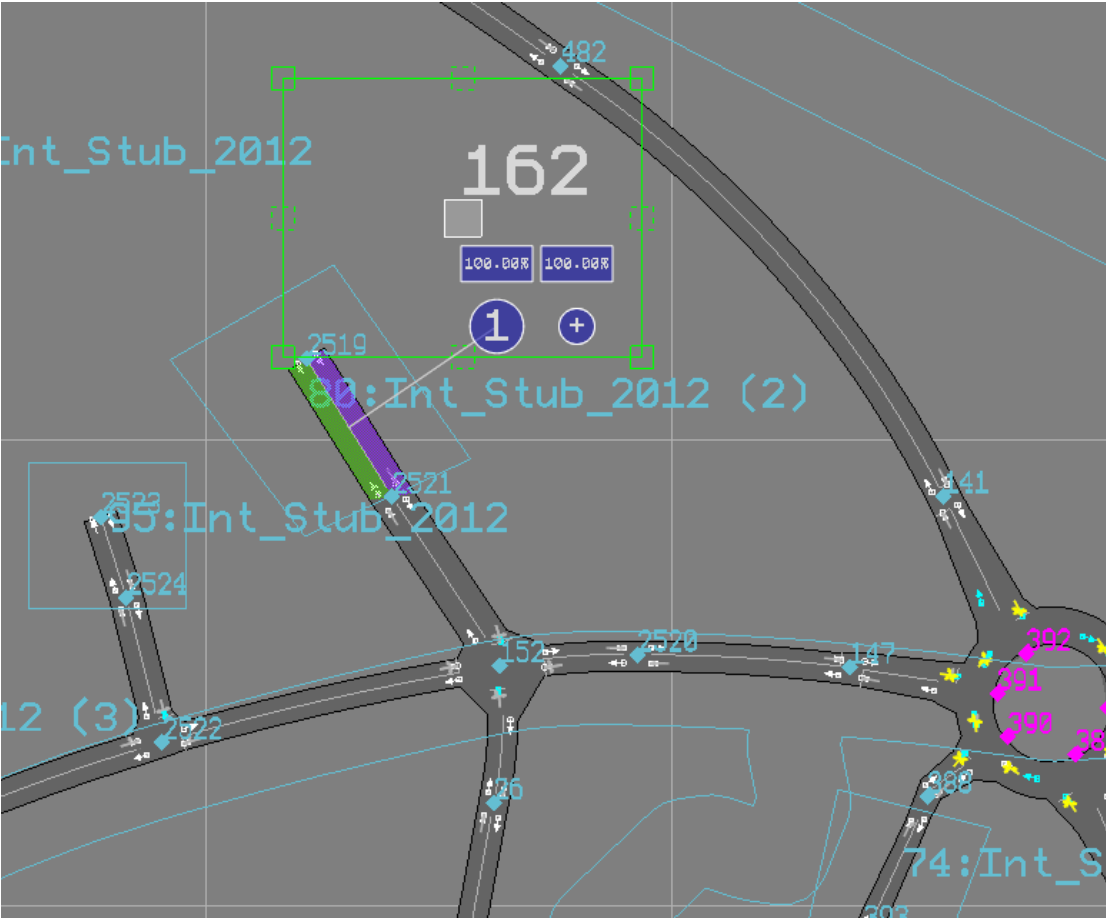


Figure 42. Orchard Centre Phase 2 Access

3.1.30 Zone 163 – North West Valley Park

In the models with HIF infrastructure in place, the development trips access on to an internal development spine road linking the south east arm of the roundabout on the A4130 to a simple T-Junction with Valley Park Spine Road. Vehicles are barred from using the access road as a through route. See Figure 43.

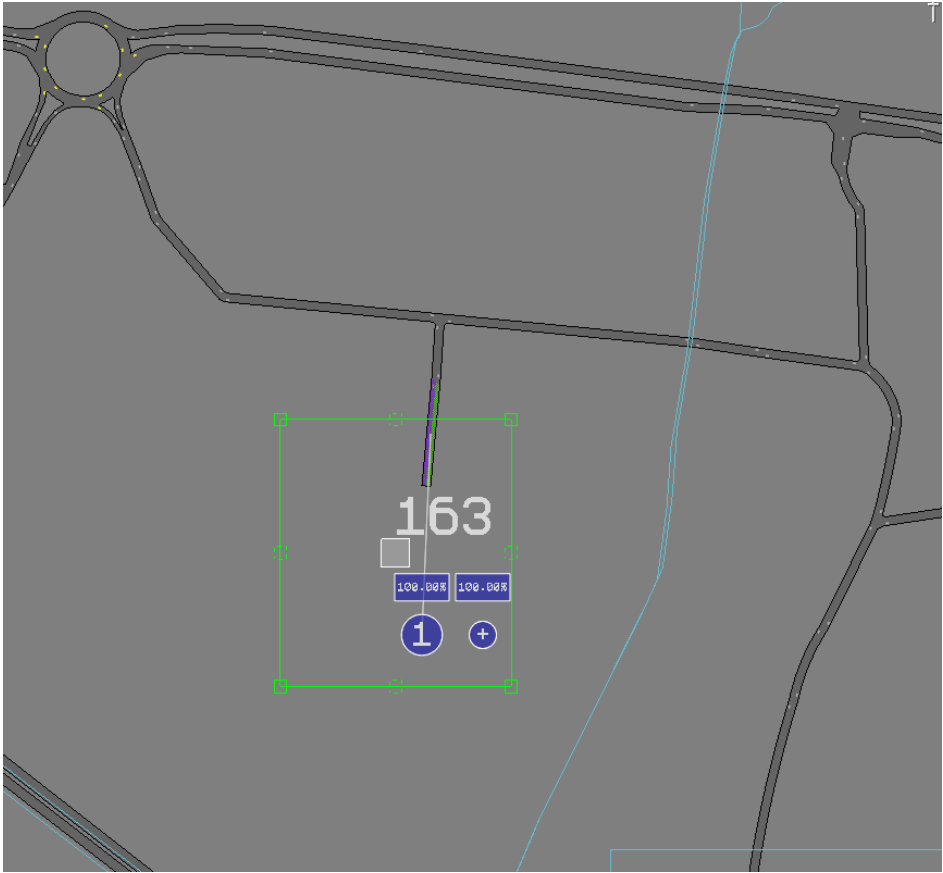


Figure 43. North West Valley Park Accesses with HIF

In the models without HIF infrastructure in place, the development trips access on to an internal development spine road linking the south arm of a roundabout on the A4130 to a simple T-Junction with Valley Park Spine Road. Vehicles are barred from using the access road as a through route. See Figure 44.

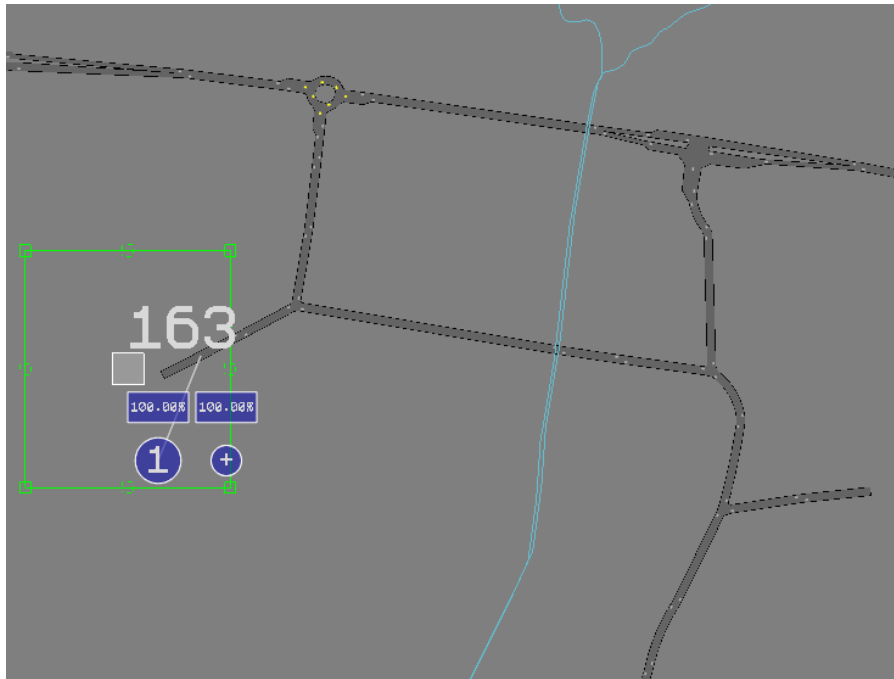


Figure 44. North West Valley Park Accesses without HIF

3.1.31 Zone 164 – Vauxhall Barracks

The development trips access onto the network at three existing junctions - Vauxhall Way at B4493 Foxhall Road, Wortham Road at The Oval and North Road at The Oval. The internal development roads are included to allow development traffic to choose the most appropriate access as shown in Figure 45.

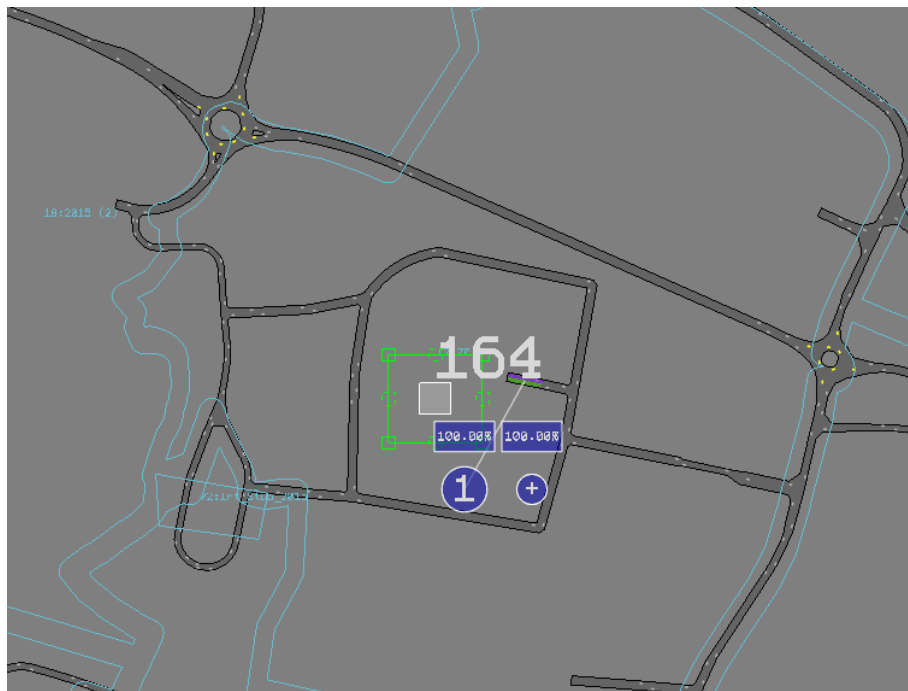


Figure 45. Vauxhall Barracks Accesses

3.1.32 Zone 165 – Land at Berinsfield

Development trips access the network on simple T-junctions at Burcot Lane and Fane Drive. There is also an additional access, a T-Junction connecting Fane Drive to A4074, north of Berinsfield Roundabout, at this junction the right turn from the A4074 to Fane Drive is banned. The access arrangements are shown in Figure 46.

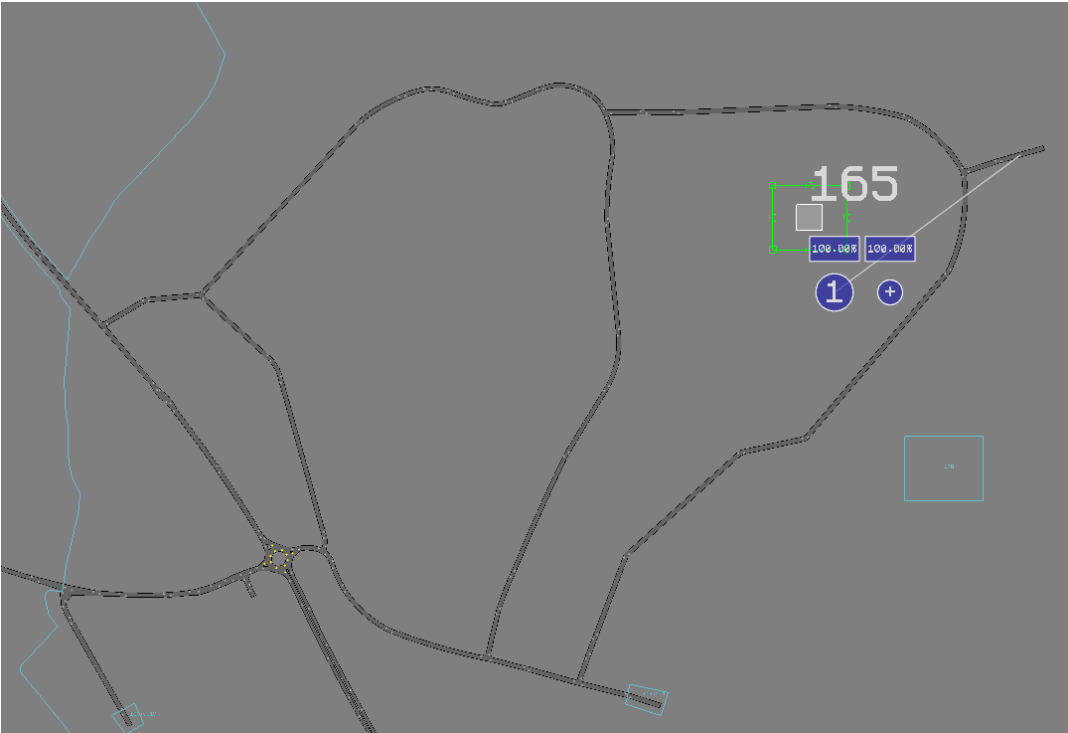


Figure 46. Land at Berinsfield Accesses

3.2 Employment

3.2.1 Zone 167 – Southmead Industrial Estate

Development trips access the network at a simple T-junction on Hawksworth, approximately 100m west of Collett. See Figure 47.

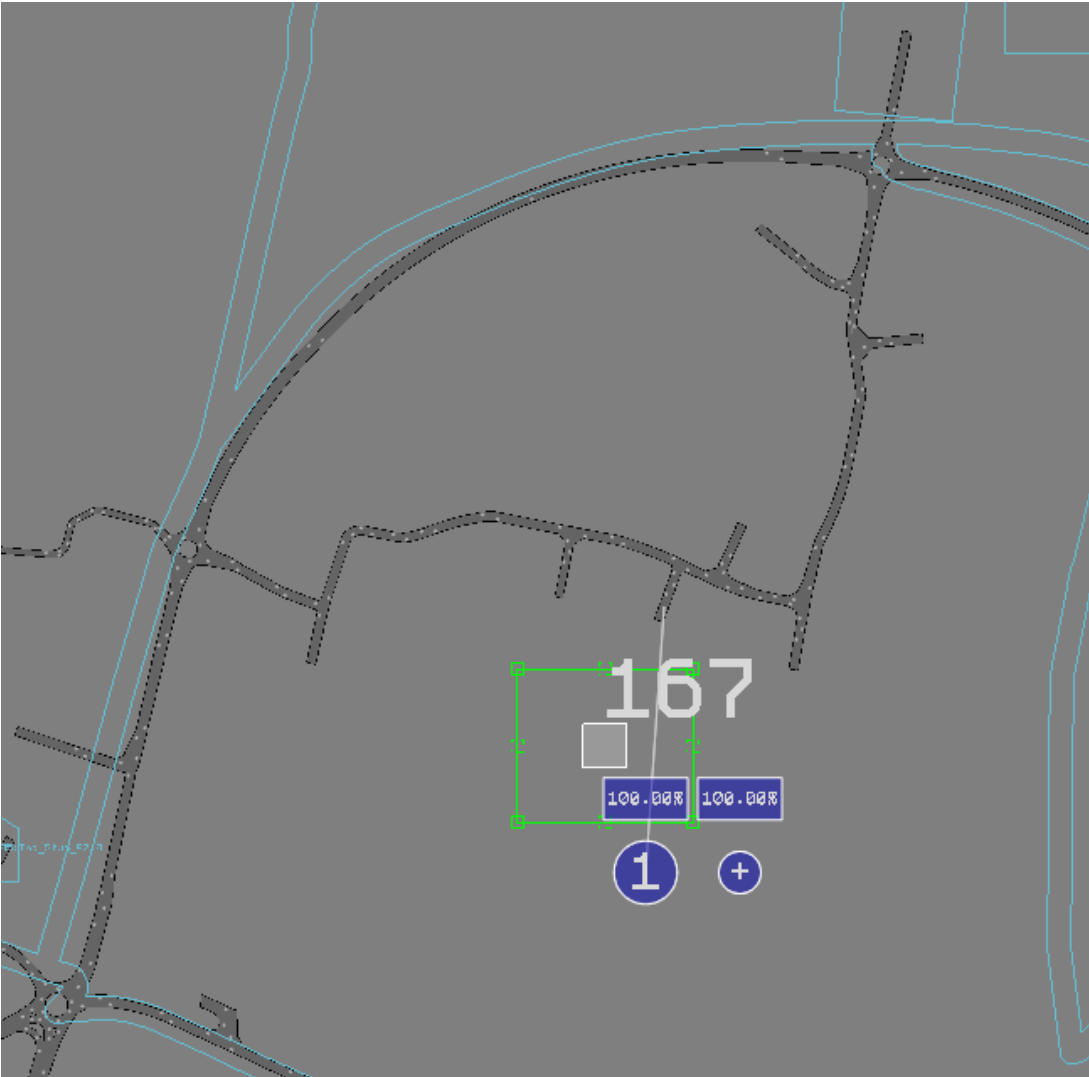


Figure 47. Southmead Industrial Estate

3.2.2 Zone 168 – Culham Science Centre

With the HIF infrastructure in place, development trips access the network on to an internal development spine road which links the north east arm of the Clifton Hampden Bypass/A415 Roundabout with a left out only access on to Clifton Hampden Bypass. Vehicles will chose the most appropriate access to use based on their destination zone. See Figure 48.

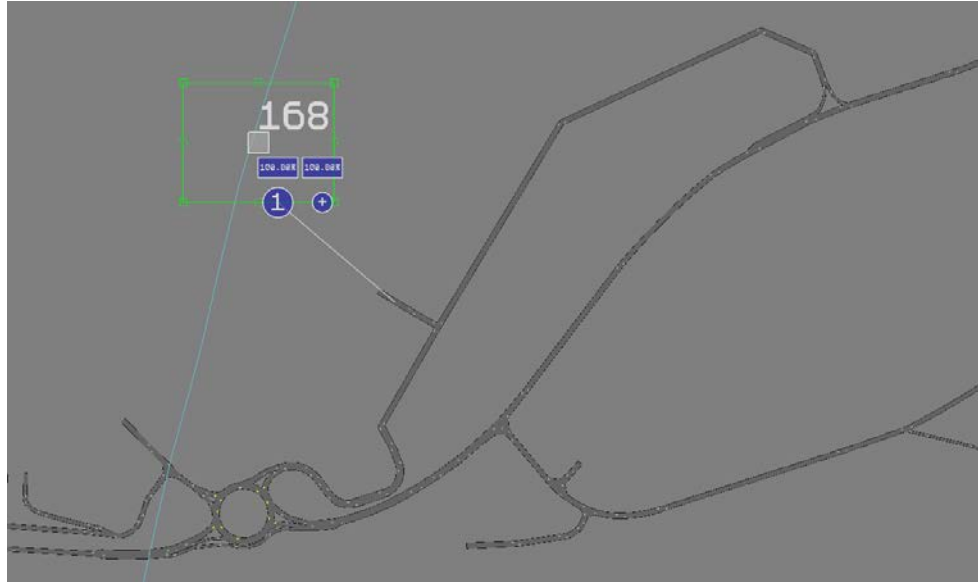


Figure 48. Culham Science Centre Accesses with HIF

Without the HIF infrastructure in place, development trips access the network at a T-Junction with a right turn lane as shown in Figure 49.

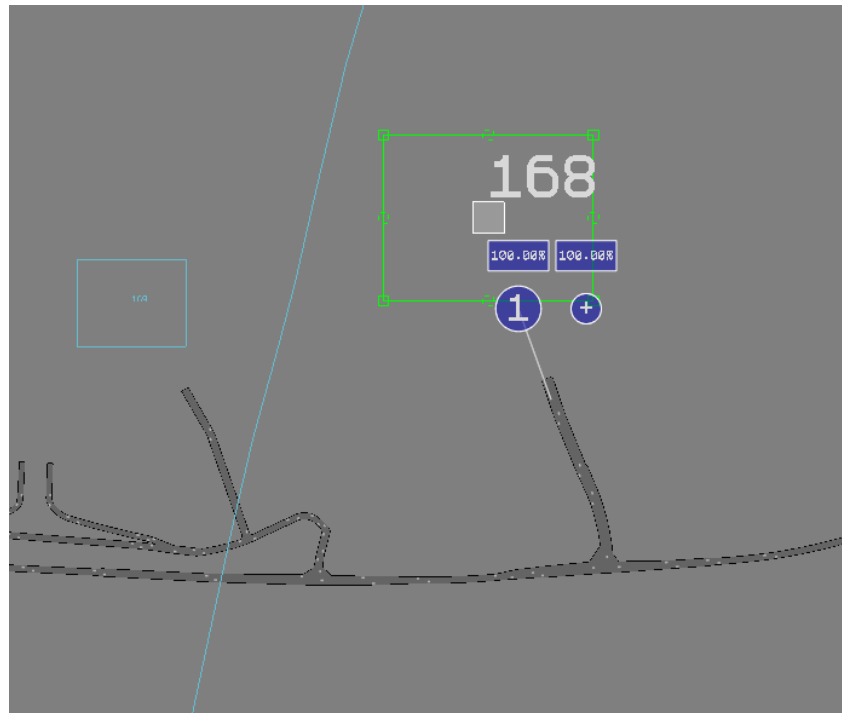


Figure 49. Culham Science Centre Accesses without HIF

3.2.3 Zone 169 – Land West of CSC

With HIF infrastructure in place, the development trips access the network split with 55% of the trips accessing west of the railway line on to an internal spine road and 45% accessing east of the railway line on to the north west arm of the Clifton Hampden Bypass/A415 Roundabout as shown in Figure 50.

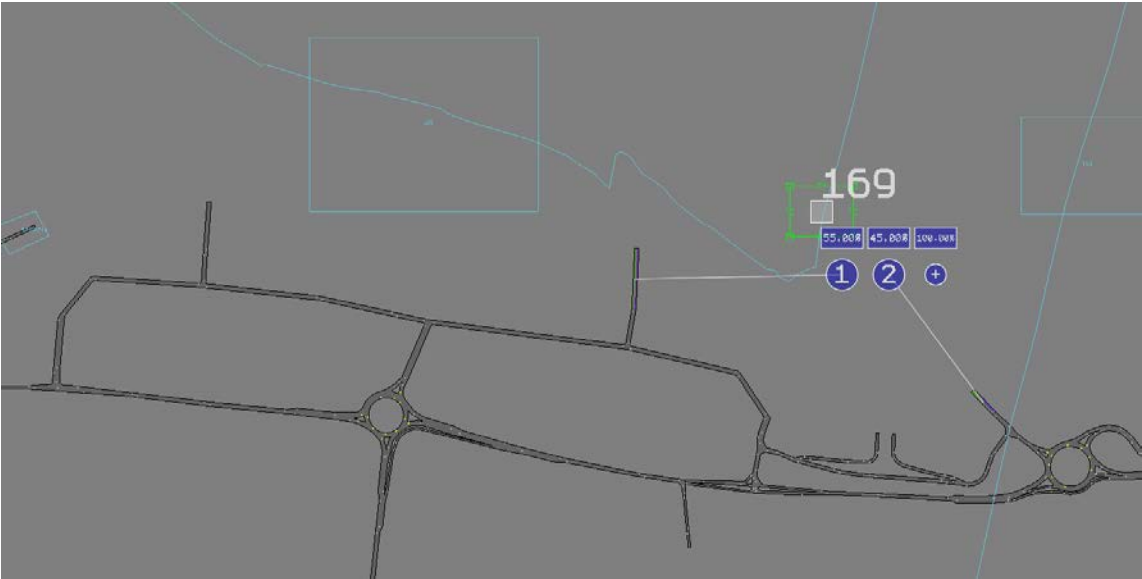


Figure 50. Land west of CSC Accesses with HIF

Without HIF infrastructure in place, the development trips access the network split with 55% of the trips accessing west of the railway line on to an internal spine road and 45% accessing east of the railway line on to Station Road as shown in Figure 51.

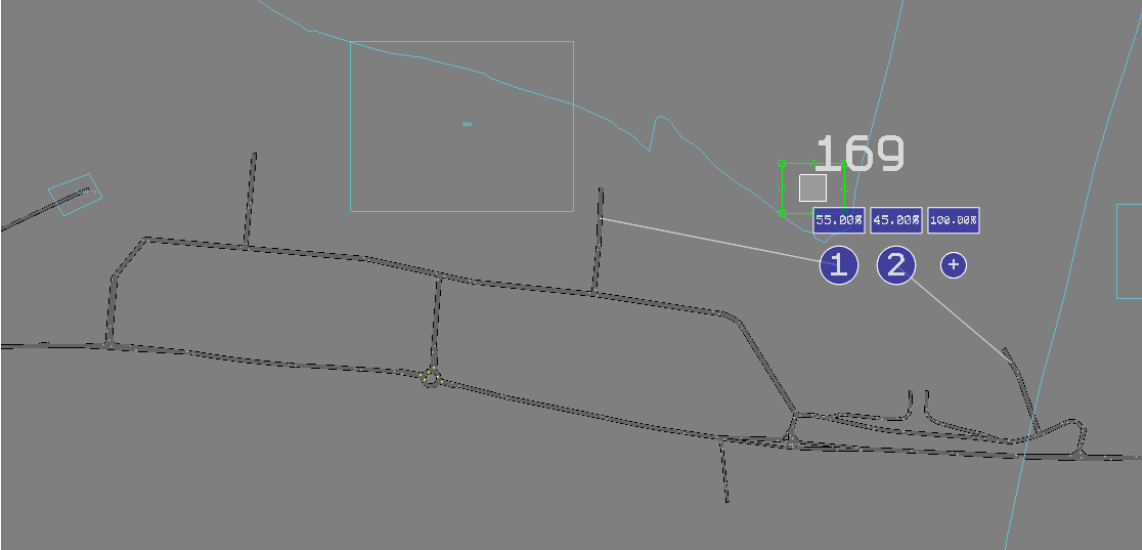


Figure 51. Land west of CSC Accesses without HIF

3.2.4 Zone 170 – Berinsfield Regeneration

Development trips access the network on simple T-junctions at Burcot Lane and Fane Drive. There is also an additional access, a T-Junction connecting Fane Drive to A4074, north of Berinsfield Roundabout, at this junction the right turn from the A4074 to Fane Drive is banned. The access arrangements are shown in Figure 52.

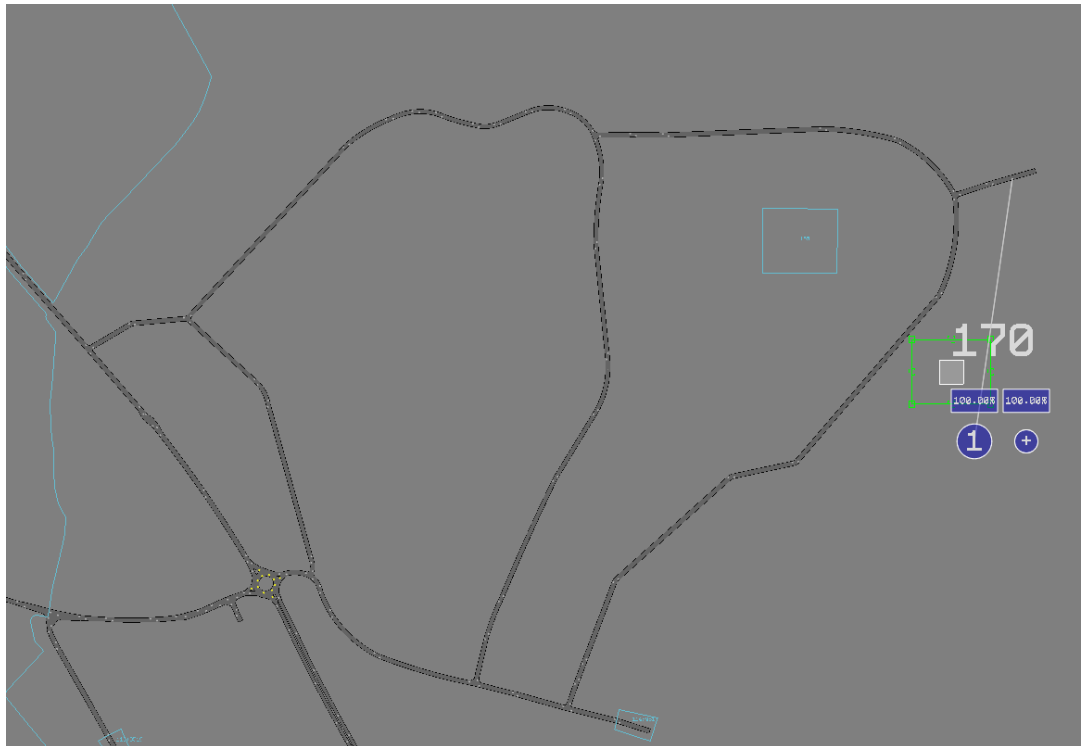


Figure 52. Berinsfield Regeneration Accesses

3.2.5 Zone 171 – Milton Park

Development trips access the network split between 34% on to Jubilee Avenue, 33% on Innovation Drive and 34% on to Brook Drive as shown in Figure 53.

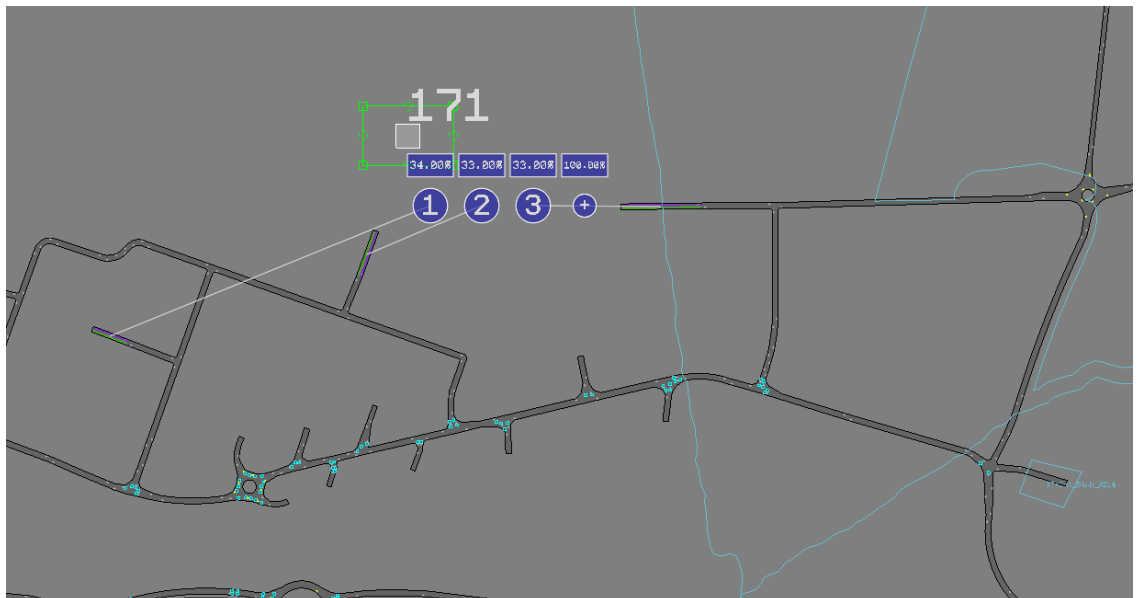


Figure 53. Milton Park Accesses

3.2.6 Zone 172 – Harwell Campus

Development trips access the network split between 20% on Eighth Street, 30% on Rutherford Avenue and 50% on Fermi Avenue, vehicles will choose the most appropriate route through the internal Harwell Campus network to access their destination. Note the junction between the A4185 and Thomson Avenue is signalised. See Figure 54.

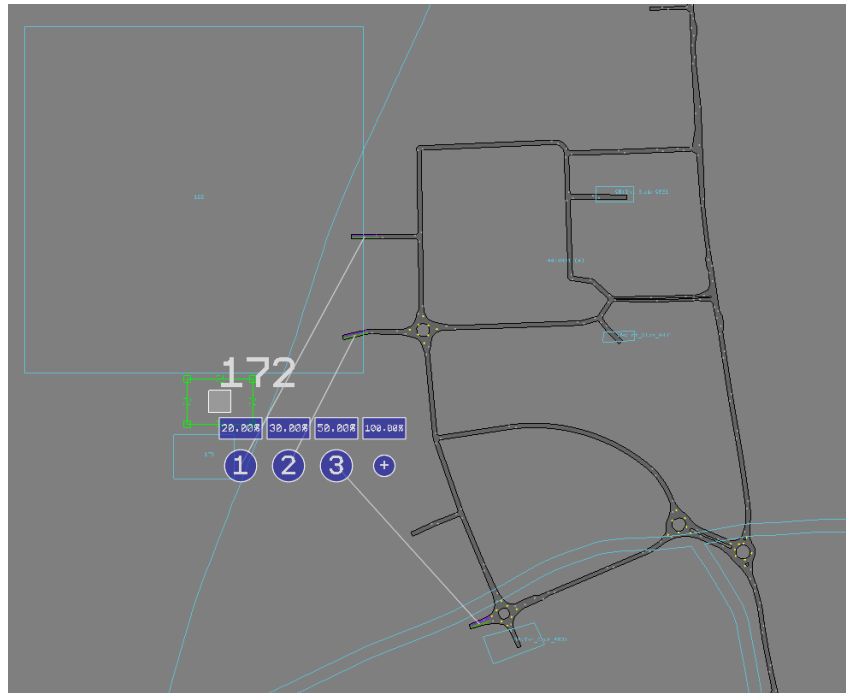


Figure 54. Harwell Campus Accesses

3.2.7 Zone 174 – Other Premises Adjacent to Didcot Power Station – Diageo

Development trips access the network using the existing ASDA access arm of the roundabout at Sutton Courtenay Road/Brook Drive. See Figure 55.

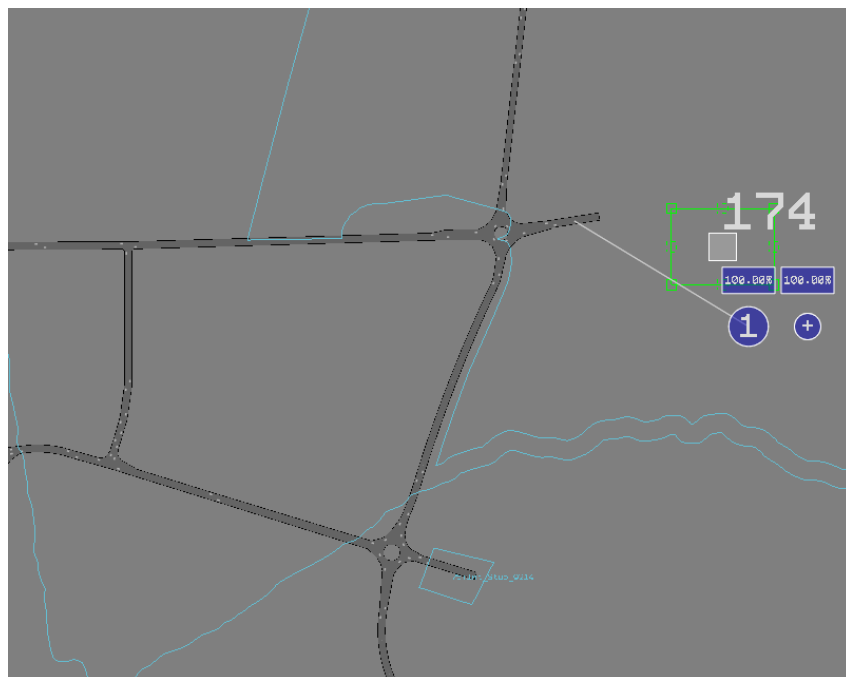


Figure 55. Other Premises Adjacent to Didcot Power Station - Diageo

3.2.8 Zone 175 – Didcot A

With the HIF infrastructure in place, the development trips access the network split evenly between 4 accesses. Three simple T-Junction accesses on to Science Bridge and one access on to an internal development spine road which links Milton Road and the Power Station Roundabout. The development spine road links on to the Science Bridge scheme at a T-junction with a ghost island right turn from Milton Road and can be used as a through route by traffic, as shown in Figure 56.



Figure 56. Didcot A Accesses with HIF

Without HIF infrastructure in place, the development trips access the network on an internal development spine road which links Milton Road and the Power Station Roundabout, vehicles are barred from using this spine road as a through route. See Figure 57.

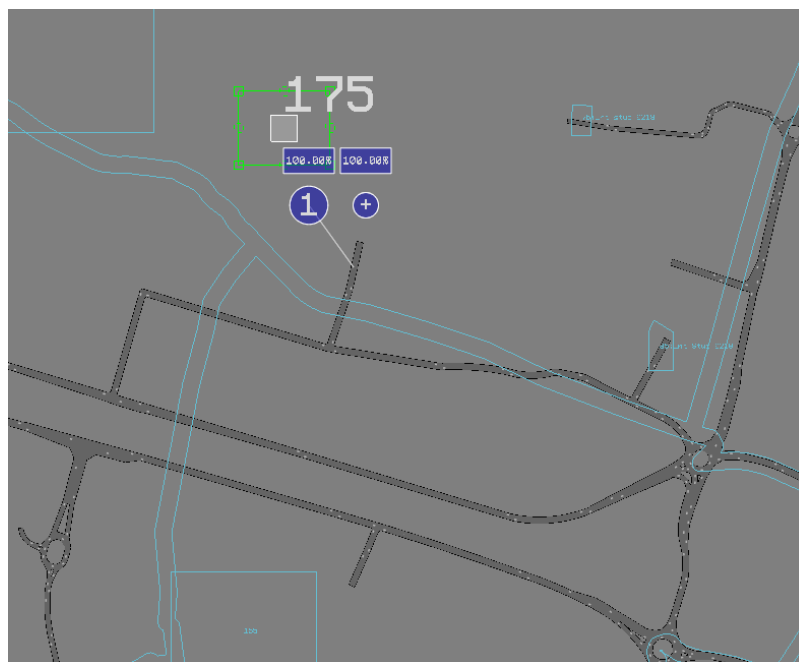


Figure 57. Didcot A Accesses without HIF

3.2.9 Zone 176 – Milton Hill Business and Technology Park

Development trips access the network using the existing Milton Hill Business and Technology Park access on A4130 Abingdon Road. See Figure 58.

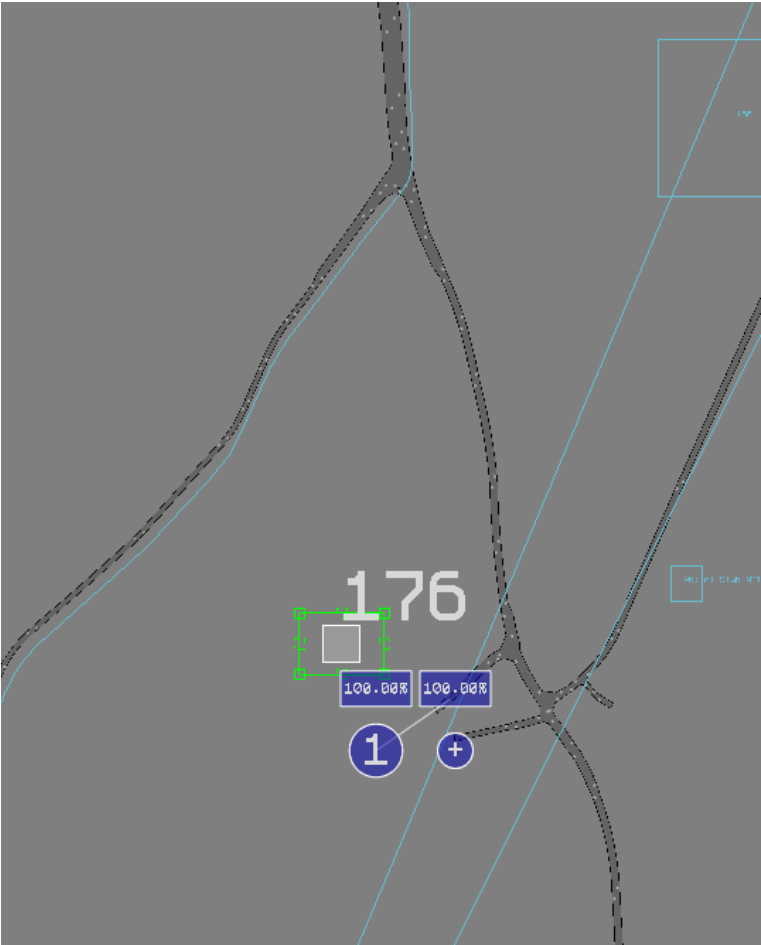


Figure 58. Milton Hill Business and Technology Park Access

3.2.10 Zone 177 – D-Tech- EZ2

With the HIF infrastructure in place, development trips access the network split between two simple T-junctions on to the New Didcot to Culham River Crossing, north of the A4130 Collett roundabout. 40% of the vehicles access from the west and 60% access from the east. This is shown in Figure 59.

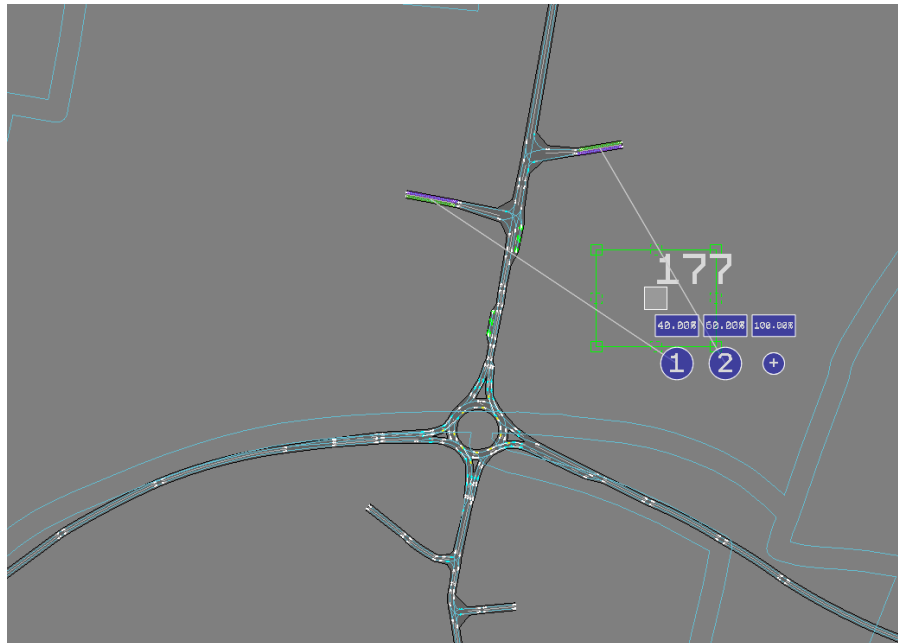


Figure 59. D-Tech-EZ2 Accesses with HIF

Without the HIF infrastructure in place, development trips access using the existing north arm of the A4130 Collett Roundabout. See Figure 60.

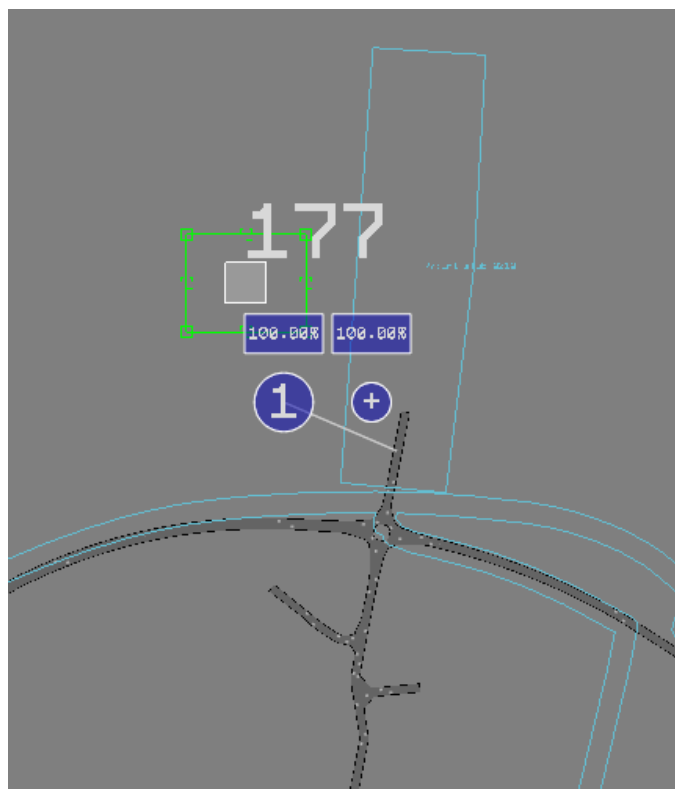


Figure 60. D-Tech-EZ2 Accesses without HIF

3.2.11 Zone 178 – Milton Interchange Site- E22

With the HIF infrastructure in place, the development trips access on to an internal development spine road at two locations linking the existing services access on to the A4130 with the new A4130/North West Valley Park Roundabout as shown in Figure 61. The development spine road can be used by traffic as a through route.

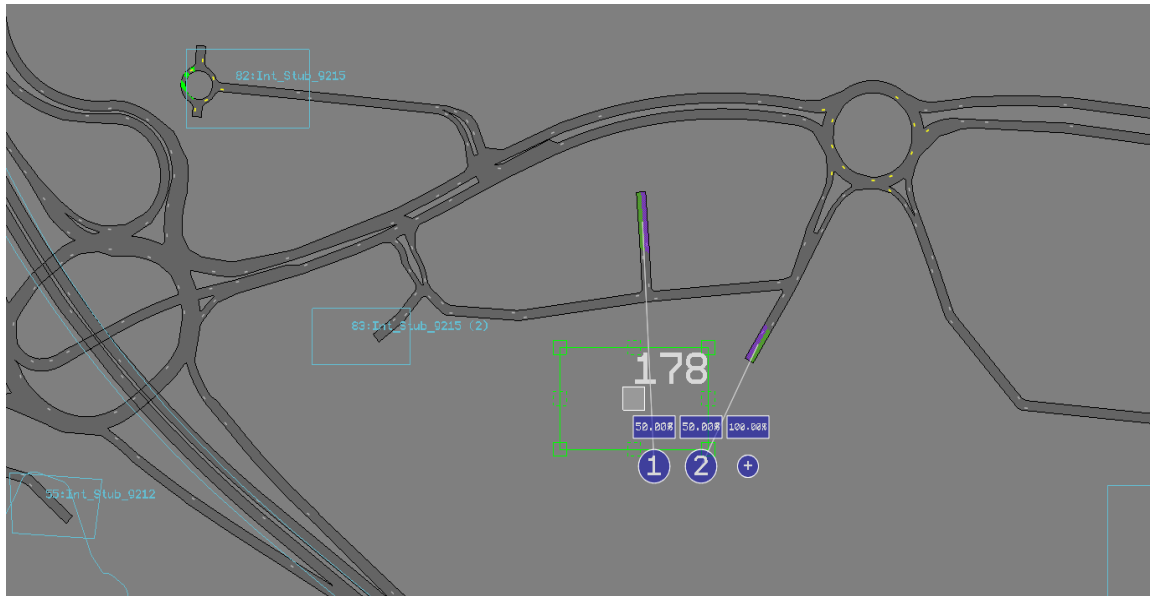


Figure 61. Milton Interchange Site-E22 Accesses with HIF

Without the HIF infrastructure in place, the development trips access on to an internal spine road which links the existing services access on to the A4130 with a new signalled junction on to the A4130 as shown in Figure 62. Vehicles are barred from using the development spine road as a through route.

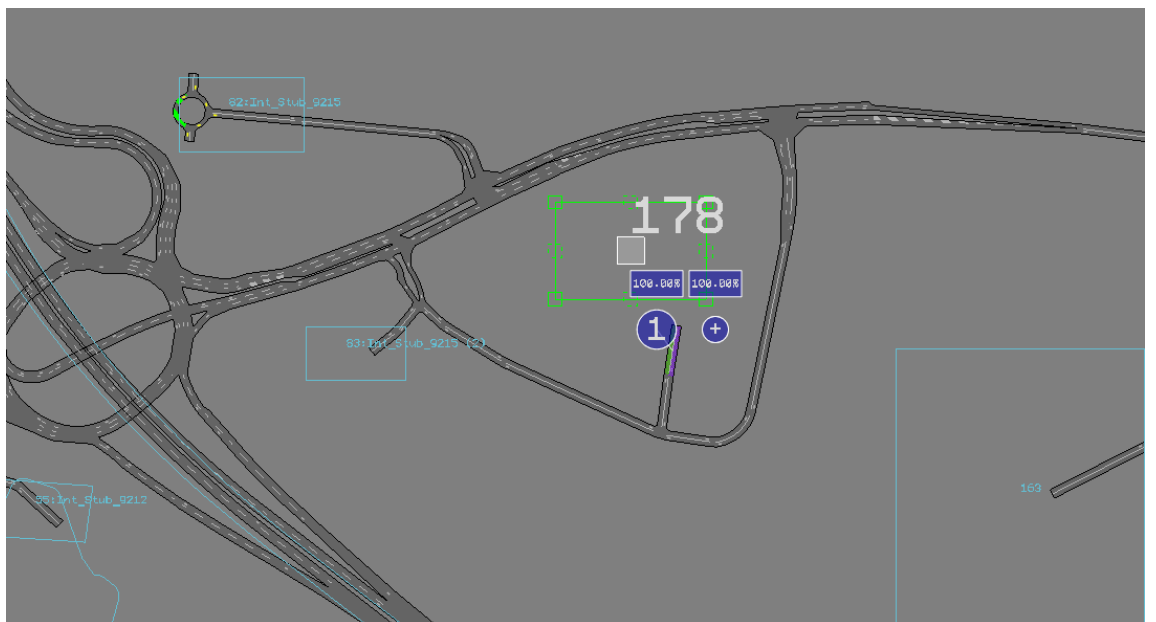


Figure 62. Milton Interchange Site-E22 Accesses without HIF

4. APPENDIX A



Figure 63. 2020 Base Network



Figure 64. 2024 without HIF Network



Figure 65. 2024 with HIF Network



Figure 66. 2034 without HIF Network



Figure 67. 2034 with HIF Network

5. APPENDIX B

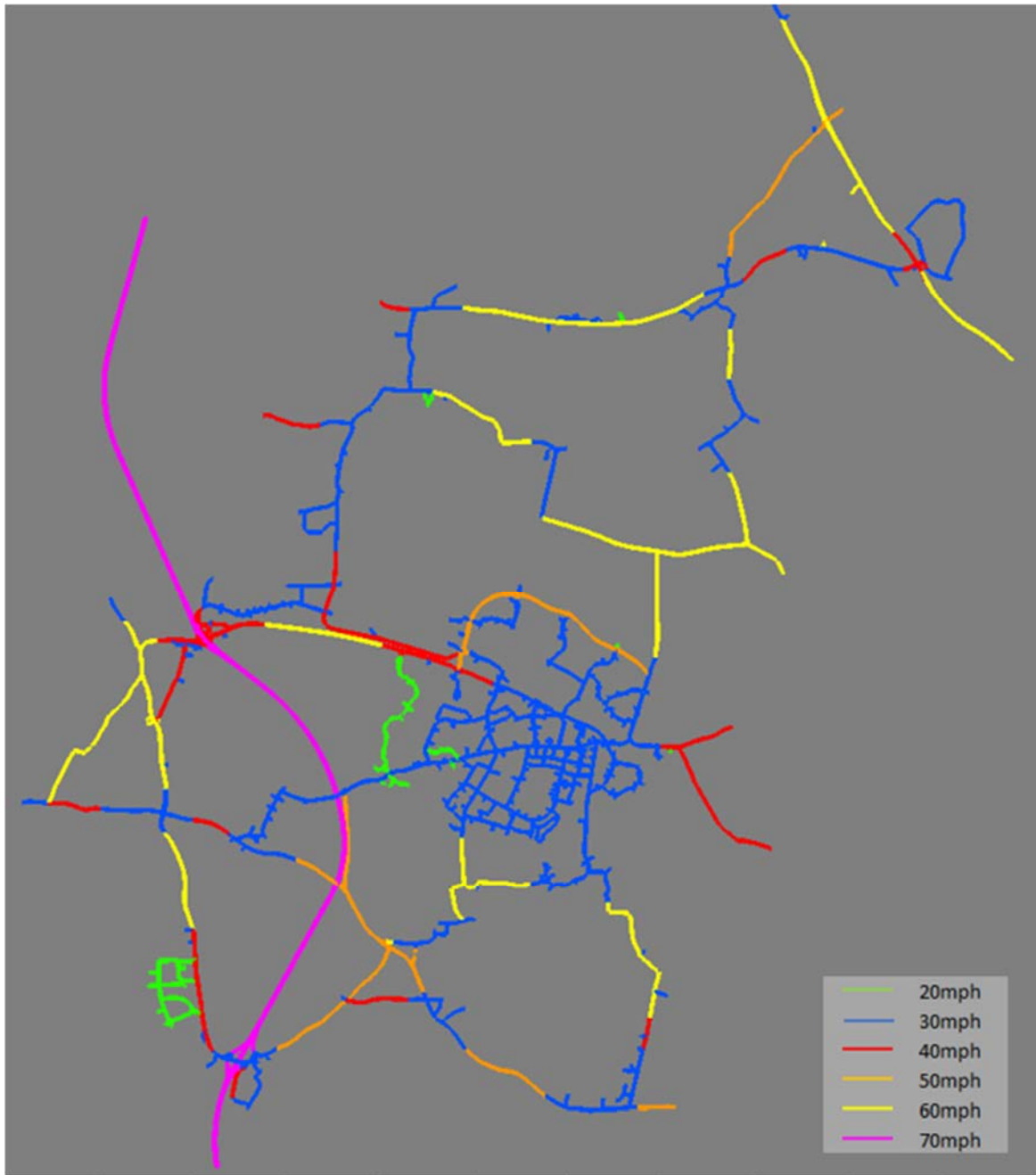


Figure 68. 2020 Speed Limits

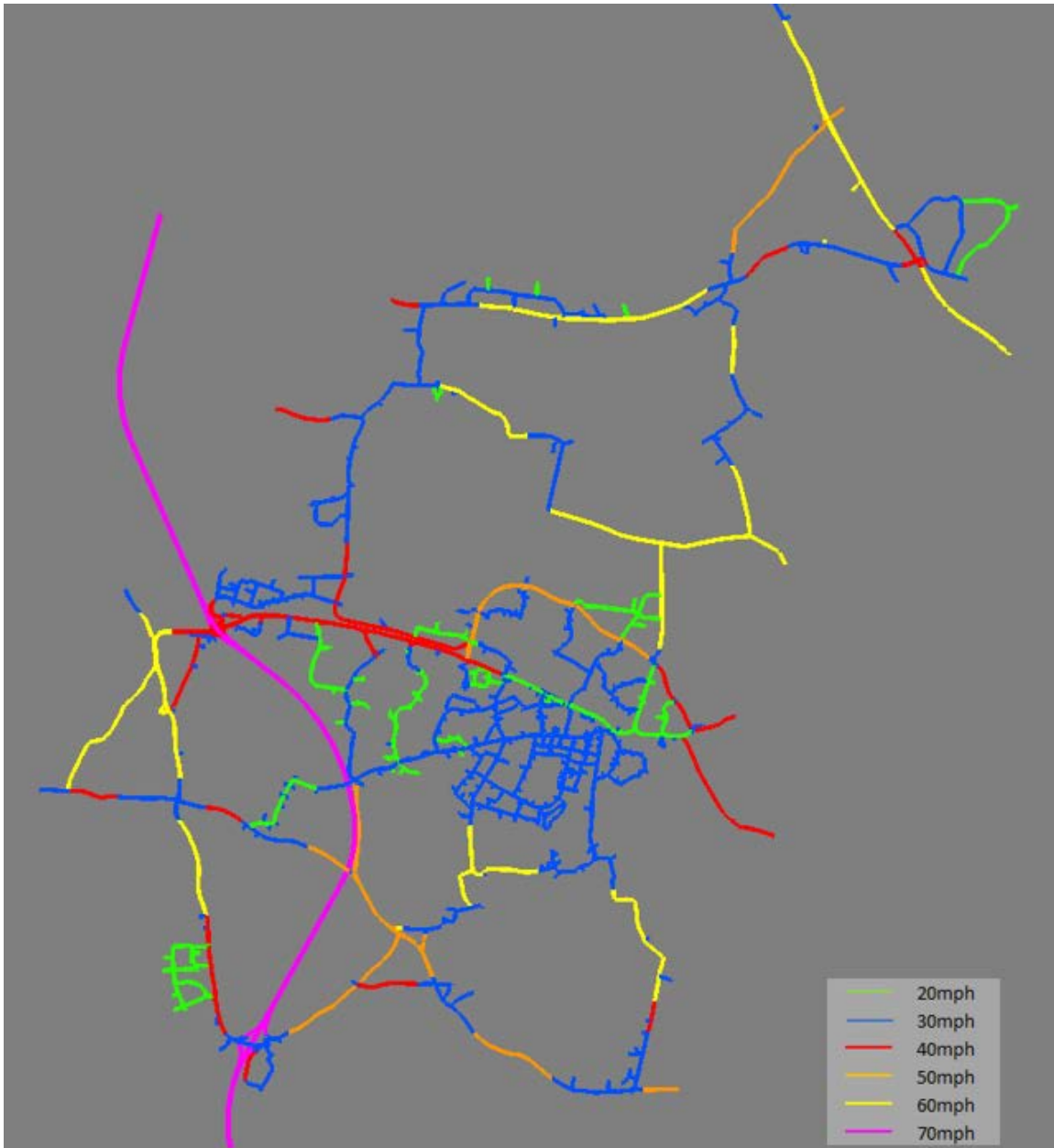


Figure 69. 2024 without HIF Speed Limits

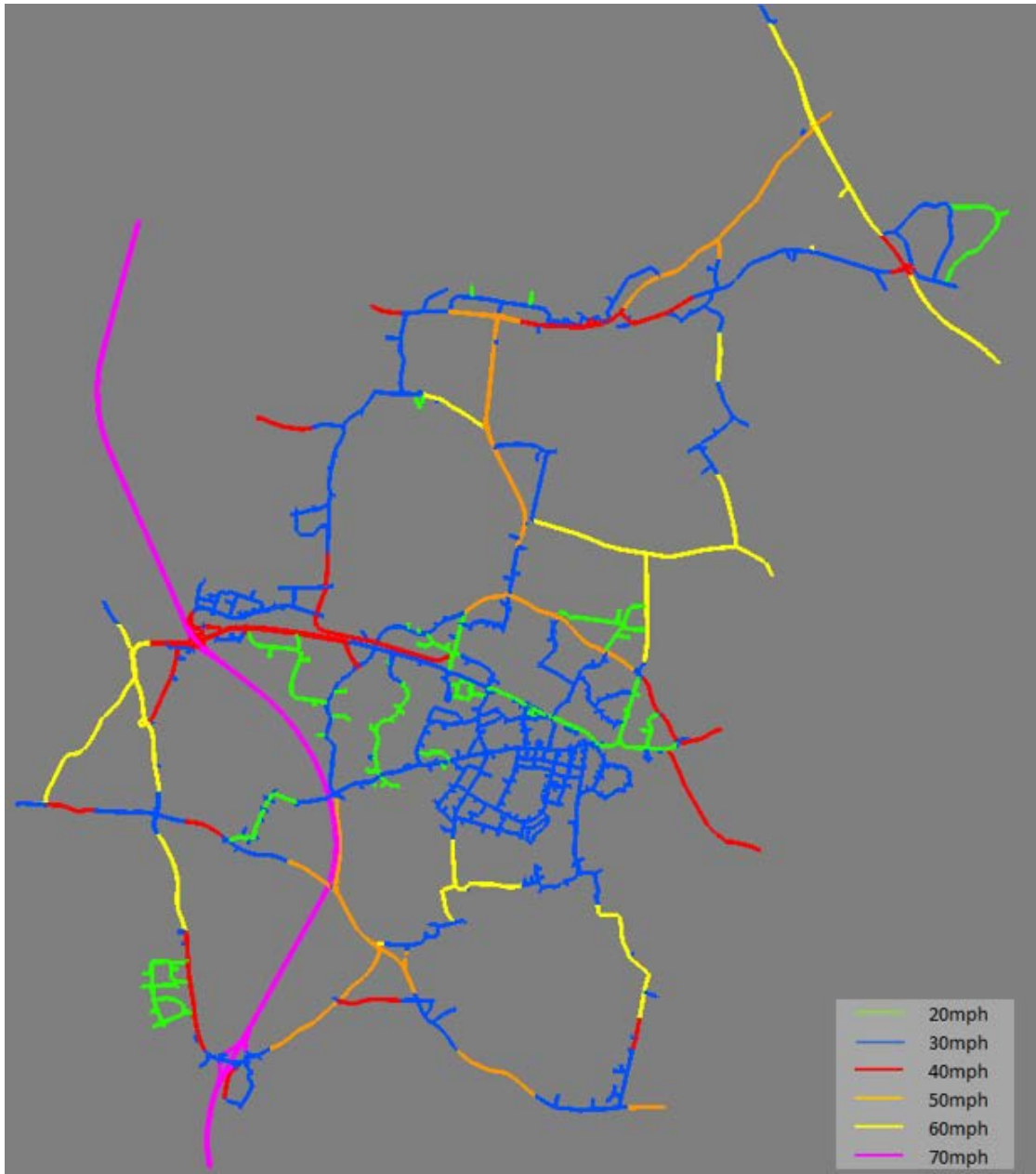


Figure 70. 2024 with HIF Speed Limits

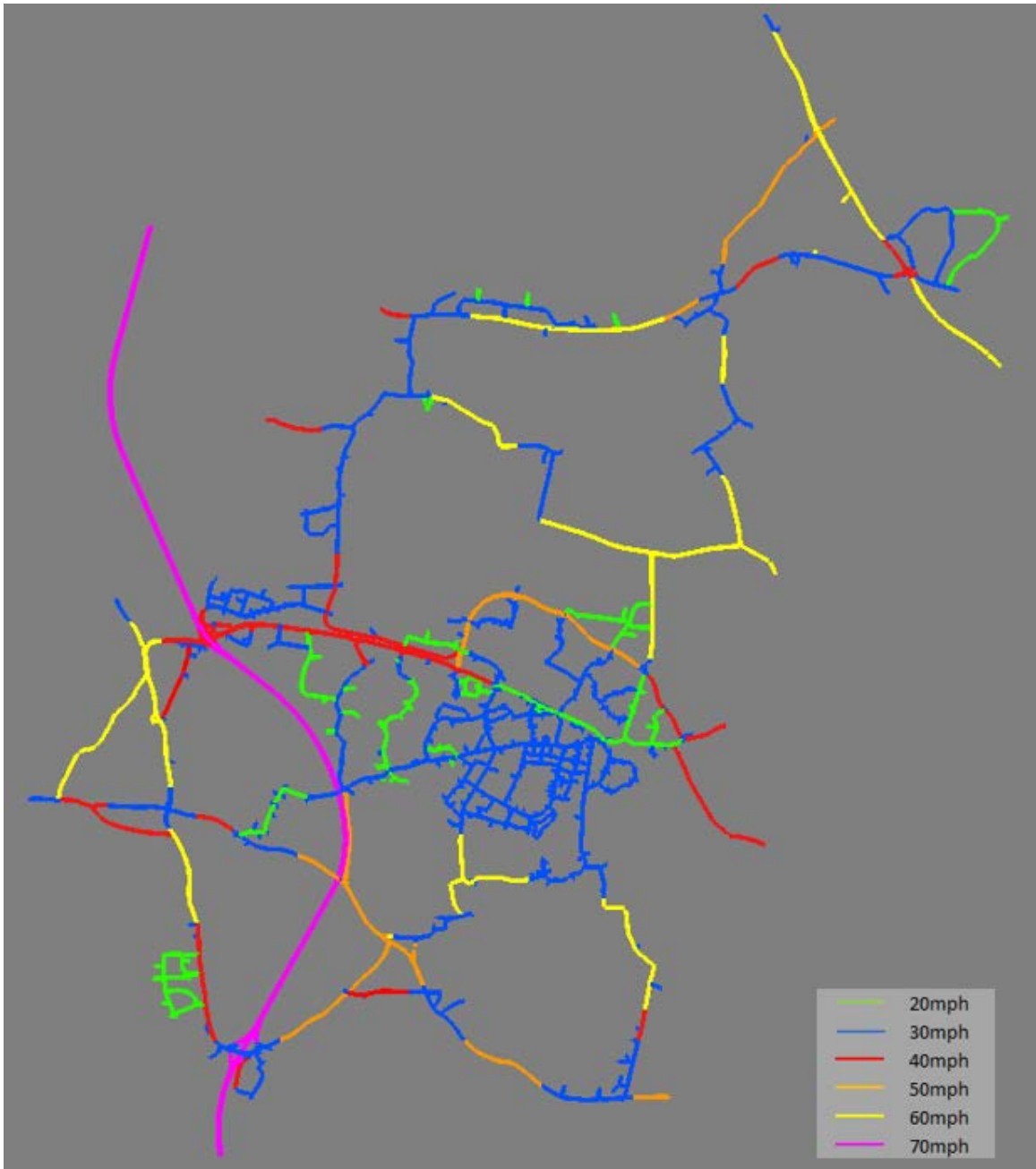


Figure 71. 2034 without HIF Speed Limits

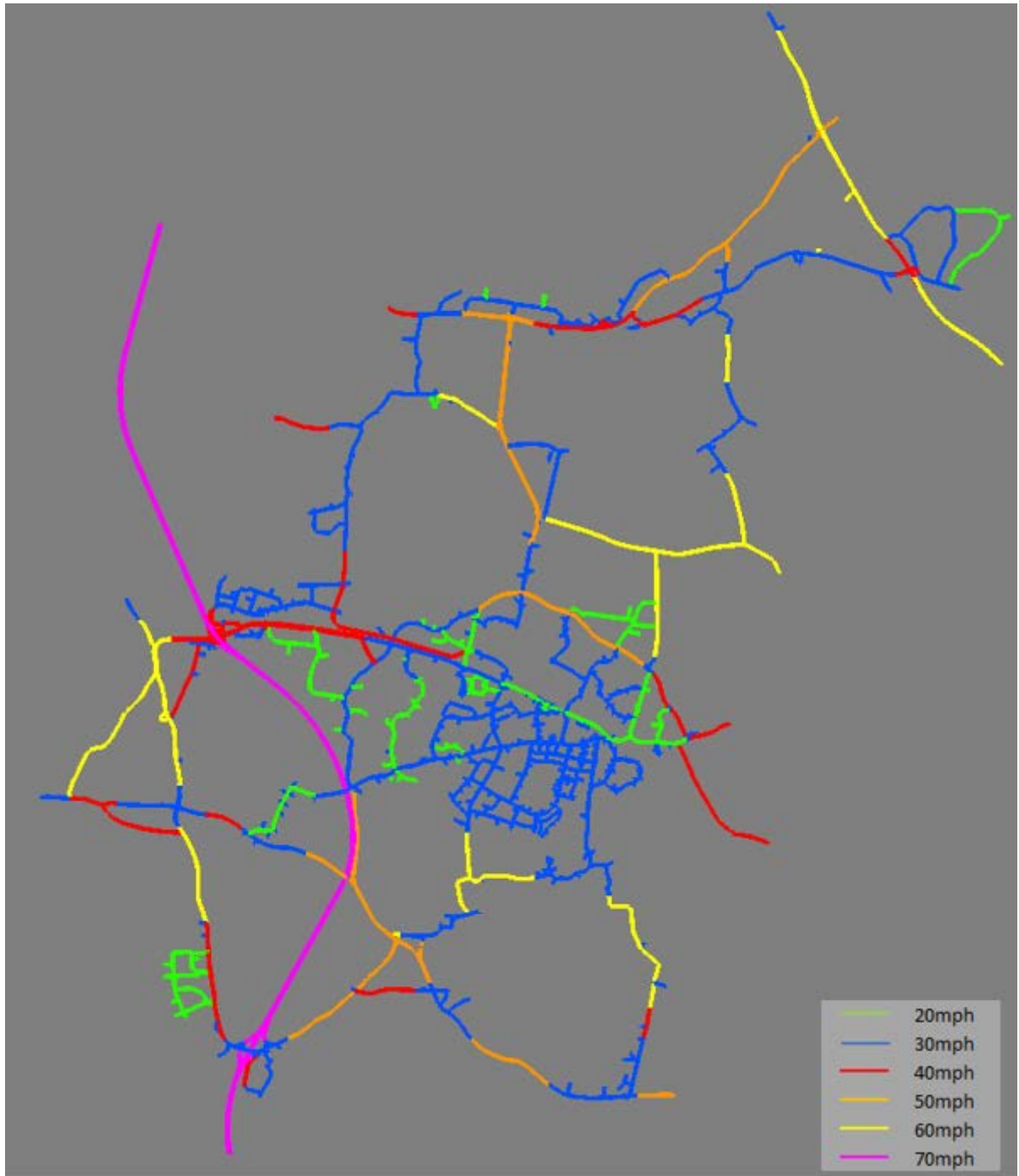


Figure 72. 2034 with HIF Speed Limits

Appendix H – On-Site Junction Capacity Assessment Outputs

SCH1

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: WID-01-Backhill Roundabout-P02-v1.j9
Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\99 Submitted\20210910
Report generation date: 10/09/2021 15:27:41

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2024with										
A - A4130 (E)	3.8	7.35	0.79	A	25 % [A - A4130 (E)]	1.8	4.38	0.64	A	57 % [A - A4130 (E)]
B - NW Valley Park	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
C - Mays/Miscombe/Services	0.1	6.67	0.09	A		0.1	5.50	0.11	A	
D - A4130 (W)	1.2	3.57	0.52	A		1.6	4.24	0.61	A	
2034with										
A - A4130 (E)	2.8	6.09	0.73	A	35 % [A - A4130 (E)]	2.0	4.92	0.67	A	3 % [D - A4130 (W)]
B - NW Valley Park	0.1	6.69	0.13	A		0.2	5.96	0.14	A	
C - Mays/Miscombe/Services	0.1	5.95	0.05	A		0.3	6.59	0.24	A	
D - A4130 (W)	2.6	5.73	0.71	A		13.6	24.27	0.94	C	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	WID_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 P02
Location	Backhill Roundabout
Site number	01
Date	11/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Richard.Rolph
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2024with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
01	Backhill Roundabout	Standard Roundabout		A, B, C, D	5.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	25	A - A4130 (E)

Arms

Arms

Arm	Name	Description
A	A4130 (E)	
B	NW Valley Park	
C	Mays/Miscombe/Services	
D	A4130 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A4130 (E)	6.74	9.22	10.0	29.9	80.2	43.3	
B - NW Valley Park	3.77	5.00	3.5	28.6	80.2	34.9	
C - Mays/Miscombe/Services	3.86	5.00	2.9	30.9	80.2	16.1	
D - A4130 (W)	6.75	9.13	6.7	36.2	80.2	38.9	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - NW Valley Park	4.00	9.00		Distance	7.83	5.59				
C - Mays/Miscombe/Services	2.57	6.26	✓	Distance			4.00	2.86	4.00	2.86

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - A4130 (E)	13.00	3.00	2.90	1.00	6.00	11.20	7.00
D - A4130 (W)	16.00	3.00	2.90	1.00	6.00	11.20	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A4130 (E)	0.566	2388
B - NW Valley Park	0.415	1315
C - Mays/Miscombe/Services	0.444	1409
D - A4130 (W)	0.567	2362

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 (E)		ONE HOUR	✓	1684	100.000
B - NW Valley Park		ONE HOUR	✓	0	100.000
C - Mays/Miscombe/Services		ONE HOUR	✓	49	100.000
D - A4130 (W)		ONE HOUR	✓	1076	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A4130 (E)	[ONEHOUR]	20.00
B - NW Valley Park	[ONEHOUR]	20.00
C - Mays/Miscombe/Services	[ONEHOUR]	20.00
D - A4130 (W)	[ONEHOUR]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A4130 (E)	B - NW Valley Park	C - Mays/Miscombe/Services	D - A4130 (W)
From	A - A4130 (E)	0	0	34	1650
	B - NW Valley Park	0	0	0	0
	C - Mays/Miscombe/Services	44	0	0	5
	D - A4130 (W)	1076	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A4130 (E)	B - NW Valley Park	C - Mays/Miscombe/Services	D - A4130 (W)
From	A - A4130 (E)	0	0	1	4
	B - NW Valley Park	0	0	0	0
	C - Mays/Miscombe/Services	2	0	0	0
	D - A4130 (W)	7	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A4130 (E)	0.79	7.35	3.8	A	1684	1684
B - NW Valley Park	0.00	0.00	0.0	A	0	0
C - Mays/Miscombe/Services	0.09	6.67	0.1	A	49	49
D - A4130 (W)	0.52	3.57	1.2	A	1076	1076

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1514	378	0	17.98	2335	0.648	1511	1006	1.2	1.9	4.528	A
B - NW Valley Park	0	0	1511	17.98	688	0.000	0	0	0.0	0.0	0.000	A
C - Mays/Miscombe/Services	44	11	1481	17.98	752	0.059	44	31	0.0	0.1	5.175	A
D - A4130 (W)	967	242	39	17.98	2275	0.425	966	1485	0.6	0.8	2.942	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1854	464	0	22.02	2349	0.789	1847	1231	1.9	3.8	7.346	A
B - NW Valley Park	0	0	1847	22.02	549	0.000	0	0	0.0	0.0	0.000	A
C - Mays/Miscombe/Services	54	13	1809	22.02	606	0.089	54	37	0.1	0.1	6.631	A
D - A4130 (W)	1185	296	48	22.02	2262	0.524	1183	1815	0.8	1.2	3.565	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1854	464	0	22.02	2367	0.783	1854	1233	3.8	3.8	7.289	A
B - NW Valley Park	0	0	1854	22.02	546	0.000	0	0	0.0	0.0	0.000	A
C - Mays/Miscombe/Services	54	13	1817	22.02	603	0.089	54	37	0.1	0.1	6.673	A
D - A4130 (W)	1185	296	48	22.02	2266	0.523	1185	1822	1.2	1.2	3.561	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1514	378	0	17.98	2356	0.643	1521	1008	3.8	1.9	4.524	A
B - NW Valley Park	0	0	1521	17.98	684	0.000	0	0	0.0	0.0	0.000	A
C - Mays/Miscombe/Services	44	11	1491	17.98	748	0.059	44	31	0.1	0.1	5.210	A
D - A4130 (W)	967	242	40	17.98	2280	0.424	969	1495	1.2	0.8	2.941	A

2024with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2024with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
01	Backhill Roundabout	Standard Roundabout		A, B, C, D	4.34	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	57	A - A4130 (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 (E)		ONE HOUR	✓	1340	100.000
B - NW Valley Park		ONE HOUR	✓	0	100.000
C - Mays/Miscombe/Services		ONE HOUR	✓	73	100.000
D - A4130 (W)		ONE HOUR	✓	1259	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A4130 (E)	[ONEHOUR]	20.00
B - NW Valley Park	[ONEHOUR]	20.00
C - Mays/Miscombe/Services	[ONEHOUR]	20.00
D - A4130 (W)	[ONEHOUR]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A4130 (E)	B - NW Valley Park	C - Mays/Miscombe/Services	D - A4130 (W)
From	A - A4130 (E)	0	0	4	1336
	B - NW Valley Park	0	0	0	0
	C - Mays/Miscombe/Services	65	0	0	8
	D - A4130 (W)	1251	0	0	8

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A4130 (E)	B - NW Valley Park	C - Mays/Miscombe/Services	D - A4130 (W)
From	A - A4130 (E)	0	0	0	3
	B - NW Valley Park	0	0	0	0
	C - Mays/Miscombe/Services	3	0	0	1
	D - A4130 (W)	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A4130 (E)	0.64	4.38	1.8	A	1340	1340
B - NW Valley Park	0.00	0.00	0.0	A	0	0
C - Mays/Miscombe/Services	0.11	5.50	0.1	A	73	73
D - A4130 (W)	0.61	4.24	1.6	A	1259	1259

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1205	301	7	17.98	2321	0.519	1203	1182	0.8	1.1	3.314	A
B - NW Valley Park	0	0	1211	17.98	813	0.000	0	0	0.0	0.0	0.000	A
C - Mays/Miscombe/Services	66	16	1207	17.98	873	0.075	66	4	0.1	0.1	4.579	A
D - A4130 (W)	1132	283	58	17.98	2267	0.499	1131	1214	0.7	1.0	3.258	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1475	369	9	22.02	2317	0.637	1473	1446	1.1	1.8	4.378	A
B - NW Valley Park	0	0	1481	22.02	701	0.000	0	0	0.0	0.0	0.000	A
C - Mays/Miscombe/Services	80	20	1477	22.02	754	0.107	80	4	0.1	0.1	5.492	A
D - A4130 (W)	1386	347	71	22.02	2256	0.614	1384	1486	1.0	1.6	4.238	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1475	369	9	22.02	2324	0.635	1475	1449	1.8	1.8	4.370	A
B - NW Valley Park	0	0	1484	22.02	700	0.000	0	0	0.0	0.0	0.000	A
C - Mays/Miscombe/Services	80	20	1480	22.02	752	0.107	80	4	0.1	0.1	5.504	A
D - A4130 (W)	1386	347	72	22.02	2262	0.613	1386	1489	1.6	1.6	4.233	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1205	301	7	17.98	2330	0.517	1207	1186	1.8	1.1	3.313	A
B - NW Valley Park	0	0	1215	17.98	811	0.000	0	0	0.0	0.0	0.000	A
C - Mays/Miscombe/Services	66	16	1211	17.98	872	0.075	66	4	0.1	0.1	4.593	A
D - A4130 (W)	1132	283	59	17.98	2275	0.498	1134	1218	1.6	1.0	3.256	A

2034with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2034with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
01	Backhill Roundabout	Standard Roundabout		A, B, C, D	5.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	A - A4130 (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 (E)		ONE HOUR	✓	1525	100.000
B - NW Valley Park		ONE HOUR	✓	73	100.000
C - Mays/Miscombe/Services		ONE HOUR	✓	28	100.000
D - A4130 (W)		ONE HOUR	✓	1475	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A4130 (E)	[ONEHOUR]	20.00
B - NW Valley Park	[ONEHOUR]	20.00
C - Mays/Miscombe/Services	[ONEHOUR]	20.00
D - A4130 (W)	[ONEHOUR]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A4130 (E)	B - NW Valley Park	C - Mays/Miscombe/Services	D - A4130 (W)
From	A - A4130 (E)	0	13	74	1438
	B - NW Valley Park	14	0	0	59
	C - Mays/Miscombe/Services	23	0	0	5
	D - A4130 (W)	1414	47	12	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A4130 (E)	B - NW Valley Park	C - Mays/Miscombe/Services	D - A4130 (W)
From	A - A4130 (E)	0	0	2	7
	B - NW Valley Park	0	0	0	0
	C - Mays/Miscombe/Services	7	0	0	0
	D - A4130 (W)	7	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A4130 (E)	0.73	6.09	2.8	A	1525	1525
B - NW Valley Park	0.13	6.69	0.1	A	73	73
C - Mays/Miscombe/Services	0.05	5.95	0.1	A	28	28
D - A4130 (W)	0.71	5.73	2.6	A	1475	1475

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1371	343	55	17.98	2301	0.596	1369	1303	1.1	1.6	4.111	A
B - NW Valley Park	66	16	1370	17.98	747	0.088	66	54	0.1	0.1	5.282	A
C - Mays/Miscombe/Services	25	6	1358	17.98	806	0.031	25	77	0.0	0.0	4.869	A
D - A4130 (W)	1326	331	33	17.98	2287	0.580	1324	1350	1.0	1.5	3.983	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1679	420	67	22.02	2300	0.730	1674	1593	1.6	2.8	6.087	A
B - NW Valley Park	80	20	1675	22.02	620	0.130	80	66	0.1	0.1	6.663	A
C - Mays/Miscombe/Services	31	8	1661	22.02	672	0.046	31	94	0.0	0.1	5.932	A
D - A4130 (W)	1624	406	41	22.02	2286	0.710	1620	1651	1.5	2.6	5.726	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1679	420	67	22.02	2312	0.726	1679	1598	2.8	2.8	6.064	A
B - NW Valley Park	80	20	1680	22.02	618	0.130	80	66	0.1	0.1	6.691	A
C - Mays/Miscombe/Services	31	8	1666	22.02	670	0.046	31	95	0.1	0.1	5.952	A
D - A4130 (W)	1624	406	41	22.02	2297	0.707	1624	1656	2.6	2.6	5.706	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1371	343	55	17.98	2315	0.592	1376	1309	2.8	1.6	4.110	A
B - NW Valley Park	66	16	1377	17.98	744	0.088	66	54	0.1	0.1	5.308	A
C - Mays/Miscombe/Services	25	6	1365	17.98	803	0.031	25	78	0.1	0.0	4.889	A
D - A4130 (W)	1326	331	33	17.98	2300	0.577	1330	1357	2.6	1.5	3.981	A

2034with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2034with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
01	Backhill Roundabout	Standard Roundabout		A, B, C, D	15.61	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	D - A4130 (W)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 (E)		ONE HOUR	✓	1360	100.000
B - NW Valley Park		ONE HOUR	✓	88	100.000
C - Mays/Miscombe/Services		ONE HOUR	✓	159	100.000
D - A4130 (W)		ONE HOUR	✓	1944	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A4130 (E)	[ONEHOUR]	20.00
B - NW Valley Park	[ONEHOUR]	20.00
C - Mays/Miscombe/Services	[ONEHOUR]	20.00
D - A4130 (W)	[ONEHOUR]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A4130 (E)	B - NW Valley Park	C - Mays/Miscombe/Services	D - A4130 (W)
From	A - A4130 (E)	0	31	33	1296
	B - NW Valley Park	18	0	0	70
	C - Mays/Miscombe/Services	126	0	0	33
	D - A4130 (W)	1795	132	10	7

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A4130 (E)	B - NW Valley Park	C - Mays/Miscombe/Services	D - A4130 (W)
From	A - A4130 (E)	0	0	1	2
	B - NW Valley Park	0	0	0	0
	C - Mays/Miscombe/Services	2	0	0	0
	D - A4130 (W)	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A4130 (E)	0.67	4.92	2.0	A	1360	1360
B - NW Valley Park	0.14	5.96	0.2	A	88	88
C - Mays/Miscombe/Services	0.24	6.59	0.3	A	159	159
D - A4130 (W)	0.94	24.27	13.6	C	1944	1944

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1223	306	133	17.98	2253	0.543	1221	1737	0.8	1.2	3.551	A
B - NW Valley Park	79	20	1209	17.98	814	0.097	79	146	0.1	0.1	4.898	A
C - Mays/Miscombe/Services	143	36	1249	17.98	855	0.167	143	39	0.1	0.2	5.134	A
D - A4130 (W)	1748	437	129	17.98	2257	0.774	1742	1262	1.9	3.4	7.034	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1497	374	161	22.02	2237	0.669	1494	2103	1.2	2.0	4.916	A
B - NW Valley Park	97	24	1478	22.02	702	0.138	97	177	0.1	0.2	5.946	A
C - Mays/Miscombe/Services	175	44	1528	22.02	731	0.239	175	47	0.2	0.3	6.566	A
D - A4130 (W)	2140	535	158	22.02	2273	0.942	2106	1544	3.4	11.9	18.989	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1497	374	164	22.02	2244	0.667	1497	2129	2.0	2.0	4.911	A
B - NW Valley Park	97	24	1482	22.02	701	0.138	97	179	0.2	0.2	5.962	A
C - Mays/Miscombe/Services	175	44	1531	22.02	729	0.240	175	47	0.3	0.3	6.594	A
D - A4130 (W)	2140	535	159	22.02	2273	0.942	2134	1548	11.9	13.6	24.274	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130 (E)	1223	306	137	17.98	2261	0.541	1226	1781	2.0	1.2	3.554	A
B - NW Valley Park	79	20	1214	17.98	812	0.097	79	149	0.2	0.1	4.917	A
C - Mays/Miscombe/Services	143	36	1254	17.98	853	0.168	143	39	0.3	0.2	5.159	A
D - A4130 (W)	1748	437	130	17.98	2289	0.764	1788	1268	13.6	3.4	7.890	A



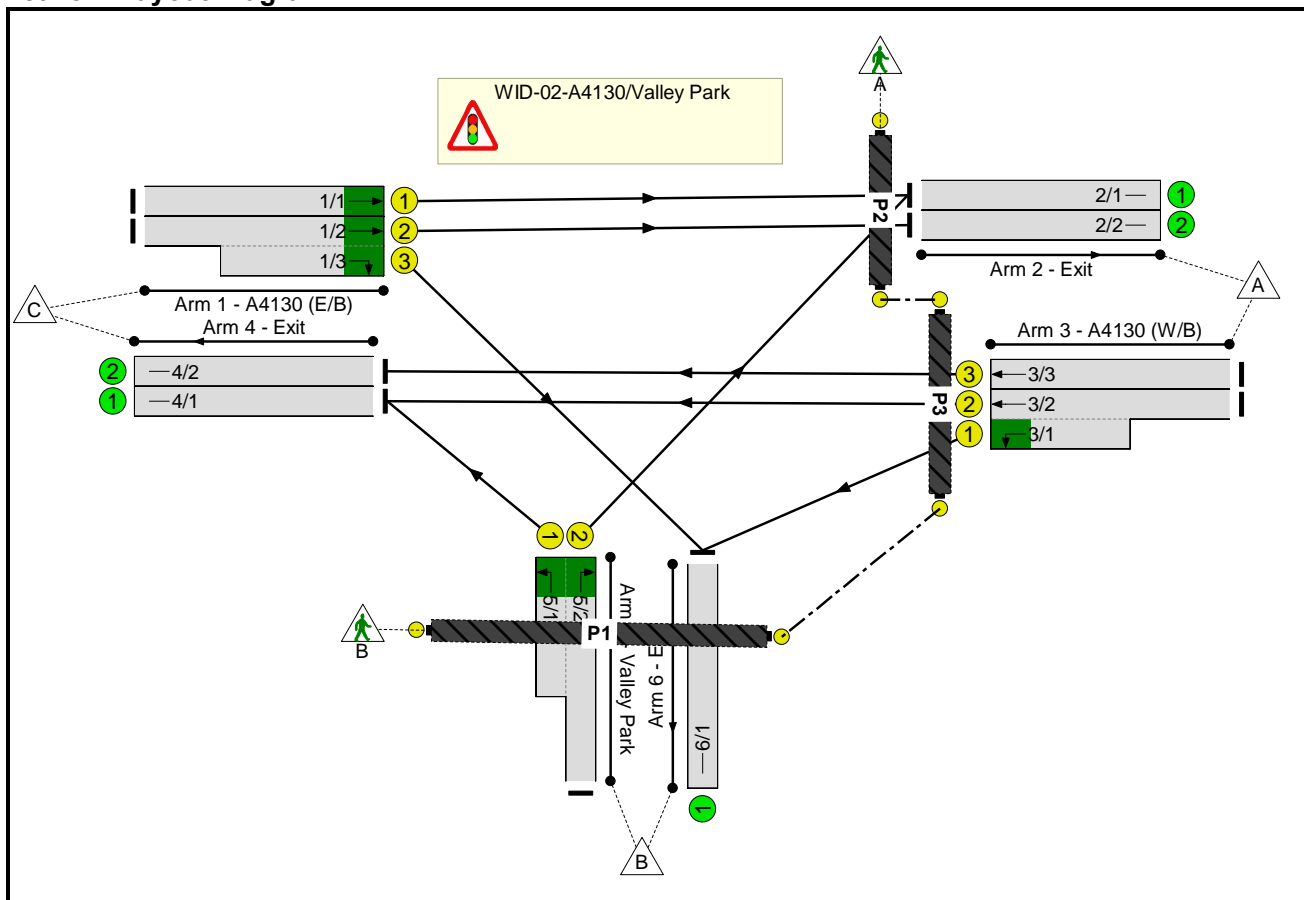
SCH2

Full Input Data And Results
Full Input Data And Results

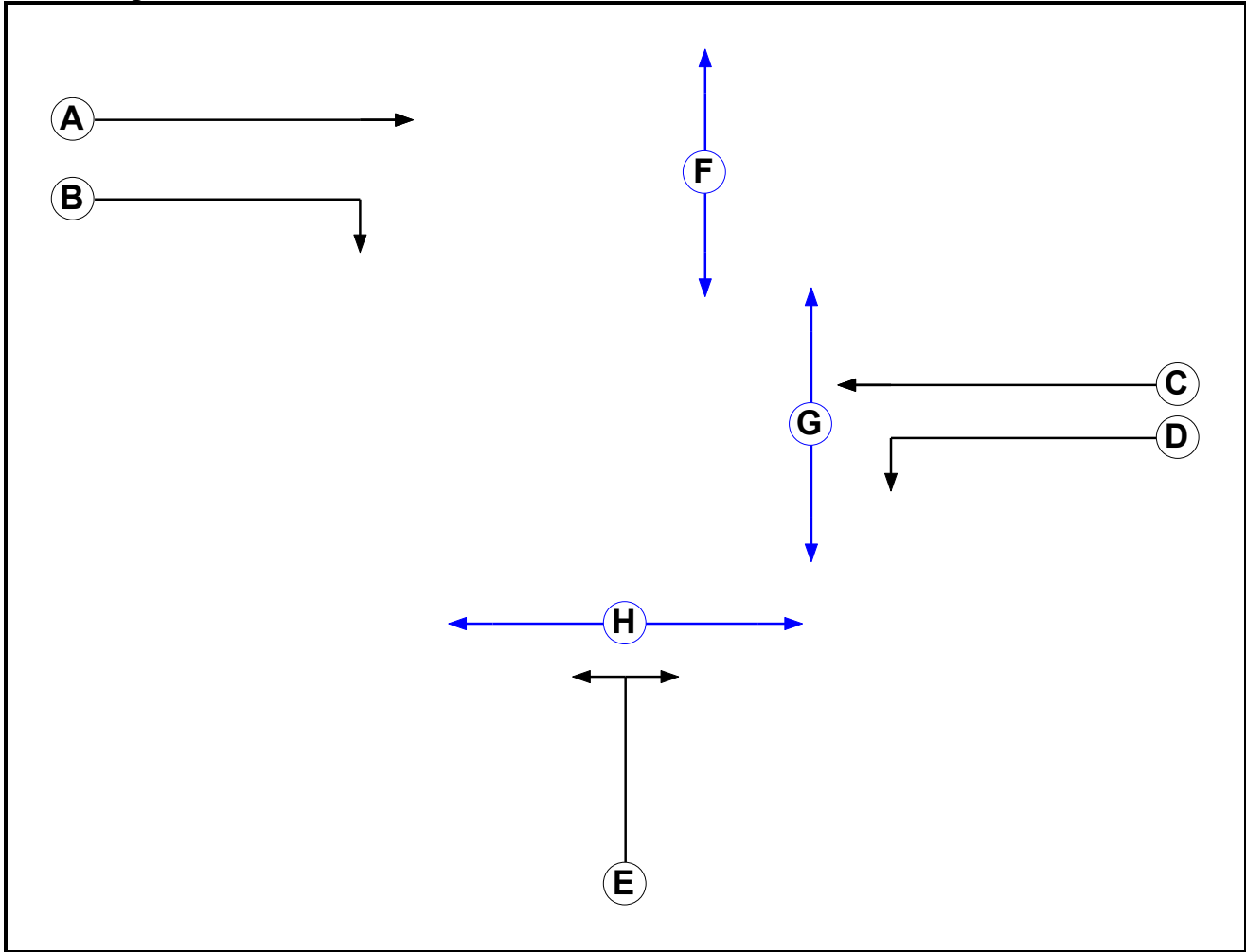
User and Project Details

Project:	DIDCOT GARDEN TOWN HIF 1 SCHEMES PRELIMINARY DESIGN
Title:	WID
Location:	
File name:	WID-02-A4130-Valley_Park-P02-v3 3 Stage DD.lsg3x
Author:	Sergio Perez
Company:	
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Pedestrian		-9999	6
G	Pedestrian		-9999	6
H	Pedestrian		-9999	6

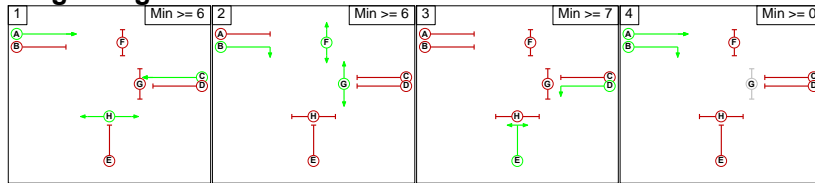
Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A	-	-	-	7	11	-	-	-
	B	-	-	7	7	6	-	-	12
	C	-	7	-	-	9	-	7	-
	D	-	6	-	-	-	6	9	-
	E	5	5	5	-	-	11	-	5
	F	11	-	-	-	11	-	-	-
	G	-	-	15	15	-	-	-	-
	H	-	22	-	22	22	-	-	-

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	13	13
1	2	C	Losing	17	17
1	4	C	Losing	17	17
2	3	B	Losing	6	6
3	1	D	Losing	11	11

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1	-	24	22	24
	2	15	-	15	11
	3	20	11	-	6
	4	12	11	7	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: WID-02-A4130/Valley Park

There are no Opposed Lanes in this Junction

Lane Input Data

Junction: WID-02-A4130/Valley Park												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A4130 (E/B))	U	A	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 2 Ahead	Inf
1/2 (A4130 (E/B))	U	A	2	3	60.0	Geom	-	3.35	0.00	N	Arm 2 Ahead	Inf
1/3 (A4130 (E/B))	U	B	2	3	8.2	Geom	-	3.42	0.00	Y	Arm 6 Right	9.27
2/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A4130 (W/B))	U	D	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 6 Left	7.97
3/2 (A4130 (W/B))	U	C	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 4 Ahead	Inf
3/3 (A4130 (W/B))	U	C	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 4 Ahead	Inf
4/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Valley Park)	U	E	2	3	7.0	Geom	-	3.60	0.00	Y	Arm 4 Left	12.33
5/2 (Valley Park)	U	E	2	3	60.0	Geom	-	3.63	0.00	N	Arm 2 Right	11.06
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2034with AM'	08:00	09:00	01:00	
4: '2034with PM'	17:00	18:00	01:00	
5: '2024with AM'	08:00	09:00	01:00	
6: '2024with PM'	17:00	18:00	01:00	

Scenario 3: '2034with AM' (FG3: '2034with AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				Tot.
	A	B	C	Tot.	
A	0	44	1436	1480	
B	90	0	130	220	
C	1387	51	0	1438	
Tot.	1477	95	1566	3138	

Traffic Lane Flows

Lane	Scenario 3: 2034with AM
Junction: WID-02-A4130/Valley Park	
1/1	669
1/2 (with short)	769(In) 718(Out)
1/3 (short)	51
2/1	759
2/2	718
3/1 (short)	44
3/2 (with short)	747(In) 703(Out)
3/3	733
4/1	833
4/2	733
5/1 (short)	130
5/2 (with short)	220(In) 90(Out)
6/1	95

Lane Saturation Flows

Junction: WID-02-A4130/Valley Park								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A4130 (E/B))	3.40	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1955	1955
1/2 (A4130 (E/B))	3.35	0.00	N	Arm 2 Ahead	Inf	100.0 %	2090	2090
1/3 (A4130 (E/B))	3.42	0.00	Y	Arm 6 Right	9.27	100.0 %	1684	1684
2/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A4130 (W/B))	3.00	0.00	Y	Arm 6 Left	7.97	100.0 %	1612	1612
3/2 (A4130 (W/B))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
3/3 (A4130 (W/B))	3.35	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1950	1950
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Valley Park)	3.60	0.00	Y	Arm 4 Left	12.33	100.0 %	1761	1761
5/2 (Valley Park)	3.63	0.00	N	Arm 2 Right	11.06	100.0 %	1865	1865
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2034with PM' (FG4: '2034with PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	113	1284	1397
	B	81	0	73	154
	C	1782	153	0	1935
	Tot.	1863	266	1357	3486

Traffic Lane Flows

Lane	Scenario 4: 2034with PM
Junction: WID-02-A4130/Valley Park	
1/1	894
1/2 (with short)	1041(In) 888(Out)
1/3 (short)	153
2/1	975
2/2	888
3/1 (short)	113
3/2 (with short)	723(In) 610(Out)
3/3	674
4/1	683
4/2	674
5/1 (short)	73
5/2 (with short)	154(In) 81(Out)
6/1	266

Lane Saturation Flows

Junction: WID-02-A4130/Valley Park								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A4130 (E/B))	3.40	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1955	1955
1/2 (A4130 (E/B))	3.35	0.00	N	Arm 2 Ahead	Inf	100.0 %	2090	2090
1/3 (A4130 (E/B))	3.42	0.00	Y	Arm 6 Right	9.27	100.0 %	1684	1684
2/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A4130 (W/B))	3.00	0.00	Y	Arm 6 Left	7.97	100.0 %	1612	1612
3/2 (A4130 (W/B))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
3/3 (A4130 (W/B))	3.35	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1950	1950
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Valley Park)	3.60	0.00	Y	Arm 4 Left	12.33	100.0 %	1761	1761
5/2 (Valley Park)	3.63	0.00	N	Arm 2 Right	11.06	100.0 %	1865	1865
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2024with AM' (FG5: '2024with AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	7	1672	1679
	B	14	0	27	41
	C	1118	7	0	1125
	Tot.	1132	14	1699	2845

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2024with AM
Junction: WID-02-A4130/Valley Park	
1/1	527
1/2 (with short)	598(In) 591(Out)
1/3 (short)	7
2/1	541
2/2	591
3/1 (short)	7
3/2 (with short)	840(In) 833(Out)
3/3	839
4/1	860
4/2	839
5/1 (short)	27
5/2 (with short)	41(In) 14(Out)
6/1	14

Lane Saturation Flows

Junction: WID-02-A4130/Valley Park								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A4130 (E/B))	3.40	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1955	1955
1/2 (A4130 (E/B))	3.35	0.00	N	Arm 2 Ahead	Inf	100.0 %	2090	2090
1/3 (A4130 (E/B))	3.42	0.00	Y	Arm 6 Right	9.27	100.0 %	1684	1684
2/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A4130 (W/B))	3.00	0.00	Y	Arm 6 Left	7.97	100.0 %	1612	1612
3/2 (A4130 (W/B))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
3/3 (A4130 (W/B))	3.35	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1950	1950
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Valley Park)	3.60	0.00	Y	Arm 4 Left	12.33	100.0 %	1761	1761
5/2 (Valley Park)	3.63	0.00	N	Arm 2 Right	11.06	100.0 %	1865	1865
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2024with PM' (FG6: '2024with PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	14	1332	1346
	B	8	0	9	17
	C	1299	18	0	1317
	Tot.	1307	32	1341	2680

Full Input Data And Results

Traffic Lane Flows

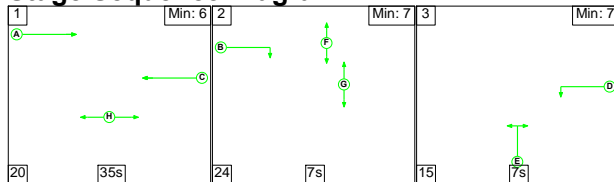
Lane	Scenario 6: 2024with PM
Junction: WID-02-A4130/Valley Park	
1/1	618
1/2 (with short)	699(In) 681(Out)
1/3 (short)	18
2/1	626
2/2	681
3/1 (short)	14
3/2 (with short)	675(In) 661(Out)
3/3	671
4/1	670
4/2	671
5/1 (short)	9
5/2 (with short)	17(In) 8(Out)
6/1	32

Lane Saturation Flows

Junction: WID-02-A4130/Valley Park								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A4130 (E/B))	3.40	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1955	1955
1/2 (A4130 (E/B))	3.35	0.00	N	Arm 2 Ahead	Inf	100.0 %	2090	2090
1/3 (A4130 (E/B))	3.42	0.00	Y	Arm 6 Right	9.27	100.0 %	1684	1684
2/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A4130 (W/B))	3.00	0.00	Y	Arm 6 Left	7.97	100.0 %	1612	1612
3/2 (A4130 (W/B))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
3/3 (A4130 (W/B))	3.35	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1950	1950
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Valley Park)	3.60	0.00	Y	Arm 4 Left	12.33	100.0 %	1761	1761
5/2 (Valley Park)	3.63	0.00	N	Arm 2 Right	11.06	100.0 %	1865	1865
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2034with AM' (FG3: '2034with AM', Plan 1: 'Network Control Plan 1')

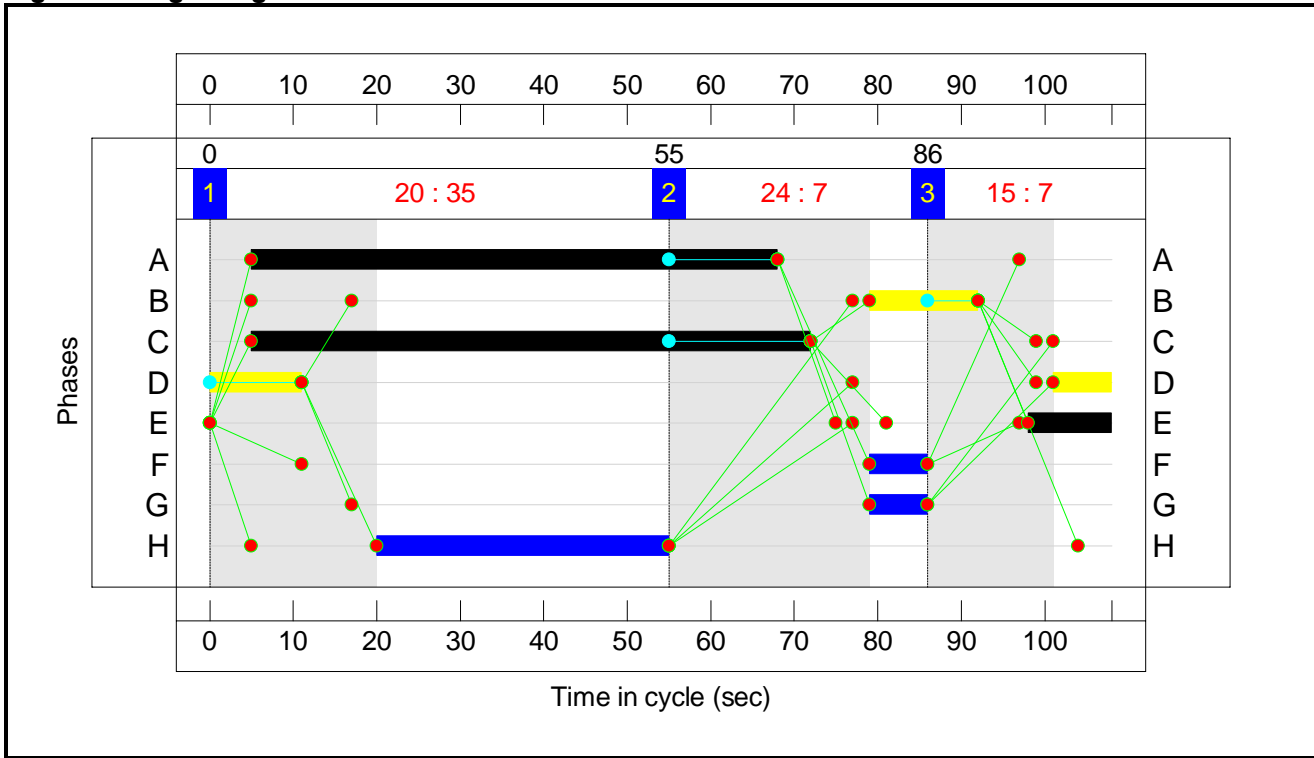
Stage Sequence Diagram



Stage Timings

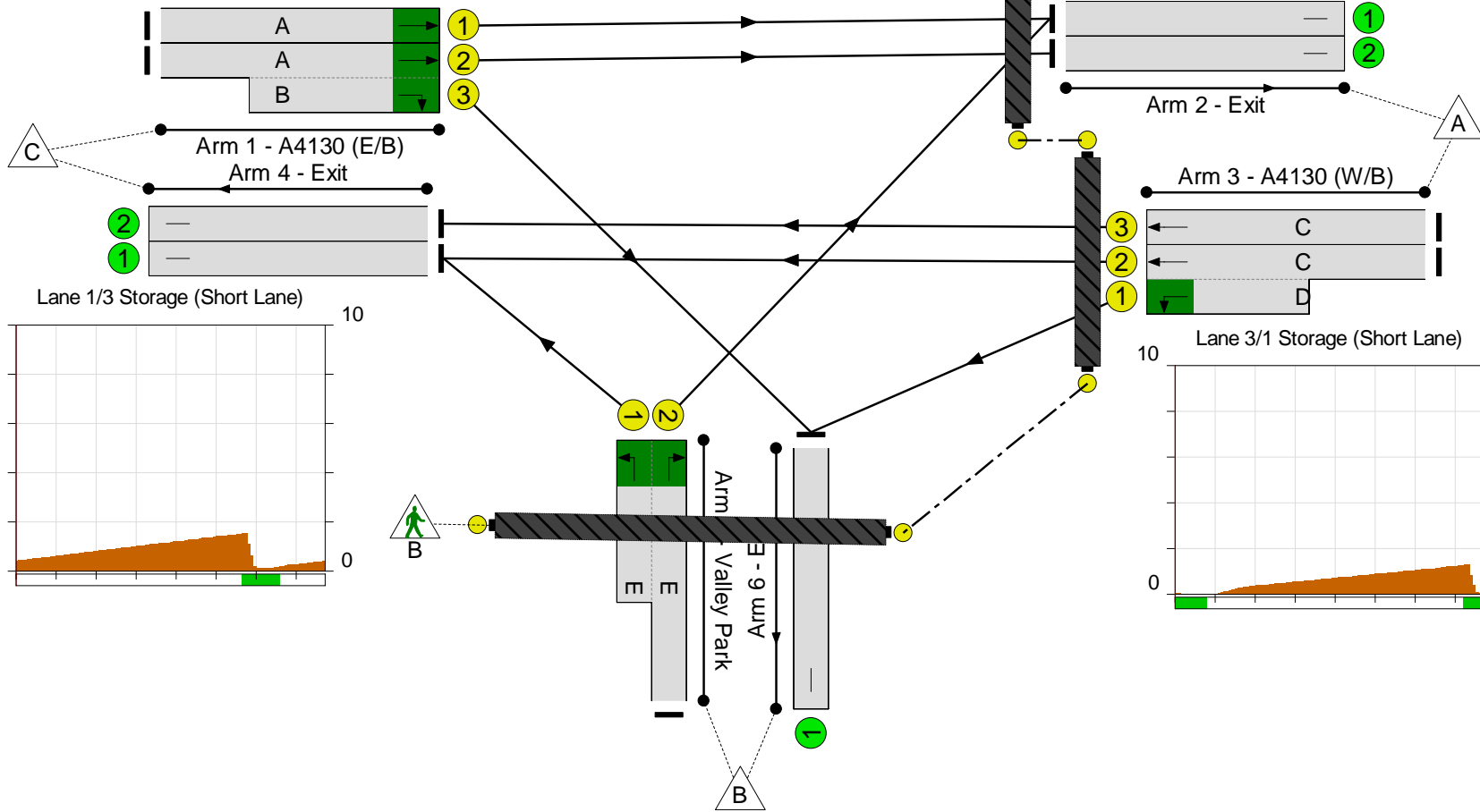
Stage	1	2	3
Duration	35	7	7
Change Point	0	55	86

Signal Timings Diagram



Network Layout Diagram

WID-02-A4130/Valley Park
PRC: 48.3 %
Total Traffic Delay: 13.4 pcuHr
Ave. Route Delay Per Ped: 154.2 s/Ped



Full Input Data And Results

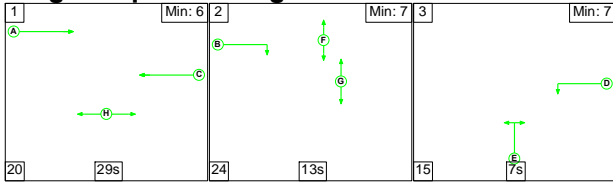
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: WID	-	-	N/A	-	-		-	-	-	-	-	-	60.7%
WID-02-A4130/Valley Park	-	-	N/A	-	-		-	-	-	-	-	-	60.7%
1/1	A4130 (E/B) Ahead	U	N/A	N/A	A		1	63	-	669	1955	1466	45.6%
1/2+1/3	A4130 (E/B) Ahead Right	U	N/A	N/A	A B		1	63:13	-	769	2090:1684	1565	49.1%
2/1	Exit	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
2/2	Exit	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
3/2+3/1	A4130 (W/B) Ahead Left	U	N/A	N/A	C D		1	67:18	-	747	1955:1612	1231	60.7%
3/3	A4130 (W/B) Ahead	U	N/A	N/A	C		1	67	-	733	1950	1228	59.7%
	Exit	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
	Exit	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
5/2+5/1	Valley Park Right Left	U	N/A	N/A	E		1	10	-	220	1865:1761	428	51.4%
6/1	Exit	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	35	-	2	-	23333	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	2	-	4667	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	7	-	2	-	4667	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: WID	-	-	0	0	0	10.5	2.9	0.0	13.4	-	-	-	-
WID-02-A4130/Valley Park	-	-	0	0	0	10.5	2.9	0.0	13.4	-	-	-	-
1/1	669	669	-	-	-	1.0	0.4	-	1.4	7.4	7.6	0.4	8.0
1/2+1/3	769	769	-	-	-	1.7	0.5	-	2.2	10.2	8.2	0.5	8.7
2/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	747	747	-	-	-	2.8	0.8	-	3.6	17.4	12.8	0.8	13.6
3/3	733	733	-	-	-	2.4	0.7	-	3.2	15.5	13.0	0.7	13.8
4/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	220	220	-	-	-	2.6	0.5	-	3.1	50.5	3.6	0.5	4.1
6/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	24.7	-	-	0.1
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	70.0	-	-	0.1
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	59.5	-	-	0.1
C1 - WID-02-A4130/Valley Park		PRC for Signalled Lanes (%): 48.3			PRC Over All Lanes (%): 48.3		Total Delay for Signalled Lanes (pcuHr): 13.40		Total Delay Over All Lanes(pcuHr): 13.40		Cycle Time (s): 108		

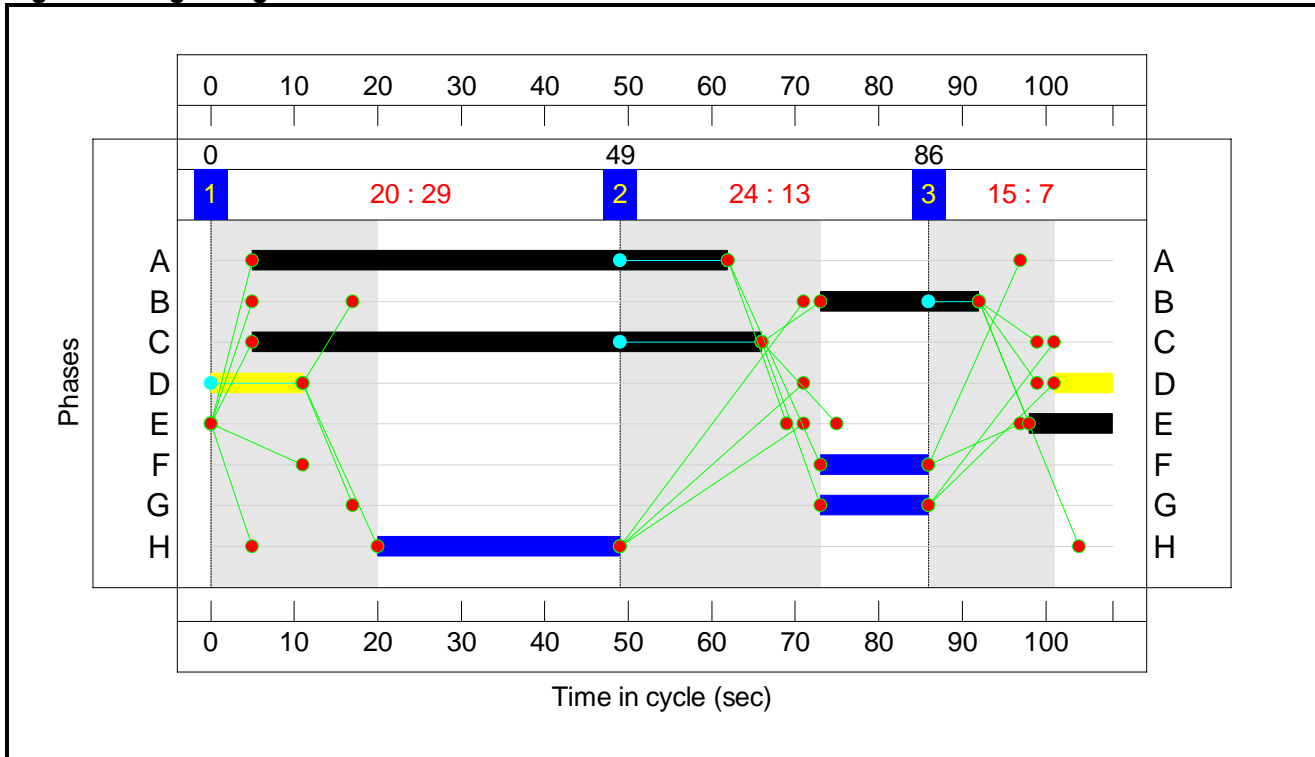
Stage Sequence Diagram



Stage Timings

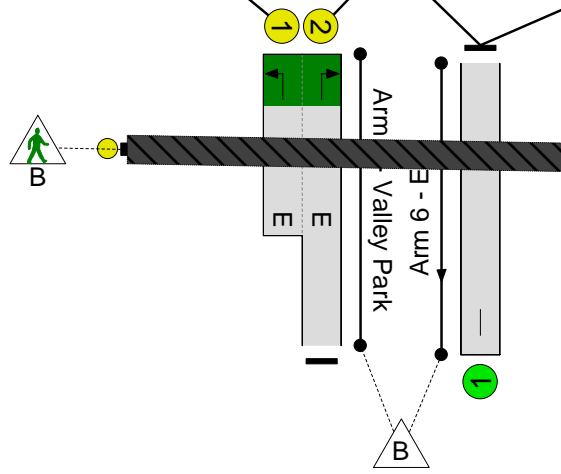
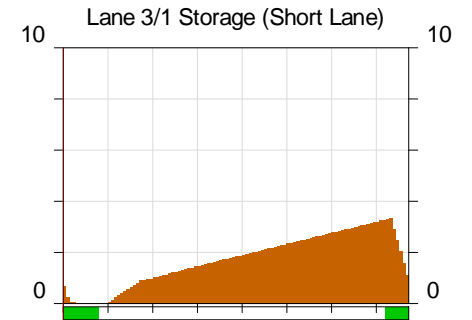
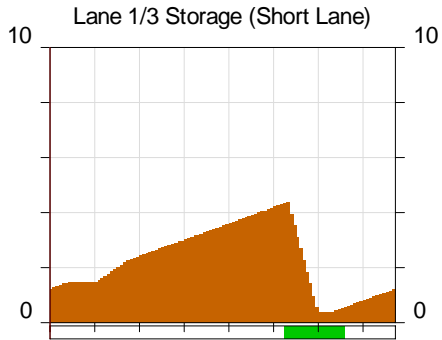
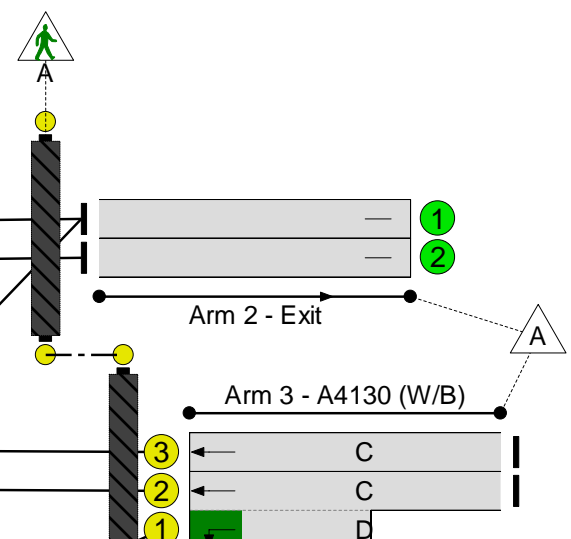
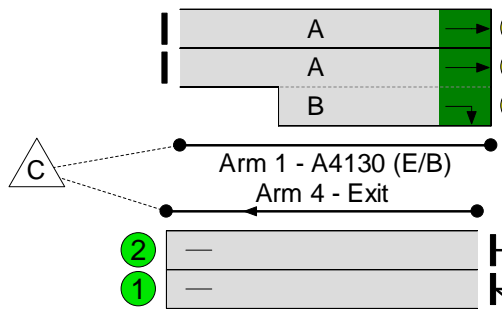
Stage	1	2	3
Duration	29	13	7
Change Point	0	49	86

Signal Timings Diagram



Network Layout Diagram

WID-02-A4130/Valley Park
PRC: 33.2 %
Total Traffic Delay: 17.4 pcuHr
Ave. Route Delay Per Ped: 153.0 s/Ped



Full Input Data And Results

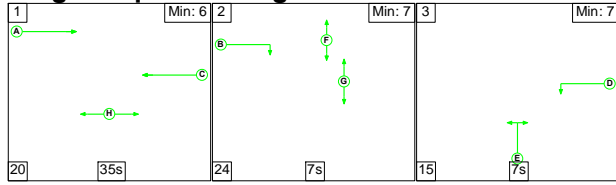
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: WID	-	-	N/A	-	-		-	-	-	-	-	-	67.5%
WID-02-A4130/Valley Park	-	-	N/A	-	-		-	-	-	-	-	-	67.5%
1/1	A4130 (E/B) Ahead	U	N/A	N/A	A		1	57	-	894	1955	1448	61.7%
1/2+1/3	A4130 (E/B) Ahead Right	U	N/A	N/A	A B		1	57:19	-	1041	2090:1684	1541	67.5%
2/1	Exit	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
2/2	Exit	U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%
3/2+3/1	A4130 (W/B) Ahead Left	U	N/A	N/A	C D		1	61:18	-	723	1955:1612	1135	63.7%
3/3	A4130 (W/B) Ahead	U	N/A	N/A	C		1	61	-	674	1950	1119	60.2%
	Exit	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
	Exit	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
5/2+5/1	Valley Park Right Left	U	N/A	N/A	E		1	10	-	154	1865:1761	477	32.3%
6/1	Exit	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	29	-	2	-	19333	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	13	-	2	-	8667	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	13	-	2	-	8667	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: WID	-	-	0	0	0	13.7	3.7	0.0	17.4	-	-	-	-
WID-02-A4130/Valley Park	-	-	0	0	0	13.7	3.7	0.0	17.4	-	-	-	-
1/1	894	894	-	-	-	1.7	0.8	-	2.5	9.9	12.7	0.8	13.5
1/2+1/3	1041	1041	-	-	-	3.5	1.0	-	4.5	15.7	13.3	1.0	14.4
2/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	723	723	-	-	-	3.9	0.9	-	4.8	24.0	12.6	0.9	13.5
3/3	674	674	-	-	-	2.8	0.8	-	3.6	19.0	13.1	0.8	13.9
4/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	154	154	-	-	-	1.8	0.2	-	2.0	46.5	2.2	0.2	2.4
6/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	29.8	-	-	0.1
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	66.9	-	-	0.1
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	56.3	-	-	0.1
C1 - WID-02-A4130/Valley Park			PRC for Signalled Lanes (%):		33.2	Total Delay for Signalled Lanes (pcuHr):		17.37	Cycle Time (s): 108				
			PRC Over All Lanes (%):		33.2	Total Delay Over All Lanes(pcuHr):		17.37					

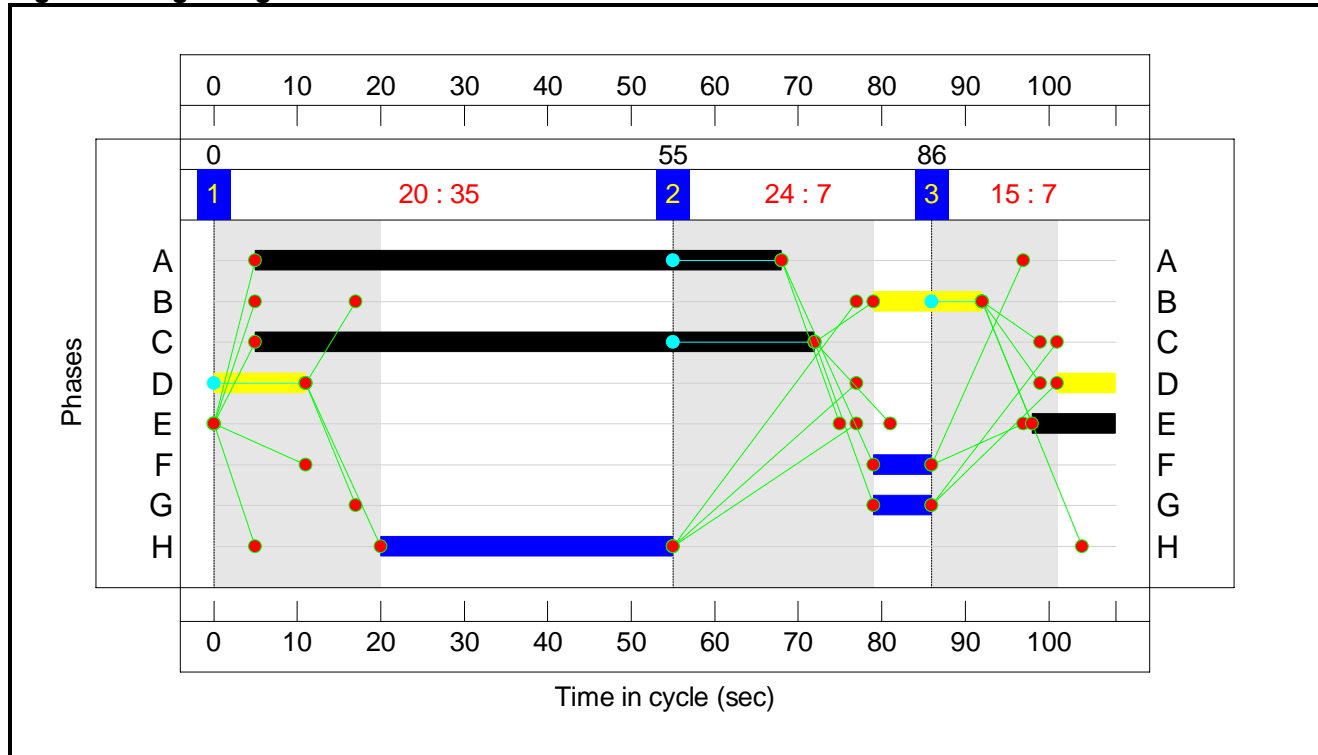
Stage Sequence Diagram



Stage Timings

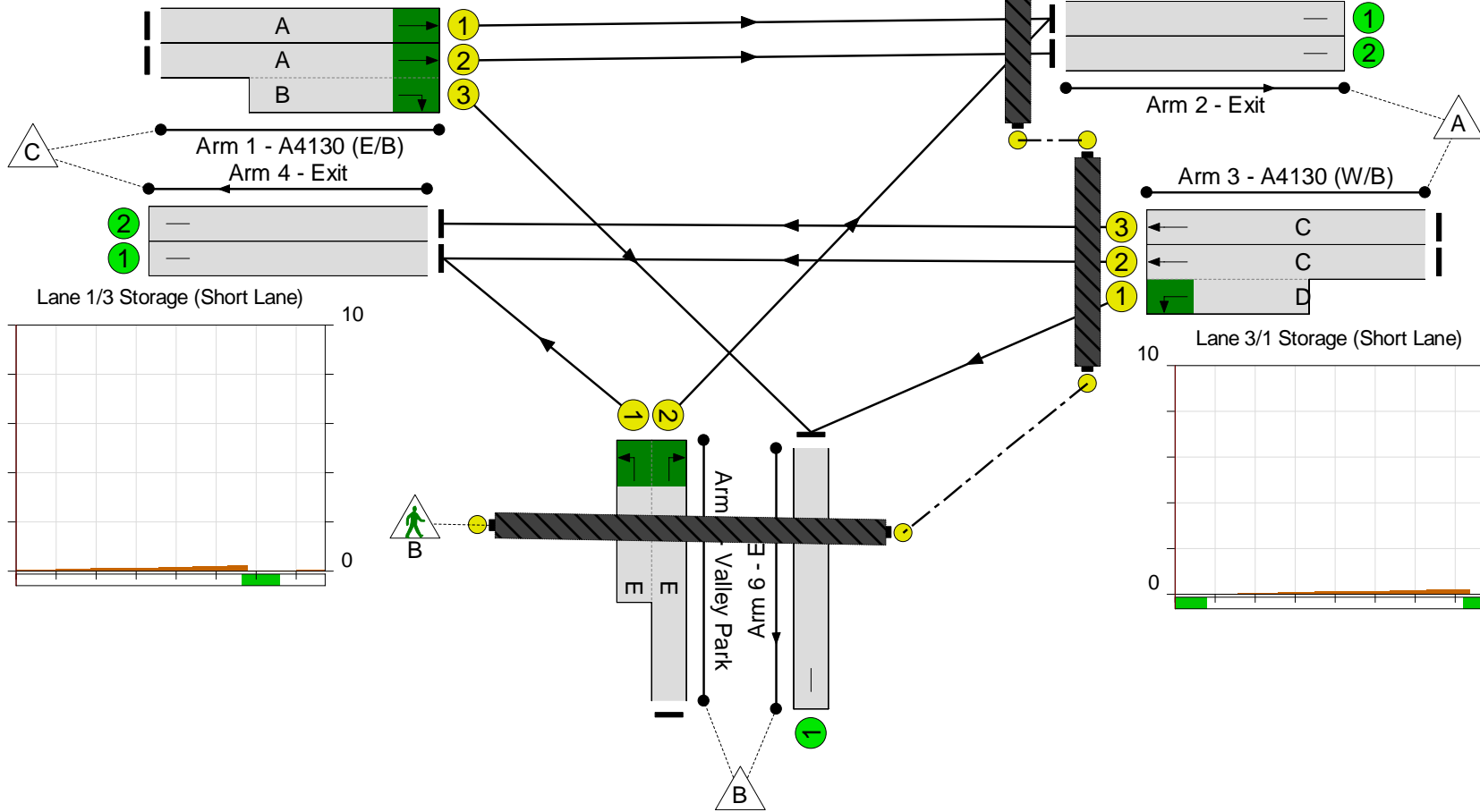
Stage	1	2	3
Duration	35	7	7
Change Point	0	55	86

Signal Timings Diagram



Network Layout Diagram

WID-02-A4130/Valley Park
PRC: 31.7 %
Total Traffic Delay: 10.9 pcuHr
Ave. Route Delay Per Ped: 154.2 s/Ped



Full Input Data And Results

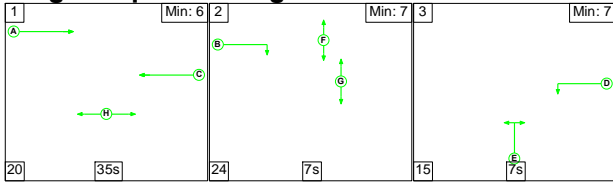
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: WID	-	-	N/A	-	-		-	-	-	-	-	-	68.3%
WID-02-A4130/Valley Park	-	-	N/A	-	-		-	-	-	-	-	-	68.3%
1/1	A4130 (E/B) Ahead	U	N/A	N/A	A		1	63	-	527	1955	1466	35.9%
1/2+1/3	A4130 (E/B) Ahead Right	U	N/A	N/A	A B		1	63:13	-	598	2090:1684	1566	38.2%
2/1	Exit	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
2/2	Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
3/2+3/1	A4130 (W/B) Ahead Left	U	N/A	N/A	C D		1	67:18	-	840	1955:1612	1229	68.3%
3/3	A4130 (W/B) Ahead	U	N/A	N/A	C		1	67	-	839	1950	1228	68.3%
	Exit	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
	Exit	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
5/2+5/1	Valley Park Right Left	U	N/A	N/A	E		1	10	-	41	1865:1761	388	10.6%
6/1	Exit	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	35	-	2	-	23333	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	2	-	4667	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	7	-	2	-	4667	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: WID	-	-	0	0	0	8.1	2.8	0.0	10.9	-	-	-	-
WID-02-A4130/Valley Park	-	-	0	0	0	8.1	2.8	0.0	10.9	-	-	-	-
1/1	527	527	-	-	-	0.7	0.3	-	1.0	6.5	5.3	0.3	5.6
1/2+1/3	598	598	-	-	-	0.9	0.3	-	1.2	7.1	6.1	0.3	6.4
2/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	840	840	-	-	-	3.1	1.1	-	4.2	17.9	16.3	1.1	17.3
3/3	839	839	-	-	-	3.0	1.1	-	4.1	17.6	16.3	1.1	17.4
4/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	41	41	-	-	-	0.5	0.1	-	0.5	45.0	0.7	0.1	0.8
5/2	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	24.7	-	-	0.1
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	70.0	-	-	0.1
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	59.5	-	-	0.1
C1 - WID-02-A4130/Valley Park			PRC for Signalled Lanes (%): 31.7		PRC Over All Lanes (%): 31.7		Total Delay for Signalled Lanes (pcuHr): 10.92		Total Delay Over All Lanes(pcuHr): 10.92		Cycle Time (s): 108		

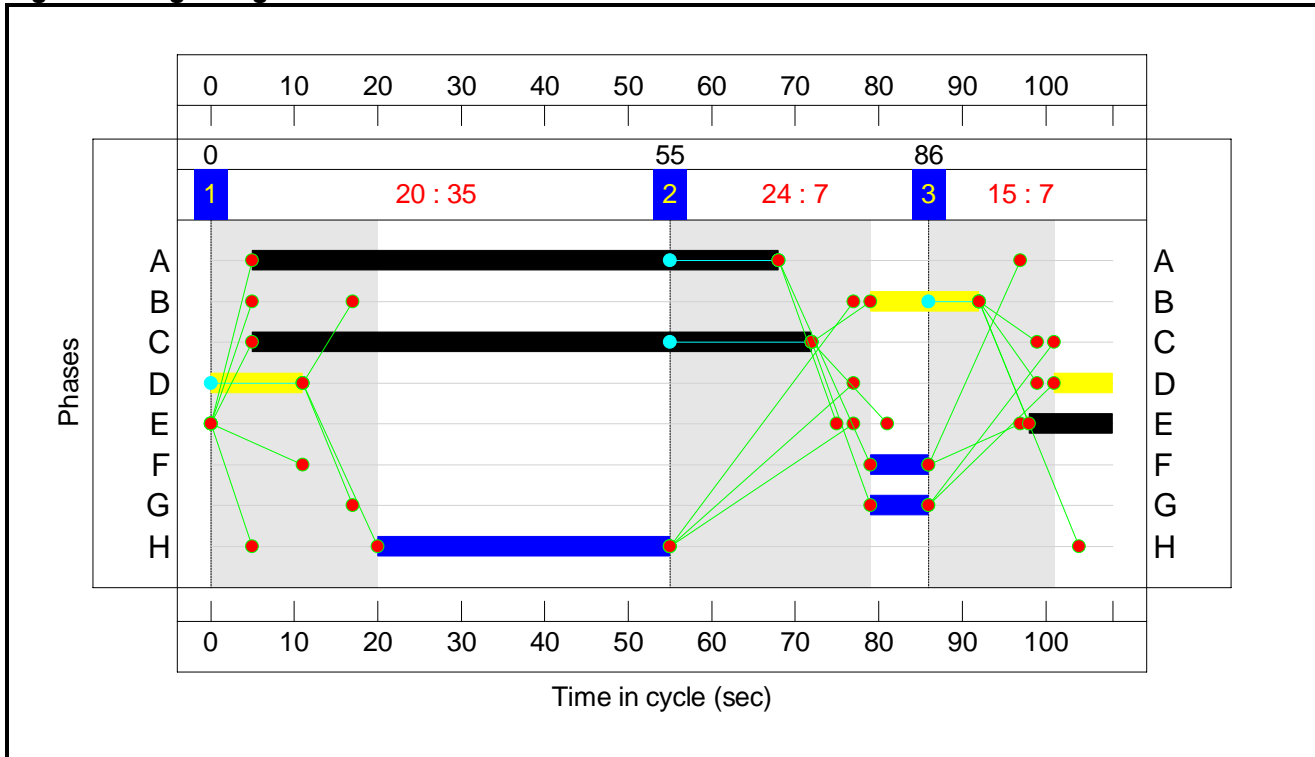
Stage Sequence Diagram




Stage Timings

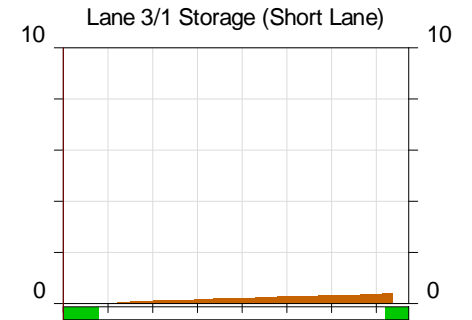
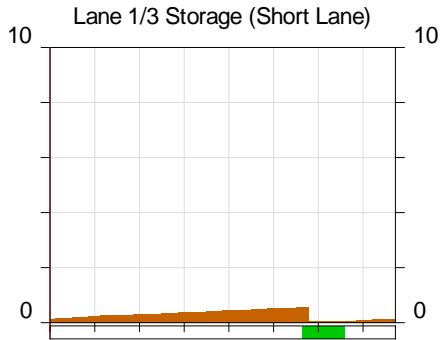
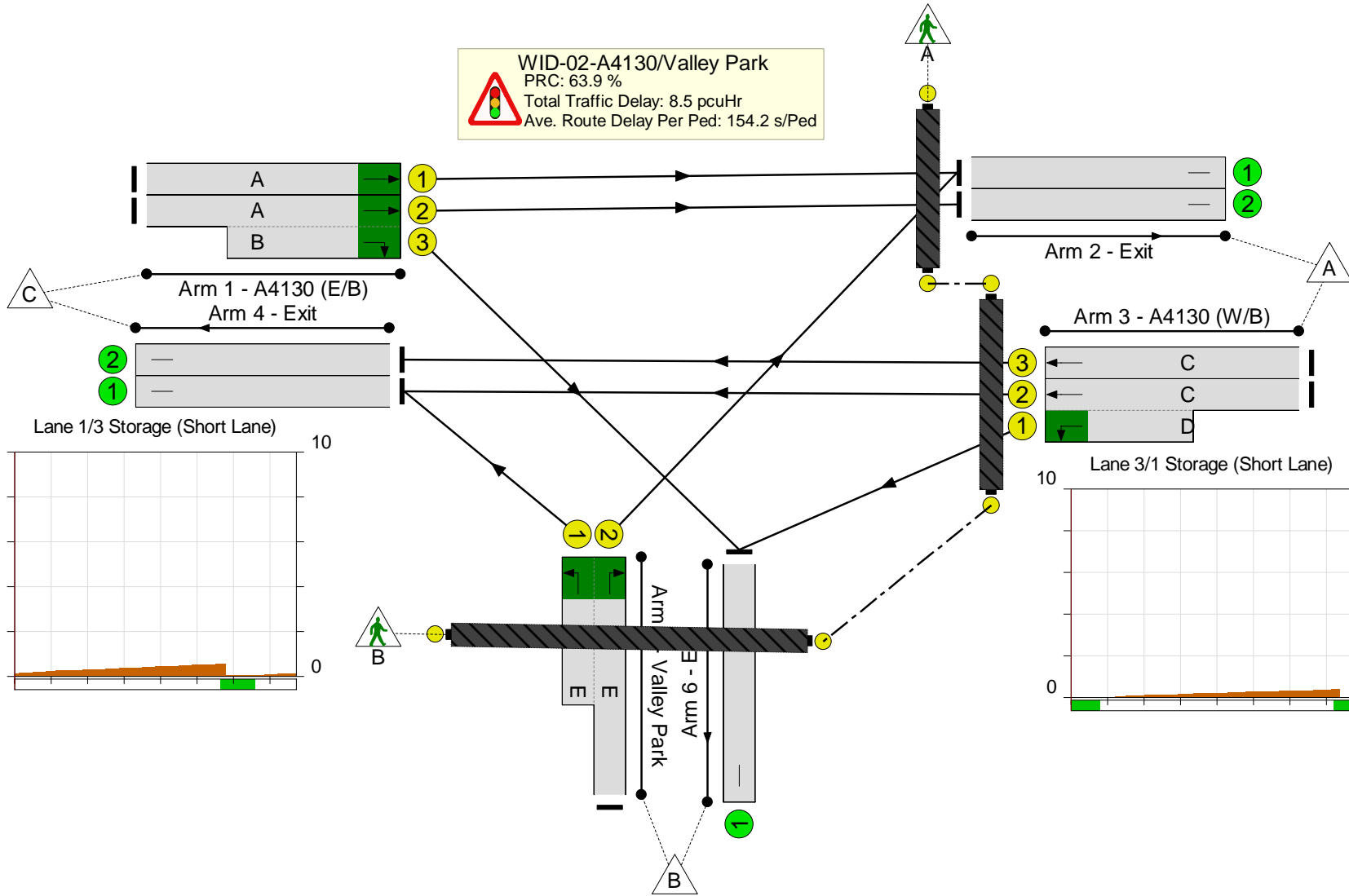
Stage	1	2	3
Duration	35	7	7
Change Point	0	55	86

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


WID-02-A4130/Valley Park
 PRC: 63.9 %
 Total Traffic Delay: 8.5 pcuHr
 Ave. Route Delay Per Ped: 154.2 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: WID	-	-	N/A	-	-		-	-	-	-	-	-	54.9%
WID-02-A4130/Valley Park	-	-	N/A	-	-		-	-	-	-	-	-	54.9%
1/1	A4130 (E/B) Ahead	U	N/A	N/A	A		1	63	-	618	1955	1466	42.1%
1/2+1/3	A4130 (E/B) Ahead Right	U	N/A	N/A	A B		1	63:13	-	699	2090:1684	1565	44.7%
2/1	Exit	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
2/2	Exit	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
3/2+3/1	A4130 (W/B) Ahead Left	U	N/A	N/A	C D		1	67:18	-	675	1955:1612	1230	54.9%
3/3	A4130 (W/B) Ahead	U	N/A	N/A	C		1	67	-	671	1950	1228	54.7%
	Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
	Exit	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
5/2 5/1	Valley Park Right Left	U	N/A	N/A	E		1	10	-	17	1865:1761	474	3.6%
6/1	Exit	U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	35	-	2	-	23333	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	2	-	4667	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	7	-	2	-	4667	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: WID	-	-	0	0	0	6.5	2.0	0.0	8.5	-	-	-	-
WID-02-A4130/Valley Park	-	-	0	0	0	6.5	2.0	0.0	8.5	-	-	-	-
1/1	618	618	-	-	-	0.8	0.4	-	1.2	7.1	6.7	0.4	7.1
1/2+1/3	699	699	-	-	-	1.2	0.4	-	1.6	8.2	7.6	0.4	8.0
2/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	675	675	-	-	-	2.2	0.6	-	2.8	15.1	11.1	0.6	11.7
3/3	671	671	-	-	-	2.1	0.6	-	2.7	14.5	11.2	0.6	11.8
4	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6	17	17	-	-	-	0.2	0.0	-	0.2	43.5	0.2	0.0	0.2
7	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8													
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	24.7	-	-	0.1
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	70.0	-	-	0.1
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	59.5	-	-	0.1
C1 - WID-02-A4130/Valley Park PRC for Signalled Lanes (%): 63.9 Total Delay for Signalled Lanes (pcuHr): 8.54 Cycle Time (s): 108 PRC Over All Lanes (%): 63.9 Total Delay Over All Lanes(pcuHr): 8.54													

SCH3

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: AWAITING DESIGN- WID-03-Northern Roundabout-P02-v0.j9
 Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1T1\Projects\Traffic - OCC Culham
 RC\Modelling\A4130_WID\Models\ARCADY
 Report generation date: 10/09/2021 15:55:33

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2024with										
A - A4130	13.8	42.61	0.95	E	-2 % [A - A4130]	3.7	13.56	0.79	B	13 % [A - A4130]
B - Science Bridge Link	4.2	20.85	0.81	C		1.6	9.39	0.62	A	
C - A4130	1.5	4.33	0.58	A		2.2	5.53	0.68	A	
2034with										
A - A4130	1.8	9.38	0.64	A	-1 % [B - Science Bridge Link]	3.3	16.41	0.77	C	0 % [C - A4130]
B - Science Bridge Link	11.3	38.22	0.93	E		5.1	18.85	0.84	C	
C - A4130	3.6	8.10	0.78	A		18.9	35.61	0.97	E	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

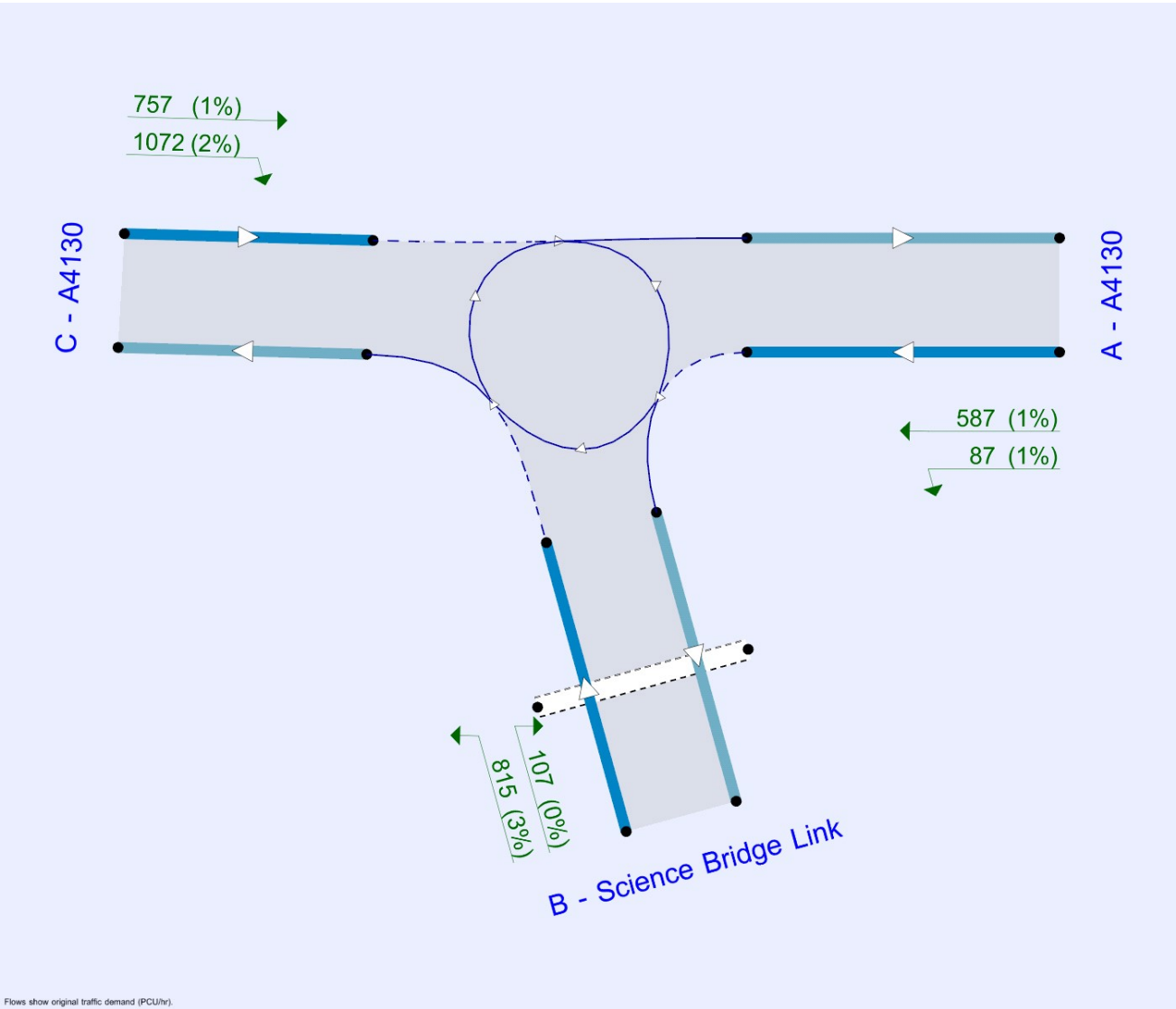
File summary

File Description

Title	WID_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0003 P02
Location	Northern Roundabout
Site number	03
Date	12/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Richard.Rolph
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2024with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
03	Northern Roundabout	Standard Roundabout		A, B, C	22.82	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	A - A4130

Arms

Arms

Arm	Name	Description
A	A4130	
B	Science Bridge Link	
C	A4130	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A4130	3.88	7.03	17.2	19.9	50.0	52.7	
B - Science Bridge Link	4.30	7.10	7.1	33.9	50.0	52.6	
C - A4130	6.85	8.17	7.2	24.9	50.0	52.7	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
B - Science Bridge Link	7.00	3.00	2.90	1.00	6.00	7.17	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A4130	0.574	1637
B - Science Bridge Link	0.569	1580
C - A4130	0.677	2166

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130		ONE HOUR	✓	1127	100.000
B - Science Bridge Link		ONE HOUR	✓	685	100.000
C - A4130		ONE HOUR	✓	1133	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A4130		
B - Science Bridge Link	[ONEHOUR]	20.00
C - A4130		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A4130	B - Science Bridge Link	C - A4130
A - A4130	0	92	1035
B - Science Bridge Link	39	0	646
C - A4130	606	527	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A4130	B - Science Bridge Link	C - A4130
A - A4130	0	1	3
B - Science Bridge Link	8	0	8
C - A4130	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A4130	0.95	42.61	13.8	E	1127	1127
B - Science Bridge Link	0.81	20.85	4.2	C	685	685
C - A4130	0.58	4.33	1.5	A	1133	1133

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	1013	253	473		1365	0.742	1008	579	1.5	2.8	10.206	B
B - Science Bridge Link	616	154	926	17.98	1039	0.593	613	556	0.9	1.5	9.087	A
C - A4130	1019	255	35		2142	0.475	1018	1504	0.7	1.0	3.418	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	1241	310	579		1305	0.951	1206	709	2.8	11.4	30.533	D
B - Science Bridge Link	754	189	1108	22.02	949	0.794	745	678	1.5	3.8	18.270	C
C - A4130	1247	312	42		2137	0.584	1245	1811	1.0	1.5	4.302	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	1241	310	580		1304	0.952	1231	710	11.4	13.8	42.610	E
B - Science Bridge Link	754	189	1131	22.02	936	0.805	753	681	3.8	4.2	20.847	C
C - A4130	1247	312	43		2137	0.584	1247	1841	1.5	1.5	4.326	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	1013	253	475		1365	0.743	1056	582	13.8	3.1	13.526	B
B - Science Bridge Link	616	154	970	17.98	1028	0.599	626	561	4.2	1.7	9.898	A
C - A4130	1019	255	36		2142	0.476	1021	1560	1.5	1.0	3.437	A

2024with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2024with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
03	Northern Roundabout	Standard Roundabout		A, B, C	8.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	13	A - A4130

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130		ONE HOUR	✓	919	100.000
B - Science Bridge Link		ONE HOUR	✓	580	100.000
C - A4130		ONE HOUR	✓	1307	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A4130		
B - Science Bridge Link	[ONEHOUR]	20.00
C - A4130		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A4130	B - Science Bridge Link	C - A4130
A - A4130	0	74	845
B - Science Bridge Link	81	1	498
C - A4130	740	567	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A4130	B - Science Bridge Link	C - A4130
A - A4130	0	0	1
B - Science Bridge Link	0	0	6
C - A4130	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A4130	0.79	13.56	3.7	B	919	919
B - Science Bridge Link	0.62	9.39	1.6	A	580	580
C - A4130	0.68	5.53	2.2	A	1307	1307

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	826	207	510		1344	0.615	824	737	1.0	1.6	6.947	A
B - Science Bridge Link	521	130	757	17.98	1123	0.464	520	576	0.6	0.9	6.260	A
C - A4130	1175	294	74		2116	0.555	1173	1204	0.9	1.3	3.899	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	1012	253	624		1279	0.791	1004	901	1.6	3.6	12.843	B
B - Science Bridge Link	639	160	923	22.02	1038	0.615	636	705	0.9	1.6	9.338	A
C - A4130	1439	360	90		2105	0.684	1435	1469	1.3	2.2	5.467	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	1012	253	625		1278	0.792	1011	904	3.6	3.7	13.557	B
B - Science Bridge Link	639	160	930	22.02	1042	0.613	639	707	1.6	1.6	9.385	A
C - A4130	1439	360	90		2105	0.684	1439	1478	2.2	2.2	5.526	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	826	207	512		1343	0.615	834	741	3.7	1.6	7.256	A
B - Science Bridge Link	521	130	767	17.98	1127	0.463	524	579	1.6	0.9	6.312	A
C - A4130	1175	294	74		2116	0.555	1179	1217	2.2	1.3	3.944	A

2034with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2034with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
03	Northern Roundabout	Standard Roundabout		A, B, C	18.18	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	B - Science Bridge Link

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130		ONE HOUR	✓	653	100.000
B - Science Bridge Link		ONE HOUR	✓	1030	100.000
C - A4130		ONE HOUR	✓	1478	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A4130		
B - Science Bridge Link	[ONEHOUR]	20.00
C - A4130		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A4130	B - Science Bridge Link	C - A4130
A - A4130	0	75	578
B - Science Bridge Link	85	7	938
C - A4130	673	805	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A4130	B - Science Bridge Link	C - A4130
A - A4130	0	3	6
B - Science Bridge Link	5	1	8
C - A4130	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A4130	0.64	9.38	1.8	A	653	653
B - Science Bridge Link	0.93	38.22	11.3	E	1030	1030
C - A4130	0.78	8.10	3.6	A	1478	1478

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	587	147	729		1219	0.482	586	680	0.6	1.0	5.995	A
B - Science Bridge Link	926	231	518	17.98	1278	0.725	921	796	1.5	2.7	10.731	B
C - A4130	1329	332	82		2110	0.630	1326	1357	1.2	1.8	4.854	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	719	180	890		1126	0.638	716	829	1.0	1.8	9.188	A
B - Science Bridge Link	1134	284	633	22.02	1219	0.930	1106	972	2.7	9.6	29.008	D
C - A4130	1627	407	99		2099	0.775	1620	1641	1.8	3.5	7.859	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	719	180	894		1124	0.640	719	834	1.8	1.8	9.381	A
B - Science Bridge Link	1134	284	636	22.02	1218	0.931	1128	976	9.6	11.3	38.219	E
C - A4130	1627	407	101		2098	0.776	1627	1663	3.5	3.6	8.096	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	587	147	734		1216	0.483	590	687	1.8	1.0	6.116	A
B - Science Bridge Link	926	231	523	17.98	1283	0.722	959	802	11.3	2.9	13.131	B
C - A4130	1329	332	86		2108	0.630	1336	1396	3.6	1.8	4.990	A

2034with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2034with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
03	Northern Roundabout	Standard Roundabout		A, B, C	27.31	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	0	C - A4130

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130		ONE HOUR	✓	674	100.000
B - Science Bridge Link		ONE HOUR	✓	927	100.000
C - A4130		ONE HOUR	✓	1829	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A4130		
B - Science Bridge Link	[ONEHOUR]	20.00
C - A4130		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A4130	B - Science Bridge Link	C - A4130
A - A4130	0	87	587
B - Science Bridge Link	107	5	815
C - A4130	757	1072	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A4130	B - Science Bridge Link	C - A4130
A - A4130	0	1	1
B - Science Bridge Link	0	0	3
C - A4130	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A4130	0.77	16.41	3.3	C	674	674
B - Science Bridge Link	0.84	18.85	5.1	C	927	927
C - A4130	0.97	35.61	18.9	E	1829	1829

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	606	151	964		1084	0.559	604	774	0.8	1.3	7.549	A
B - Science Bridge Link	833	208	526	17.98	1264	0.659	830	1042	1.2	1.9	8.458	A
C - A4130	1644	411	100		2098	0.784	1638	1256	1.9	3.5	7.828	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	742	186	1158		972	0.763	735	930	1.3	3.0	14.885	B
B - Science Bridge Link	1021	255	640	22.02	1216	0.840	1009	1253	1.9	4.8	17.003	C
C - A4130	2014	503	122		2084	0.967	1966	1527	3.5	15.4	24.734	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	742	186	1178		961	0.772	741	945	3.0	3.3	16.406	C
B - Science Bridge Link	1021	255	646	22.02	1213	0.842	1019	1273	4.8	5.1	18.851	C
C - A4130	2014	503	123		2083	0.967	2000	1542	15.4	18.9	35.614	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A4130	606	151	1004		1061	0.571	613	803	3.3	1.4	8.257	A
B - Science Bridge Link	833	208	534	17.98	1276	0.653	846	1083	5.1	2.0	8.829	A
C - A4130	1644	411	102		2097	0.784	1704	1278	18.9	3.9	10.658	B

SCH4

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: AWAITING DESIGN- WID-04-Science Bridge Roundabout-P02-v0.j9
Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1T1\Projects\Traffic - OCC Culham RC\Modelling\A4130_WID\Models\ARCADY
Report generation date: 10/09/2021 16:02:33

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2024with										
A - Science Bridge	0.6	3.38	0.37	A	147 % [C - Science Bridge Link]	0.6	3.18	0.35	A	141 % [C - Science Bridge Link]
B - Valley Park Spine Road	0.1	3.16	0.07	A		0.0	2.92	0.03	A	
C - Science Bridge Link	0.7	3.49	0.38	A		0.7	3.45	0.39	A	
2034with										
A - Science Bridge	1.5	5.56	0.57	A	15 % [B - Valley Park Spine Road]	3.0	9.37	0.75	A	12 % [C - Science Bridge Link]
B - Valley Park Spine Road	3.2	12.49	0.77	B		1.6	7.58	0.61	A	
C - Science Bridge Link	1.9	7.25	0.65	A		4.6	13.66	0.83	B	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	WID_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0003 P02
Location	Science Bridge Roundabout
Site number	04
Date	12/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Richard.Rolph
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2024with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
04	Science Bridge Roundabout	Standard Roundabout		A, B, C	3.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	147	C - Science Bridge Link

Arms

Arms

Arm	Name	Description
A	Science Bridge	
B	Valley Park Spine Road	
C	Science Bridge Link	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Science Bridge	4.80	7.31	12.1	19.9	50.0	39.0	
B - Valley Park Spine Road	3.35	7.03	14.8	34.9	50.0	36.1	
C - Science Bridge Link	4.16	7.06	13.8	35.1	50.0	35.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - Valley Park Spine Road	5.00	10.00	✓	Distance	4.90	3.50	3.80	2.71

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Science Bridge	0.628	1852
B - Valley Park Spine Road	0.596	1636
C - Science Bridge Link	0.627	1793

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Science Bridge		ONE HOUR	✓	622	100.000
B - Valley Park Spine Road		ONE HOUR	✓	82	100.000
C - Science Bridge Link		ONE HOUR	✓	618	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Science Bridge		
B - Valley Park Spine Road	[ONEHOUR]	20.00
C - Science Bridge Link		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Science Bridge	B - Valley Park Spine Road	C - Science Bridge Link
A - Science Bridge	0	5	617
B - Valley Park Spine Road	17	0	65
C - Science Bridge Link	594	22	2

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Science Bridge	B - Valley Park Spine Road	C - Science Bridge Link
A - Science Bridge	0	0	8
B - Valley Park Spine Road	0	0	0
C - Science Bridge Link	7	0	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Science Bridge	0.37	3.38	0.6	A	622	622
B - Valley Park Spine Road	0.07	3.16	0.1	A	82	82
C - Science Bridge Link	0.38	3.49	0.7	A	618	618

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	559	140	22		1838	0.304	559	549	0.4	0.5	3.037	A
B - Valley Park Spine Road	74	18	556	17.98	1304	0.057	74	24	0.0	0.1	2.924	A
C - Science Bridge Link	556	139	15		1783	0.312	555	614	0.4	0.5	3.132	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	685	171	26		1835	0.373	684	672	0.5	0.6	3.374	A
B - Valley Park Spine Road	90	23	681	22.02	1230	0.073	90	30	0.1	0.1	3.158	A
C - Science Bridge Link	680	170	19		1781	0.382	680	752	0.5	0.7	3.491	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	685	171	26		1835	0.373	685	673	0.6	0.6	3.377	A
B - Valley Park Spine Road	90	23	682	22.02	1229	0.073	90	30	0.1	0.1	3.159	A
C - Science Bridge Link	680	170	19		1781	0.382	680	753	0.7	0.7	3.493	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	559	140	22		1838	0.304	560	550	0.6	0.5	3.040	A
B - Valley Park Spine Road	74	18	557	17.98	1304	0.057	74	24	0.1	0.1	2.929	A
C - Science Bridge Link	556	139	15		1783	0.312	556	616	0.7	0.5	3.135	A

2024with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2024with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
04	Science Bridge Roundabout	Standard Roundabout		A, B, C	3.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	141	C - Science Bridge Link

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Science Bridge		ONE HOUR	✓	570	100.000
B - Valley Park Spine Road		ONE HOUR	✓	32	100.000
C - Science Bridge Link		ONE HOUR	✓	641	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Science Bridge		
B - Valley Park Spine Road	[ONEHOUR]	20.00
C - Science Bridge Link		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Science Bridge	B - Valley Park Spine Road	C - Science Bridge Link
From	A - Science Bridge	0	12	558
	B - Valley Park Spine Road	8	0	24
	C - Science Bridge Link	588	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Science Bridge	B - Valley Park Spine Road	C - Science Bridge Link
From	A - Science Bridge	0	0	5
	B - Valley Park Spine Road	0	0	0
	C - Science Bridge Link	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Science Bridge	0.35	3.18	0.6	A	570	570
B - Valley Park Spine Road	0.03	2.92	0.0	A	32	32
C - Science Bridge Link	0.39	3.45	0.7	A	641	641

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	512	128	48		1822	0.281	512	535	0.3	0.4	2.883	A
B - Valley Park Spine Road	29	7	501	17.98	1337	0.022	29	58	0.0	0.0	2.751	A
C - Science Bridge Link	576	144	7		1788	0.322	576	523	0.4	0.5	3.078	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	628	157	58		1815	0.346	627	656	0.4	0.6	3.176	A
B - Valley Park Spine Road	35	9	614	22.02	1270	0.028	35	71	0.0	0.0	2.915	A
C - Science Bridge Link	706	176	9		1787	0.395	705	640	0.5	0.7	3.447	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	628	157	58		1815	0.346	628	656	0.6	0.6	3.179	A
B - Valley Park Spine Road	35	9	614	22.02	1269	0.028	35	72	0.0	0.0	2.916	A
C - Science Bridge Link	706	176	9		1787	0.395	706	641	0.7	0.7	3.449	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	512	128	48		1822	0.281	513	536	0.6	0.4	2.888	A
B - Valley Park Spine Road	29	7	502	17.98	1336	0.022	29	59	0.0	0.0	2.752	A
C - Science Bridge Link	576	144	7		1788	0.322	577	524	0.7	0.5	3.084	A

2034with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2034with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
04	Science Bridge Roundabout	Standard Roundabout		A, B, C	8.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	B - Valley Park Spine Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Science Bridge		ONE HOUR	✓	864	100.000
B - Valley Park Spine Road		ONE HOUR	✓	869	100.000
C - Science Bridge Link		ONE HOUR	✓	886	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Science Bridge		
B - Valley Park Spine Road	[ONEHOUR]	20.00
C - Science Bridge Link		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Science Bridge	B - Valley Park Spine Road	C - Science Bridge Link
From	A - Science Bridge	0	277	587
	B - Valley Park Spine Road	417	1	451
	C - Science Bridge Link	616	268	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Science Bridge	B - Valley Park Spine Road	C - Science Bridge Link
From	A - Science Bridge	0	3	14
	B - Valley Park Spine Road	4	0	0
	C - Science Bridge Link	9	1	42

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Science Bridge	0.57	5.56	1.5	A	864	864
B - Valley Park Spine Road	0.77	12.49	3.2	B	869	869
C - Science Bridge Link	0.65	7.25	1.9	A	886	886

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	777	194	243		1699	0.457	776	927	0.7	0.9	4.294	A
B - Valley Park Spine Road	781	195	529	17.98	1320	0.592	779	490	0.9	1.4	6.747	A
C - Science Bridge Link	796	199	375		1558	0.511	795	933	0.8	1.1	5.019	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	951	238	297		1665	0.571	949	1132	0.9	1.4	5.527	A
B - Valley Park Spine Road	957	239	647	22.02	1250	0.765	950	599	1.4	3.2	11.961	B
C - Science Bridge Link	976	244	457		1506	0.648	972	1140	1.1	1.9	7.137	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	951	238	298		1664	0.572	951	1137	1.4	1.5	5.565	A
B - Valley Park Spine Road	957	239	648	22.02	1249	0.766	956	601	3.2	3.2	12.491	B
C - Science Bridge Link	976	244	460		1504	0.649	975	1145	1.9	1.9	7.249	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	777	194	245		1698	0.457	779	934	1.5	0.9	4.328	A
B - Valley Park Spine Road	781	195	531	17.98	1319	0.592	788	493	3.2	1.5	6.995	A
C - Science Bridge Link	796	199	379		1555	0.512	800	940	1.9	1.1	5.098	A

2034with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2034with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
04	Science Bridge Roundabout	Standard Roundabout		A, B, C	10.66	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	12	C - Science Bridge Link

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Science Bridge		ONE HOUR	✓	1056	100.000
B - Valley Park Spine Road		ONE HOUR	✓	676	100.000
C - Science Bridge Link		ONE HOUR	✓	1149	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Science Bridge		
B - Valley Park Spine Road	[ONEHOUR]	20.00
C - Science Bridge Link		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Science Bridge	B - Valley Park Spine Road	C - Science Bridge Link
From	A - Science Bridge	0	425	631
	B - Valley Park Spine Road	379	0	297
	C - Science Bridge Link	721	428	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Science Bridge	B - Valley Park Spine Road	C - Science Bridge Link
From	A - Science Bridge	0	2	3
	B - Valley Park Spine Road	1	0	0
	C - Science Bridge Link	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Science Bridge	0.75	9.37	3.0	A	1056	1056
B - Valley Park Spine Road	0.61	7.58	1.6	A	676	676
C - Science Bridge Link	0.83	13.66	4.6	B	1149	1149

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	949	237	384		1611	0.589	947	986	0.9	1.5	5.551	A
B - Valley Park Spine Road	608	152	566	17.98	1298	0.468	607	765	0.6	0.9	5.225	A
C - Science Bridge Link	1033	258	340		1579	0.654	1030	833	1.2	1.9	6.639	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	1163	291	467		1558	0.746	1157	1203	1.5	2.9	9.077	A
B - Valley Park Spine Road	744	186	691	22.02	1224	0.608	742	933	0.9	1.5	7.472	A
C - Science Bridge Link	1265	316	416		1532	0.826	1255	1017	1.9	4.5	12.773	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	1163	291	471		1556	0.747	1162	1211	2.9	3.0	9.373	A
B - Valley Park Spine Road	744	186	695	22.02	1222	0.609	744	939	1.5	1.6	7.579	A
C - Science Bridge Link	1265	316	417		1531	0.826	1264	1022	4.5	4.6	13.659	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Science Bridge	949	237	389		1607	0.591	955	997	3.0	1.5	5.714	A
B - Valley Park Spine Road	608	152	571	17.98	1295	0.469	610	773	1.6	0.9	5.302	A
C - Science Bridge Link	1033	258	342		1578	0.655	1044	839	4.6	2.0	6.995	A

SCH5

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: DSB-37-Science BridgeNew-Purchas Road-P03-v0.j9
Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\DSB\Models\PICADY
Report generation date: 10/09/2021 16:18:21

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024with								
Stream B-C	0.1	8.22	0.04	A	0.1	6.96	0.05	A
Stream B-A	0.4	14.95	0.27	B	0.2	12.19	0.19	B
Stream C-A	1.2	7.33	0.39	A	1.2	6.79	0.37	A
Stream C-B	0.1	7.94	0.41	A	0.1	7.17	0.39	A
2034with								
Stream B-C	0.4	17.13	0.29	C	0.4	26.95	0.30	D
Stream B-A	2.5	87.51	0.73	F	2.7	163.27	0.79	F
Stream C-A	4.0	14.24	0.69	B	5.6	16.29	0.76	C
Stream C-B	0.6	17.09	0.68	C	0.5	17.56	0.72	C

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

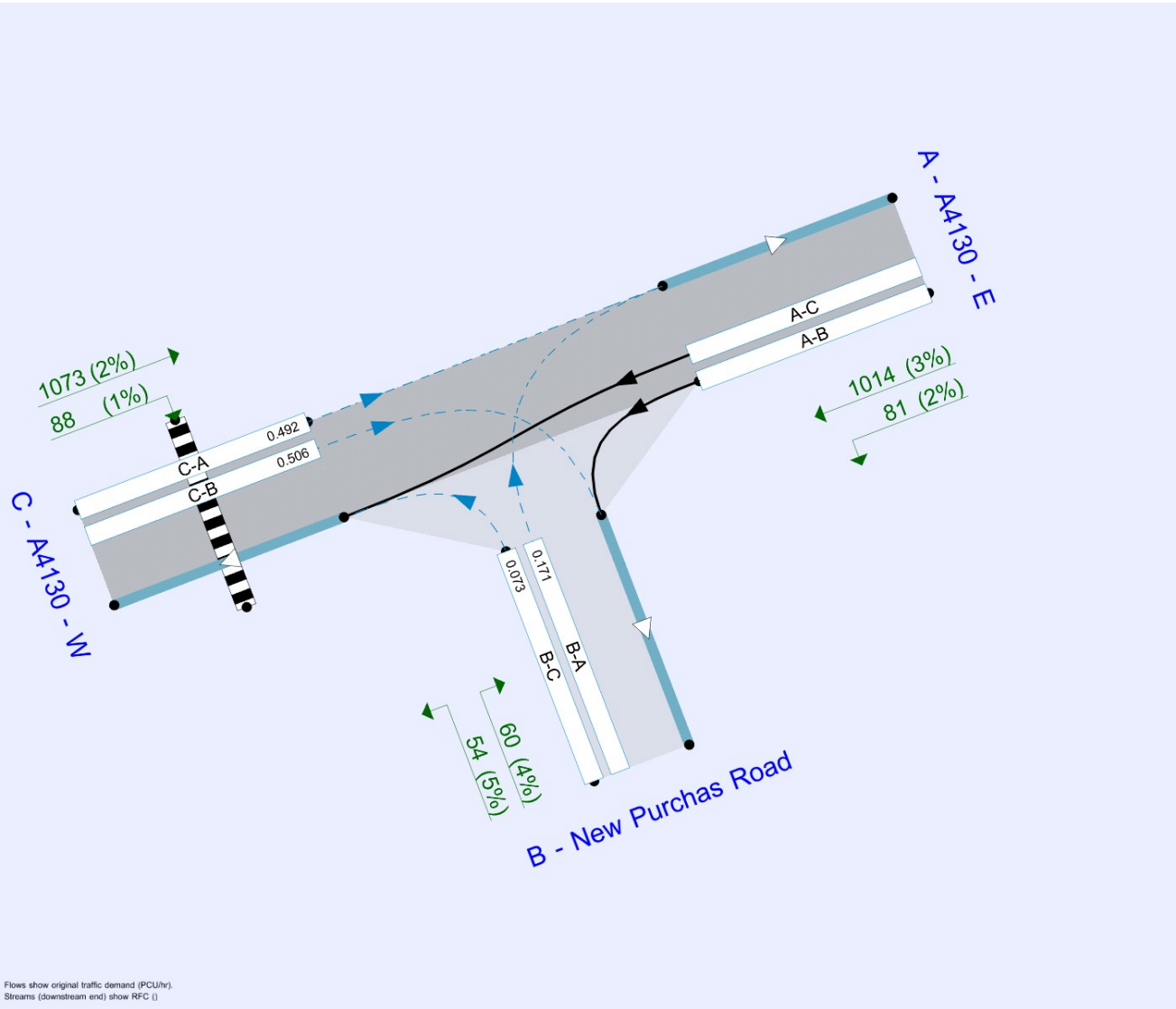
File summary

File Description

Title	DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0002 P03
Location	Science Bridge/New Purchas Road
Site number	37
Date	10/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\Sergio.PerezBurgos
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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ().
The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15
D2	2024with	PM	ONE HOUR	16:45	18:15	15
D5	2034with	AM	ONE HOUR	07:45	09:15	15
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
37	Science Bridge/New Purchas Road	T-Junction	Two-way		4.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A4130 - E		Major
B	New Purchas Road		Minor
C	A4130 - W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4130 - W	7.77			90.0		-

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	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 - New Purchas Road	One lane plus flare	10.00	7.63	5.78	4.75	4.21	✓	3.00	19	250

Zebra Crossings

Arm	Space between crossing and junction entry (Right / All) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
C - A4130 - W	5.00	5.00		Distance	7.29	5.21

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
37	B-A	705	0.118	0.299	0.188	0.428
37	B-C	735	0.104	0.263	-	-
37	C-B	626	0.224	0.224	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 - E		✓	712	100.000
B - New Purchas Road		✓	104	100.000
C - A4130 - W		✓	619	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - A4130 - E	
B - New Purchas Road	
C - A4130 - W	20.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A4130 - E	B - New Purchas Road	C - A4130 - W
From	A - A4130 - E	0	96	616
	B - New Purchas Road	84	0	20
	C - A4130 - W	565	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4130 - E	B - New Purchas Road	C - A4130 - W
From	A - A4130 - E	0	4	8
	B - New Purchas Road	5	0	11
	C - A4130 - W	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	8.22	0.1	A
B-A	0.27	14.95	0.4	B
C-A	0.39	7.33	1.2	A
C-B	0.41	7.94	0.1	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15		585	0.026	15	0.0	7.006	A
B-A	63		460	0.138	63	0.2	9.505	A
C-A	425	15.06	1653	0.257	423	0.7	5.962	A
C-B	41	15.06	143	0.283	40	0.1	6.175	A
A-B	72				72			
A-C	464				464			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18		554	0.032	18	0.0	7.457	A
B-A	76		412	0.184	75	0.2	11.232	B
C-A	508	17.98	1636	0.310	507	0.9	6.476	A
C-B	49	17.98	144	0.338	48	0.1	6.828	A
A-B	86				86			
A-C	554				554			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22		508	0.043	22	0.0	8.217	A
B-A	92		346	0.268	92	0.4	14.865	B
C-A	622	22.02	1611	0.386	621	1.2	7.313	A
C-B	59	22.02	144	0.413	59	0.1	7.909	A
A-B	106				106			
A-C	678				678			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22		508	0.043	22	0.1	8.225	A
B-A	92		345	0.268	92	0.4	14.946	B
C-A	622	22.02	1611	0.386	622	1.2	7.333	A
C-B	59	22.02	144	0.413	59	0.1	7.936	A
A-B	106				106			
A-C	678				678			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18		553	0.033	18	0.0	7.466	A
B-A	76		411	0.184	76	0.2	11.303	B
C-A	508	17.98	1636	0.310	509	0.9	6.502	A
C-B	49	17.98	144	0.338	49	0.1	6.863	A
A-B	86				86			
A-C	554				554			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15		585	0.026	15	0.0	7.018	A
B-A	63		459	0.138	64	0.2	9.569	A
C-A	425	15.06	1653	0.257	426	0.7	5.996	A
C-B	41	15.06	144	0.283	41	0.1	6.216	A
A-B	72				72			
A-C	464				464			

2024with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
37	Science Bridge/New Purchas Road	T-Junction	Two-way		3.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 - E		✓	596	100.000
B - New Purchas Road		✓	89	100.000
C - A4130 - W		✓	615	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - A4130 - E	
B - New Purchas Road	
C - A4130 - W	20.00

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A4130 - E	B - New Purchas Road	C - A4130 - W
A - A4130 - E	0	38	558
B - New Purchas Road	64	0	25
C - A4130 - W	574	41	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A4130 - E	B - New Purchas Road	C - A4130 - W
A - A4130 - E	0	3	5
B - New Purchas Road	1	0	2
C - A4130 - W	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.96	0.1	A
B-A	0.19	12.19	0.2	B
C-A	0.37	6.79	1.2	A
C-B	0.39	7.17	0.1	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19		621	0.030	19	0.0	6.093	A
B-A	48		471	0.102	48	0.1	8.579	A
C-A	432	15.06	1717	0.252	430	0.7	5.617	A
C-B	31	15.06	114	0.270	31	0.1	5.768	A
A-B	29				29			
A-C	420				420			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22		594	0.038	22	0.0	6.424	A
B-A	58		428	0.134	57	0.2	9.804	A
C-A	516	17.98	1705	0.303	515	0.8	6.063	A
C-B	37	17.98	115	0.322	37	0.1	6.298	A
A-B	34				34			
A-C	502				502			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28		555	0.050	27	0.1	6.956	A
B-A	70		369	0.191	70	0.2	12.149	B
C-A	632	22.02	1687	0.375	631	1.2	6.775	A
C-B	45	22.02	115	0.393	45	0.1	7.146	A
A-B	42				42			
A-C	614				614			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28		555	0.050	28	0.1	6.959	A
B-A	70		369	0.191	70	0.2	12.185	B
C-A	632	22.02	1687	0.375	632	1.2	6.791	A
C-B	45	22.02	115	0.392	45	0.1	7.168	A
A-B	42				42			
A-C	614				614			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22		594	0.038	23	0.0	6.429	A
B-A	58		428	0.135	58	0.2	9.840	A
C-A	516	17.98	1704	0.303	517	0.9	6.083	A
C-B	37	17.98	115	0.321	37	0.1	6.323	A
A-B	34				34			
A-C	502				502			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19		621	0.030	19	0.0	6.100	A
B-A	48		470	0.102	48	0.1	8.616	A
C-A	432	15.06	1717	0.252	433	0.7	5.645	A
C-B	31	15.06	114	0.270	31	0.1	5.801	A
A-B	29				29			
A-C	420				420			

2034with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
37	Science Bridge/New Purchas Road	T-Junction	Two-way		11.68	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 - E		✓	949	100.000
B - New Purchas Road		✓	187	100.000
C - A4130 - W		✓	1034	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - A4130 - E	
B - New Purchas Road	
C - A4130 - W	20.00

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A4130 - E	B - New Purchas Road	C - A4130 - W
A - A4130 - E	0	107	842
B - New Purchas Road	101	0	86
C - A4130 - W	922	112	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A4130 - E	B - New Purchas Road	C - A4130 - W
A - A4130 - E	0	9	9
B - New Purchas Road	9	0	9
C - A4130 - W	6	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.29	17.13	0.4	C
B-A	0.73	87.51	2.5	F
C-A	0.69	14.24	4.0	B
C-B	0.68	17.09	0.6	C
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65		577	0.112	64	0.1	7.638	A
B-A	76		311	0.244	75	0.3	16.478	C
C-A	694	15.06	1560	0.445	688	1.5	8.203	A
C-B	84	15.06	177	0.476	83	0.2	9.408	A
A-B	81				81			
A-C	634				634			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77		520	0.149	77	0.2	8.859	A
B-A	91		245	0.371	90	0.6	25.112	D
C-A	829	17.98	1526	0.543	826	2.2	9.951	A
C-B	101	17.98	179	0.562	100	0.3	11.781	B
A-B	96				96			
A-C	757				757			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95		355	0.267	94	0.4	15.001	C
B-A	111		154	0.724	105	2.2	73.114	F
C-A	1015	22.02	1470	0.690	1008	3.9	13.880	B
C-B	123	22.02	183	0.675	122	0.6	16.685	C
A-B	118				118			
A-C	927				927			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95		323	0.293	94	0.4	17.132	C
B-A	111		153	0.728	110	2.5	87.514	F
C-A	1015	22.02	1469	0.691	1015	4.0	14.239	B
C-B	123	22.02	183	0.674	123	0.6	17.091	C
A-B	118				118			
A-C	927				927			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77		509	0.152	78	0.2	9.136	A
B-A	91		244	0.371	98	0.7	27.980	D
C-A	829	17.98	1525	0.544	836	2.3	10.222	B
C-B	101	17.98	180	0.560	102	0.3	12.139	B
A-B	96				96			
A-C	757				757			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65		574	0.113	65	0.1	7.707	A
B-A	76		310	0.245	77	0.4	16.941	C
C-A	694	15.06	1559	0.445	697	1.6	8.373	A
C-B	84	15.06	178	0.474	85	0.2	9.649	A
A-B	81				81			
A-C	634				634			

2034with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
37	Science Bridge/New Purchas Road	T-Junction	Two-way		12.77	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 - E		✓	1095	100.000
B - New Purchas Road		✓	114	100.000
C - A4130 - W		✓	1161	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - A4130 - E	
B - New Purchas Road	
C - A4130 - W	20.00

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A4130 - E	B - New Purchas Road	C - A4130 - W
A - A4130 - E	0	81	1014
B - New Purchas Road	60	0	54
C - A4130 - W	1073	88	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A4130 - E	B - New Purchas Road	C - A4130 - W
A - A4130 - E	0	2	3
B - New Purchas Road	4	0	5
C - A4130 - W	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.30	26.95	0.4	D
B-A	0.79	163.27	2.7	F
C-A	0.76	16.29	5.6	C
C-B	0.72	17.56	0.5	C
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41		559	0.073	40	0.1	7.286	A
B-A	45		264	0.171	44	0.2	16.982	C
C-A	808	15.06	1641	0.492	801	1.8	8.133	A
C-B	66	15.06	131	0.506	66	0.2	8.932	A
A-B	61				61			
A-C	763				763			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49		499	0.097	48	0.1	8.390	A
B-A	54		189	0.286	53	0.4	27.478	D
C-A	965	17.98	1609	0.600	961	2.7	10.243	B
C-B	79	17.98	132	0.598	79	0.2	11.446	B
A-B	73				73			
A-C	912				912			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59		284	0.210	59	0.3	16.759	C
B-A	66		86	0.773	59	2.2	120.975	F
C-A	1181	22.02	1554	0.760	1170	5.5	15.585	C
C-B	97	22.02	135	0.719	96	0.5	16.969	C
A-B	89				89			
A-C	1116				1116			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59		198	0.300	59	0.4	26.951	D
B-A	66		84	0.786	64	2.7	163.269	F
C-A	1181	22.02	1553	0.761	1181	5.6	16.286	C
C-B	97	22.02	135	0.718	97	0.5	17.556	C
A-B	89				89			
A-C	1116				1116			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49		483	0.100	50	0.1	8.745	A
B-A	54		188	0.287	63	0.4	31.765	D
C-A	965	17.98	1608	0.600	976	2.9	10.691	B
C-B	79	17.98	133	0.597	80	0.3	11.914	B
A-B	73				73			
A-C	912				912			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41		556	0.073	41	0.1	7.338	A
B-A	45		262	0.172	46	0.2	17.376	C
C-A	808	15.06	1640	0.493	812	1.9	8.349	A
C-B	66	15.06	131	0.505	67	0.2	9.191	A
A-B	61				61			
A-C	763				763			

SCH6

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: DSB-05-Science_Bridge-A4130-P03-v1.j9

Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\DSB\Models\PICADY

Report generation date: 10/09/2021 16:13:23

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024with								
Stream B-C	3.3	330.51	1.01	F	4.8	868.82	1.37	F
Stream B-A	12.2	150.38	1.01	F	71.4	569.70	1.37	F
Stream C-AB	0.2	11.84	0.16	B	0.1	10.50	0.07	B
Stream A-BC	1.7	5.30	0.62	A	1.2	4.30	0.53	A
2034with								
Stream B-C	21.1	1523.16	1.99	F	27.8	1414.18	1.95	F
Stream B-A	64.5	1431.38	1.96	F	48.3	1375.07	1.92	F
Stream C-AB	0.4	14.91	0.25	B	0.2	12.03	0.15	B
Stream A-BC	3.2	8.35	0.75	A	2.2	6.32	0.69	A

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

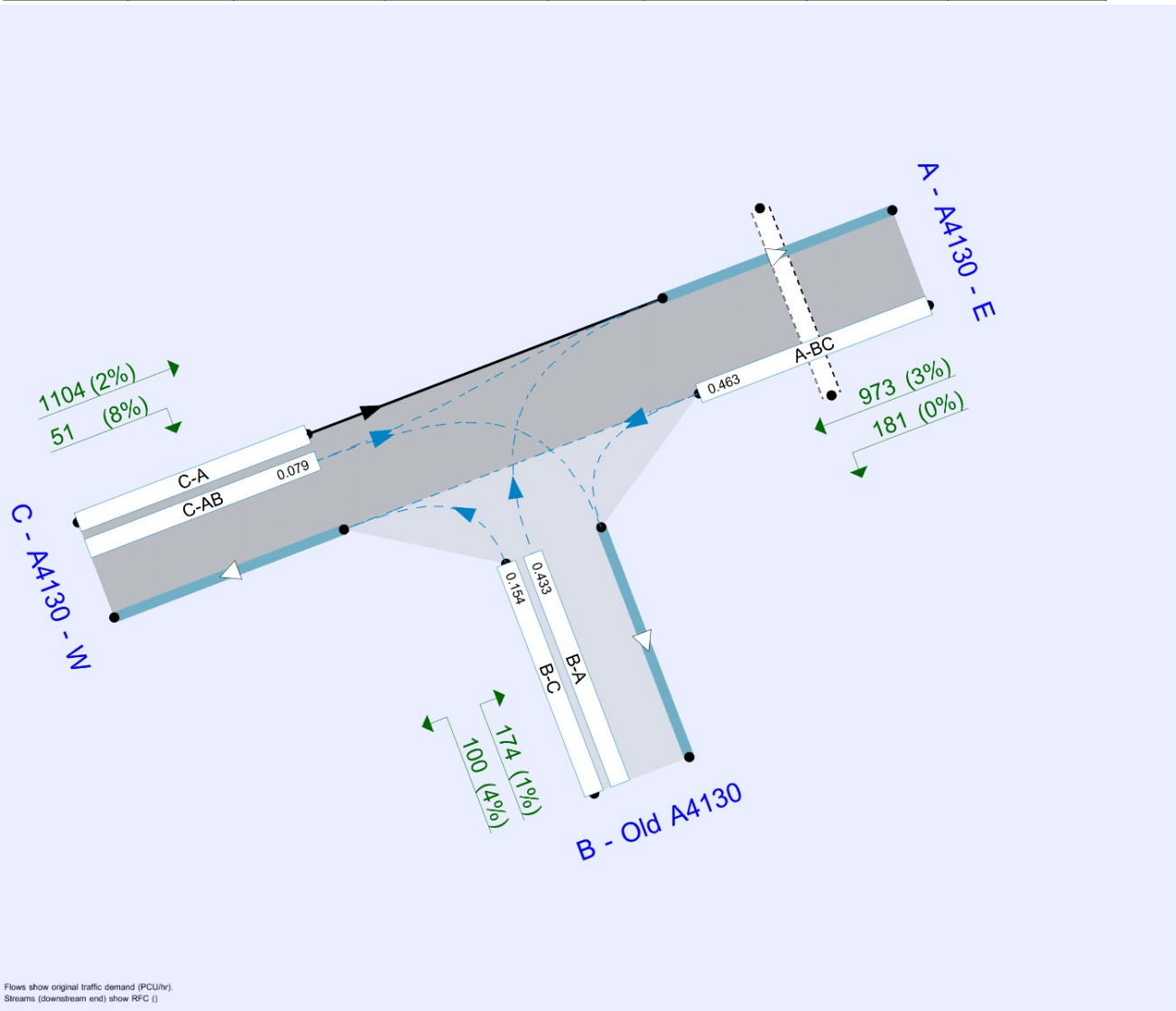
File summary

File Description

Title	DSB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0003 P03
Location	Science Bridge/A4130
Site number	05
Date	10/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\Sergio.PerezBurgos
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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ().
The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15
D2	2024with	PM	ONE HOUR	16:45	18:15	15
D5	2034with	AM	ONE HOUR	07:45	09:15	15
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
05	Science Bridge/A4130	T-Junction	Two-way		29.03	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A4130 - E		Major
B	Old A4130		Minor
C	A4130 - W		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 - A4130 - W	7.53		✓	3.35	92.0	✓	8.00

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	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 - Old A4130	One lane plus flare	10.00	5.80	4.33	4.33	4.33	✓	1.00	130	250

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - A4130 - E	4.00	3.00	2.90	1.00	6.00	15.65	7.00

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
05	B-A	754	0.128	0.324	0.204	0.463
05	B-C	773	0.111	0.280	-	-
05	C-B	706	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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 - E		✓	1037	100.000
B - Old A4130		✓	300	100.000
C - A4130 - W		✓	623	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - A4130 - E	20.00
B - Old A4130	
C - A4130 - W	

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A4130 - E	B - Old A4130	C - A4130 - W
From	A - A4130 - E	0	345	692
	B - Old A4130	269	0	31
	C - A4130 - W	563	60	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A4130 - E	B - Old A4130	C - A4130 - W
From	A - A4130 - E	0	1	7
	B - Old A4130	2	0	24
	C - A4130 - W	5	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.01	330.51	3.3	F
B-A	1.01	150.38	12.2	F
C-AB	0.16	11.84	0.2	B
C-A				
A-BC	0.62	5.30	1.7	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23		476	0.049	23	0.1	9.856	A
B-A	203		444	0.456	199	0.8	14.828	B
C-AB	45		506	0.089	45	0.1	8.880	A
C-A	424				424			
A-BC	781	15.06	1876	0.416	778	0.7	3.431	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28		347	0.080	28	0.1	13.973	B
B-A	242		382	0.633	239	1.6	25.049	D
C-AB	54		467	0.115	54	0.1	9.928	A
C-A	506				506			
A-BC	932	17.98	1867	0.499	931	1.0	4.032	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34		34	1.008	24	2.7	316.900	F
B-A	296		297	0.999	269	8.4	92.178	F
C-AB	66		413	0.160	66	0.2	11.811	B
C-A	620				620			
A-BC	1142	22.02	1854	0.616	1139	1.7	5.266	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34		40	0.847	32	3.3	330.506	F
B-A	296		295	1.005	281	12.2	150.376	F
C-AB	66		413	0.160	66	0.2	11.841	B
C-A	620				620			
A-BC	1142	22.02	1854	0.616	1142	1.7	5.301	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28		259	0.107	40	0.2	21.494	C
B-A	242		379	0.639	283	2.0	50.013	F
C-AB	54		466	0.116	54	0.2	9.971	A
C-A	506				506			
A-BC	932	17.98	1867	0.499	935	1.1	4.064	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23		466	0.050	24	0.1	10.107	B
B-A	203		442	0.458	207	0.9	15.876	C
C-AB	45		505	0.089	45	0.1	8.922	A
C-A	424				424			
A-BC	781	15.06	1876	0.416	782	0.8	3.455	A

2024with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
05	Science Bridge/A4130	T-Junction	Two-way		135.02	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 - E		✓	901	100.000
B - Old A4130		✓	456	100.000
C - A4130 - W		✓	649	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - A4130 - E	20.00
B - Old A4130	
C - A4130 - W	

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A4130 - E	B - Old A4130	C - A4130 - W
A - A4130 - E	0	337	564
B - Old A4130	433	0	23
C - A4130 - W	619	30	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A4130 - E	B - Old A4130	C - A4130 - W
A - A4130 - E	0	0	5
B - Old A4130	0	0	19
C - A4130 - W	3	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.37	868.82	4.8	F
B-A	1.37	569.70	71.4	F
C-AB	0.07	10.50	0.1	B
C-A				
A-BC	0.53	4.30	1.2	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17		352	0.049	17	0.1	12.800	B
B-A	326		478	0.683	318	2.0	21.613	C
C-AB	23		533	0.042	22	0.1	8.604	A
C-A	466				466			
A-BC	678	15.06	1876	0.362	676	0.6	3.087	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21		92	0.224	20	0.3	58.273	F
B-A	389		423	0.921	372	6.4	57.022	F
C-AB	27		498	0.054	27	0.1	9.313	A
C-A	556				556			
A-BC	810	17.98	1867	0.434	809	0.8	3.508	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25		18	1.371	14	3.2	600.208	F
B-A	477		349	1.367	346	39.1	259.222	F
C-AB	33		452	0.073	33	0.1	10.484	B
C-A	682				682			
A-BC	992	22.02	1854	0.535	990	1.2	4.286	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25		21	1.214	19	4.8	868.822	F
B-A	477		348	1.369	348	71.4	548.949	F
C-AB	33		451	0.073	33	0.1	10.498	B
C-A	682				682			
A-BC	992	22.02	1854	0.535	992	1.2	4.302	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21		25	0.829	21	4.8	814.501	F
B-A	389		421	0.924	416	64.8	569.699	F
C-AB	27		498	0.054	27	0.1	9.331	A
C-A	556				556			
A-BC	810	17.98	1867	0.434	812	0.8	3.520	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17		30	0.582	24	3.1	642.837	F
B-A	326		474	0.687	467	29.5	367.656	F
C-AB	23		532	0.042	23	0.1	8.626	A
C-A	466				466			
A-BC	678	15.06	1876	0.362	679	0.6	3.101	A

2034with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
05	Science Bridge/A4130	T-Junction	Two-way		174.73	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 - E		✓	1267	100.000
B - Old A4130		✓	299	100.000
C - A4130 - W		✓	989	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - A4130 - E	20.00
B - Old A4130	
C - A4130 - W	

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A4130 - E	B - Old A4130	C - A4130 - W
A - A4130 - E	0	357	910
B - Old A4130	226	0	73
C - A4130 - W	911	78	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A4130 - E	B - Old A4130	C - A4130 - W
A - A4130 - E	0	1	9
B - Old A4130	2	0	9
C - A4130 - W	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.99	1523.16	21.1	F
B-A	1.96	1431.38	64.5	F
C-AB	0.25	14.91	0.4	B
C-A				
A-BC	0.75	8.35	3.2	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55		429	0.128	54	0.2	10.456	B
B-A	170		325	0.524	166	1.1	22.582	C
C-AB	59		462	0.127	58	0.2	9.605	A
C-A	686				686			
A-BC	954	15.06	1876	0.508	949	1.1	4.124	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66		181	0.362	64	0.6	33.001	D
B-A	203		239	0.851	192	3.8	67.391	F
C-AB	70		414	0.169	70	0.2	11.293	B
C-A	819				819			
A-BC	1139	17.98	1867	0.610	1137	1.6	5.244	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80		40	1.986	38	11.3	644.958	F
B-A	249		129	1.925	128	34.1	576.425	F
C-AB	86		348	0.247	85	0.3	14.772	B
C-A	1003				1003			
A-BC	1395	22.02	1854	0.753	1389	3.1	8.158	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80		41	1.939	41	21.1	1523.164	F
B-A	249		127	1.955	127	64.5	1431.378	F
C-AB	86		347	0.248	86	0.4	14.913	B
C-A	1003				1003			
A-BC	1395	22.02	1854	0.753	1395	3.2	8.354	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66		76	0.868	72	19.5	988.737	F
B-A	203		233	0.873	229	58.0	948.734	F
C-AB	70		412	0.170	71	0.2	11.413	B
C-A	819				819			
A-BC	1139	17.98	1867	0.610	1145	1.7	5.362	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55		101	0.542	96	9.2	555.590	F
B-A	170		307	0.554	302	25.1	502.588	F
C-AB	59		461	0.128	59	0.2	9.689	A
C-A	686				686			
A-BC	954	15.06	1876	0.508	956	1.1	4.184	A

2034with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
05	Science Bridge/A4130	T-Junction	Two-way		150.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4130 - E		✓	1154	100.000
B - Old A4130		✓	274	100.000
C - A4130 - W		✓	1155	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - A4130 - E	20.00
B - Old A4130	
C - A4130 - W	

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A4130 - E	B - Old A4130	C - A4130 - W
A - A4130 - E	0	181	973
B - Old A4130	174	0	100
C - A4130 - W	1104	51	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A4130 - E	B - Old A4130	C - A4130 - W
A - A4130 - E	0	0	3
B - Old A4130	1	0	4
C - A4130 - W	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.95	1414.18	27.8	F
B-A	1.92	1375.07	48.3	F
C-AB	0.15	12.03	0.2	B
C-A				
A-BC	0.69	6.32	2.2	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75		489	0.154	75	0.2	9.026	A
B-A	131		302	0.433	128	0.7	20.534	C
C-AB	38		484	0.079	38	0.1	8.711	A
C-A	831				831			
A-BC	869	15.06	1876	0.463	865	0.9	3.640	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90		293	0.307	89	0.4	18.241	C
B-A	156		214	0.732	150	2.3	53.038	F
C-AB	46		440	0.104	46	0.1	9.856	A
C-A	992				992			
A-BC	1037	17.98	1867	0.556	1036	1.3	4.434	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110		56	1.950	53	14.6	567.241	F
B-A	192		101	1.893	99	25.3	550.065	F
C-AB	56		380	0.148	56	0.2	11.983	B
C-A	1216				1216			
A-BC	1271	22.02	1854	0.685	1267	2.2	6.248	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110		57	1.916	57	27.8	1414.184	F
B-A	192		100	1.919	100	48.3	1375.067	F
C-AB	56		379	0.148	56	0.2	12.034	B
C-A	1216				1216			
A-BC	1271	22.02	1854	0.685	1270	2.2	6.324	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90		117	0.770	112	22.2	714.193	F
B-A	156		203	0.772	198	37.8	699.335	F
C-AB	46		439	0.105	46	0.1	9.910	A
C-A	992				992			
A-BC	1037	17.98	1867	0.556	1041	1.3	4.489	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75		158	0.476	151	3.2	325.766	F
B-A	131		272	0.482	265	4.3	300.212	F
C-AB	38		483	0.080	39	0.1	8.757	A
C-A	831				831			
A-BC	869	15.06	1876	0.463	870	0.9	3.675	A

SCH7

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: RIVX-06-A4130_New Culham Crossing_Collett-P02-v0.j9
 Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\RIV X\Models\ARCADY
 Report generation date: 10/09/2021 16:31:56

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (min)	RFC	LOS	Network Residual Capacity
2024with										
A - New Culham Crossing	0.5	0.06	0.33	A	47 % [B - A4130]	1.5	0.10	0.59	A	36 % [A - New Culham Crossing]
B - A4130	1.9	0.09	0.65	A		0.8	0.06	0.44	A	
C - Collett	0.2	0.09	0.16	A		0.2	0.07	0.13	A	
D - A4130	0.9	0.06	0.47	A		1.4	0.07	0.58	A	
2034with										
A - New Culham Crossing	2.4	0.13	0.69	A	19 % [B - A4130]	2.8	0.16	0.74	A	13 % [D - A4130]
B - A4130	3.2	0.14	0.77	A		2.1	0.10	0.68	A	
C - Collett	0.5	0.15	0.32	A		0.7	0.13	0.40	A	
D - A4130	2.5	0.12	0.71	A		4.3	0.19	0.81	B	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

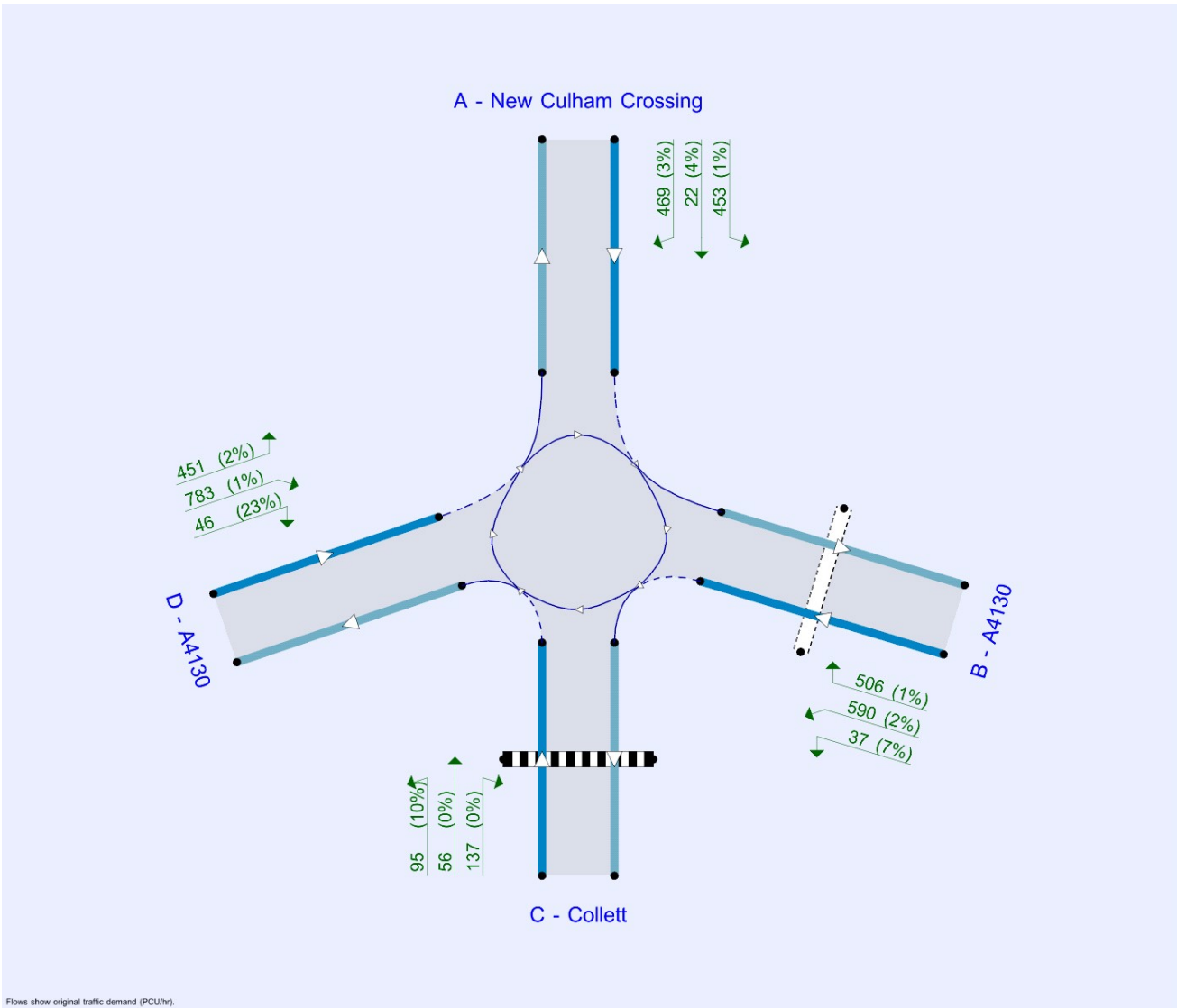
File summary

File Description

Title	RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 P02
Location	A4130/New Culham Crossing/Collett
Site number	06
Date	21/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Richard.Rolph
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	mph	PCU	PCU	perHour	min	-Min	perMin



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75			✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - A4130 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A4130 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D1 - 2024with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
06	A4130/New Culham Crossing/Collett	Standard Roundabout		A, B, C, D	0.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	B - A4130

Arms

Arms

Arm	Name	Description
A	New Culham Crossing	
B	A4130	
C	Collett	
D	A4130	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - New Culham Crossing	3.73	8.14	31.9	30.0	58.7	30.5	
B - A4130	3.65	8.13	87.9	28.0	58.7	21.4	
C - Collett	3.81	8.02	17.1	25.0	58.7	51.0	
D - A4130	3.65	8.12	86.8	25.0	58.7	36.5	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
C - Collett	7.50	9.00		Distance	11.50	8.21

Pelican/Puffin Crossings

Arm	Space between crossing and junction entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
B - A4130	8.00	3.00	2.90	1.00	6.00	26.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - New Culham Crossing	0.636	2087
B - A4130	0.694	2373
C - Collett	0.556	1750
D - A4130	0.656	2240

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing		ONE HOUR	✓	527	100.000
B - A4130		ONE HOUR	✓	1084	100.000
C - Collett		ONE HOUR	✓	142	100.000
D - A4130		ONE HOUR	✓	834	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Culham Crossing		
B - A4130	[ONEHOUR]	20.00
C - Collett	[ONEHOUR]	20.00
D - A4130		

Origin-Destination Data

Demand (PCU/hr)

	To				
	A - New Culham Crossing	B - A4130	C - Collett	D - A4130	
From	A - New Culham Crossing	0	231	26	270
	B - A4130	344	0	48	692
	C - Collett	18	49	0	75
	D - A4130	380	336	118	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A - New Culham Crossing	B - A4130	C - Collett	D - A4130	
From	A - New Culham Crossing	0	4	10	13
	B - A4130	3	0	1	1
	C - Collett	9	16	0	24
	D - A4130	4	1	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Culham Crossing	0.33	0.06	0.5	A	527	527
B - A4130	0.65	0.09	1.9	A	1084	1084
C - Collett	0.16	0.09	0.2	A	142	142
D - A4130	0.47	0.06	0.9	A	834	834

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	474	118	452		1799	0.263	473	666	0.3	0.4	0.049	A
B - A4130	974	244	372	17.98	1852	0.526	973	553	0.8	1.1	0.069	A
C - Collett	128	32	1173	17.98	1098	0.116	127	172	0.1	0.2	0.074	A
D - A4130	750	187	369		1998	0.375	749	931	0.5	0.6	0.050	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	580	145	553		1735	0.334	580	815	0.4	0.5	0.056	A
B - A4130	1194	298	455	22.02	1840	0.649	1191	677	1.1	1.8	0.093	A
C - Collett	156	39	1435	22.02	952	0.164	156	211	0.2	0.2	0.090	A
D - A4130	918	230	451		1944	0.472	917	1139	0.6	0.9	0.060	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	580	145	554		1735	0.335	580	817	0.5	0.5	0.056	A
B - A4130	1194	298	456	22.02	1840	0.649	1193	678	1.8	1.9	0.094	A
C - Collett	156	39	1438	22.02	950	0.165	156	211	0.2	0.2	0.090	A
D - A4130	918	230	452		1943	0.473	918	1142	0.9	0.9	0.061	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	474	118	453		1799	0.263	474	669	0.5	0.4	0.049	A
B - A4130	974	244	373	17.98	1852	0.526	977	555	1.9	1.1	0.070	A
C - Collett	128	32	1177	17.98	1095	0.117	128	173	0.2	0.2	0.074	A
D - A4130	750	187	371		1997	0.375	751	935	0.9	0.6	0.050	A

2024with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - A4130 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A4130 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D2 - 2024with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
06	A4130/New Culham Crossing/Collett	Standard Roundabout		A, B, C, D	0.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	36	A - New Culham Crossing

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing		ONE HOUR	✓	814	100.000
B - A4130		ONE HOUR	✓	733	100.000
C - Collett		ONE HOUR	✓	129	100.000
D - A4130		ONE HOUR	✓	1053	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Culham Crossing		
B - A4130	[ONEHOUR]	20.00
C - Collett	[ONEHOUR]	20.00
D - A4130		

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - New Culham Crossing	B - A4130	C - Collett	D - A4130
From	A - New Culham Crossing	0	387	22	405
	B - A4130	275	0	33	425
	C - Collett	18	40	0	71
	D - A4130	269	735	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - New Culham Crossing	B - A4130	C - Collett	D - A4130
From	A - New Culham Crossing	0	1	2	2
	B - A4130	2	0	5	2
	C - Collett	1	2	0	17
	D - A4130	2	1	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Culham Crossing	0.59	0.10	1.5	A	814	814
B - A4130	0.44	0.06	0.8	A	733	733
C - Collett	0.13	0.07	0.2	A	129	129
D - A4130	0.58	0.07	1.4	A	1053	1053

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	732	183	740		1616	0.453	731	505	0.6	0.8	0.069	A
B - A4130	659	165	427	17.98	1852	0.356	658	1043	0.4	0.6	0.051	A
C - Collett	116	29	992	17.98	1198	0.097	116	93	0.1	0.1	0.061	A
D - A4130	947	237	299		2044	0.463	946	809	0.6	0.9	0.056	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	896	224	906		1511	0.593	894	618	0.8	1.5	0.098	A
B - A4130	807	202	523	22.02	1841	0.438	806	1277	0.6	0.8	0.059	A
C - Collett	142	36	1215	22.02	1074	0.132	142	114	0.1	0.2	0.070	A
D - A4130	1159	290	366		2000	0.580	1157	990	0.9	1.4	0.073	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	896	224	907		1510	0.594	896	619	1.5	1.5	0.099	A
B - A4130	807	202	524	22.02	1841	0.438	807	1279	0.8	0.8	0.059	A
C - Collett	142	36	1217	22.02	1073	0.132	142	115	0.2	0.2	0.071	A
D - A4130	1159	290	367		1999	0.580	1159	992	1.4	1.4	0.073	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	732	183	742		1615	0.453	734	506	1.5	0.8	0.069	A
B - A4130	659	165	429	17.98	1852	0.356	660	1047	0.8	0.6	0.051	A
C - Collett	116	29	995	17.98	1196	0.097	116	94	0.2	0.1	0.061	A
D - A4130	947	237	300		2043	0.463	949	812	1.4	0.9	0.056	A

2034with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - A4130 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A4130 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - 2034with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
06	A4130/New Culham Crossing/Collett	Standard Roundabout		A, B, C, D	0.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	19	B - A4130

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing		ONE HOUR	✓	1036	100.000
B - A4130		ONE HOUR	✓	1261	100.000
C - Collett		ONE HOUR	✓	199	100.000
D - A4130		ONE HOUR	✓	1130	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Culham Crossing		
B - A4130	[ONEHOUR]	20.00
C - Collett	[ONEHOUR]	20.00
D - A4130		

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - New Culham Crossing	B - A4130	C - Collett	D - A4130
From	A - New Culham Crossing	0	442	40	554
	B - A4130	554	0	65	642
	C - Collett	53	64	0	82
	D - A4130	561	457	112	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - New Culham Crossing	B - A4130	C - Collett	D - A4130
From	A - New Culham Crossing	0	2	7	11
	B - A4130	2	0	1	1
	C - Collett	4	11	0	24
	D - A4130	6	1	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Culham Crossing	0.69	0.13	2.4	A	1036	1036
B - A4130	0.77	0.14	3.2	A	1261	1261
C - Collett	0.32	0.15	0.5	A	199	199
D - A4130	0.71	0.12	2.5	A	1130	1130

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	931	233	568		1725	0.540	930	1048	0.8	1.2	0.080	A
B - A4130	1134	283	634	17.98	1852	0.612	1131	864	1.0	1.6	0.084	A
C - Collett	179	45	1570	17.98	877	0.204	179	195	0.2	0.3	0.098	A
D - A4130	1016	254	602		1845	0.551	1014	1147	0.8	1.3	0.075	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1141	285	694		1645	0.693	1136	1280	1.2	2.4	0.125	A
B - A4130	1388	347	774	22.02	1811	0.766	1382	1056	1.6	3.2	0.140	A
C - Collett	219	55	1918	22.02	683	0.321	218	238	0.3	0.5	0.147	A
D - A4130	1244	311	735		1758	0.708	1239	1401	1.3	2.5	0.120	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1141	285	697		1644	0.694	1141	1286	2.4	2.4	0.127	A
B - A4130	1388	347	777	22.02	1825	0.761	1388	1060	3.2	3.2	0.139	A
C - Collett	219	55	1927	22.02	678	0.323	219	239	0.5	0.5	0.149	A
D - A4130	1244	311	739		1755	0.709	1244	1407	2.5	2.5	0.123	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	931	233	572		1723	0.541	936	1055	2.4	1.3	0.082	A
B - A4130	1134	283	638	17.98	1852	0.612	1140	870	3.2	1.6	0.086	A
C - Collett	179	45	1582	17.98	870	0.206	180	196	0.5	0.3	0.099	A
D - A4130	1016	254	607		1842	0.551	1021	1155	2.5	1.3	0.077	A

2034with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - A4130 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A4130 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D6 - 2034with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
06	A4130/New Culham Crossing/Collett	Standard Roundabout		A, B, C, D	0.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	13	D - A4130

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing		ONE HOUR	✓	944	100.000
B - A4130		ONE HOUR	✓	1133	100.000
C - Collett		ONE HOUR	✓	288	100.000
D - A4130		ONE HOUR	✓	1280	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Culham Crossing		
B - A4130	[ONEHOUR]	20.00
C - Collett	[ONEHOUR]	20.00
D - A4130		

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - New Culham Crossing	B - A4130	C - Collett	D - A4130
From	A - New Culham Crossing	0	453	22	469
	B - A4130	506	0	37	590
	C - Collett	56	137	0	95
	D - A4130	451	783	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - New Culham Crossing	B - A4130	C - Collett	D - A4130
From	A - New Culham Crossing	0	1	4	3
	B - A4130	1	0	7	2
	C - Collett	0	0	0	10
	D - A4130	2	1	23	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Culham Crossing	0.74	0.16	2.8	A	944	944
B - A4130	0.68	0.10	2.1	A	1133	1133
C - Collett	0.40	0.13	0.7	A	288	288
D - A4130	0.81	0.19	4.3	B	1280	1280

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	849	212	866		1536	0.553	847	909	0.8	1.2	0.089	A
B - A4130	1019	255	482	17.98	1852	0.550	1017	1232	0.9	1.2	0.073	A
C - Collett	259	65	1405	17.98	969	0.267	258	94	0.3	0.4	0.087	A
D - A4130	1151	288	627		1828	0.629	1148	1036	1.0	1.7	0.090	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1039	260	1057		1415	0.735	1033	1110	1.2	2.7	0.158	A
B - A4130	1247	312	588	22.02	1840	0.678	1244	1502	1.2	2.1	0.102	A
C - Collett	317	79	1717	22.02	795	0.399	316	115	0.4	0.7	0.129	A
D - A4130	1409	352	767		1737	0.812	1400	1265	1.7	4.1	0.177	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1039	260	1063		1411	0.737	1039	1115	2.7	2.8	0.164	A
B - A4130	1247	312	591	22.02	1840	0.678	1247	1511	2.1	2.1	0.103	A
C - Collett	317	79	1723	22.02	792	0.401	317	116	0.7	0.7	0.130	A
D - A4130	1409	352	770		1735	0.812	1409	1270	4.1	4.3	0.187	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	849	212	875		1530	0.555	855	916	2.8	1.3	0.091	A
B - A4130	1019	255	486	17.98	1852	0.550	1022	1244	2.1	1.3	0.074	A
C - Collett	259	65	1413	17.98	964	0.269	260	95	0.7	0.4	0.088	A
D - A4130	1151	288	631		1826	0.630	1161	1043	4.3	1.8	0.093	A

SCH8

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: RIVX-08-New_Culham Crossing_Development-P02-v0.j9
 Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\RIV X\Models\PICADY
 Report generation date: 10/09/2021 16:56:58

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024with								
Stream B-C	0.0	9.53	0.03	A	0.0	6.60	0.03	A
Stream B-A	0.5	19.63	0.24	C	0.1	14.49	0.08	B
Stream C-AB	0.1	8.27	0.04	A	0.0	6.79	0.02	A
2034with								
Stream B-C	0.1	27.94	0.08	D	0.0	9.05	0.05	A
Stream B-A	3.4	158.73	0.75	F	0.3	34.07	0.21	D
Stream C-AB	0.1	10.55	0.06	B	0.0	8.25	0.02	A

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	RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0003 P02
Location	New Culham Crossing/Development
Site number	08
Date	21/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\Sergio.PerezBurgos
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15
D2	2024with	PM	ONE HOUR	16:45	18:15	15
D5	2034with	AM	ONE HOUR	07:45	09:15	15
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
08	New Culham Crossing/Development	T-Junction	Two-way		1.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	New Culham Crossing S		Major
B	FCC/Hanson Access Road		Minor
C	New Culham Crossing 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 - New Culham Crossing N	7.20		✓	3.72	250.0	✓	9.00

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	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 - FCC/Hanson Access Road	One lane plus flare	10.00	9.05	5.23	4.67	4.67	✓	3.00	56	250

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
08	B-A	710	0.123	0.310	0.195	0.443
08	B-C	725	0.105	0.266	-	-
08	C-B	838	0.308	0.308	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing S		✓	738	100.000
B - FCC/Hanson Access Road		✓	93	100.000
C - New Culham Crossing N		✓	473	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Culham Crossing S	B - FCC/Hanson Access Road	C - New Culham Crossing N
From	A - New Culham Crossing S	0	69	669
	B - FCC/Hanson Access Road	78	0	15
	C - New Culham Crossing N	449	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Culham Crossing S	B - FCC/Hanson Access Road	C - New Culham Crossing N
From	A - New Culham Crossing S	0	41	1
	B - FCC/Hanson Access Road	52	0	25
	C - New Culham Crossing N	4	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	9.53	0.0	A
B-A	0.24	19.63	0.5	C
C-AB	0.04	8.27	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	567	0.020	11	0.0	8.091	A
B-A	59	474	0.124	58	0.2	13.131	B
C-AB	18	667	0.027	18	0.0	7.154	A
C-A	338			338			
A-B	52			52			
A-C	504			504			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	535	0.025	13	0.0	8.628	A
B-A	70	428	0.164	70	0.3	15.266	C
C-AB	22	634	0.034	22	0.0	7.586	A
C-A	404			404			
A-B	62			62			
A-C	601			601			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	489	0.034	16	0.0	9.524	A
B-A	86	364	0.236	85	0.5	19.548	C
C-AB	26	588	0.045	26	0.1	8.271	A
C-A	494			494			
A-B	76			76			
A-C	737			737			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	489	0.034	17	0.0	9.532	A
B-A	86	365	0.236	86	0.5	19.632	C
C-AB	26	588	0.045	26	0.1	8.272	A
C-A	494			494			
A-B	76			76			
A-C	737			737			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	534	0.025	14	0.0	8.638	A
B-A	70	428	0.164	71	0.3	15.346	C
C-AB	22	634	0.034	22	0.0	7.588	A
C-A	404			404			
A-B	62			62			
A-C	601			601			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	567	0.020	11	0.0	8.102	A
B-A	59	474	0.124	59	0.2	13.203	B
C-AB	18	667	0.027	18	0.0	7.158	A
C-A	338			338			
A-B	52			52			
A-C	504			504			

2024with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
08	New Culham Crossing/Development	T-Junction	Two-way		0.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing S		✓	567	100.000
B - FCC/Hanson Access Road		✓	41	100.000
C - New Culham Crossing N		✓	770	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Culham Crossing S	B - FCC/Hanson Access Road	C - New Culham Crossing N
From	A - New Culham Crossing S	0	22	545
	B - FCC/Hanson Access Road	25	0	16
	C - New Culham Crossing N	761	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Culham Crossing S	B - FCC/Hanson Access Road	C - New Culham Crossing N
From	A - New Culham Crossing S	0	28	1
	B - FCC/Hanson Access Road	23	0	5
	C - New Culham Crossing N	1	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.60	0.0	A
B-A	0.08	14.49	0.1	B
C-AB	0.02	6.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	651	0.019	12	0.0	5.913	A
B-A	19	439	0.043	19	0.1	10.526	B
C-AB	7	706	0.010	7	0.0	6.174	A
C-A	573			573			
A-B	17			17			
A-C	410			410			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	626	0.023	14	0.0	6.181	A
B-A	22	395	0.057	22	0.1	11.895	B
C-AB	8	681	0.012	8	0.0	6.419	A
C-A	684			684			
A-B	20			20			
A-C	490			490			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	590	0.030	18	0.0	6.598	A
B-A	28	333	0.083	27	0.1	14.486	B
C-AB	10	646	0.015	10	0.0	6.794	A
C-A	838			838			
A-B	24			24			
A-C	600			600			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	590	0.030	18	0.0	6.600	A
B-A	28	333	0.083	28	0.1	14.494	B
C-AB	10	646	0.015	10	0.0	6.794	A
C-A	838			838			
A-B	24			24			
A-C	600			600			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	625	0.023	14	0.0	6.185	A
B-A	22	395	0.057	23	0.1	11.904	B
C-AB	8	681	0.012	8	0.0	6.420	A
C-A	684			684			
A-B	20			20			
A-C	490			490			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	651	0.019	12	0.0	5.920	A
B-A	19	439	0.043	19	0.1	10.538	B
C-AB	7	706	0.010	7	0.0	6.176	A
C-A	573			573			
A-B	17			17			
A-C	410			410			

2034with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
08	New Culham Crossing/Development	T-Junction	Two-way		5.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing S		✓	1150	100.000
B - FCC/Hanson Access Road		✓	91	100.000
C - New Culham Crossing N		✓	989	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Culham Crossing S	B - FCC/Hanson Access Road	C - New Culham Crossing N
From	A - New Culham Crossing S	0	73	1077
	B - FCC/Hanson Access Road	78	0	13
	C - New Culham Crossing N	963	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Culham Crossing S	B - FCC/Hanson Access Road	C - New Culham Crossing N
From	A - New Culham Crossing S	0	34	2
	B - FCC/Hanson Access Road	49	0	20
	C - New Culham Crossing N	4	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	27.94	0.1	D
B-A	0.75	158.73	3.4	F
C-AB	0.06	10.55	0.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	476	0.021	10	0.0	9.262	A
B-A	59	304	0.193	57	0.3	21.670	C
C-AB	20	571	0.034	19	0.0	8.019	A
C-A	725			725			
A-B	55			55			
A-C	811			811			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	419	0.028	12	0.0	10.612	B
B-A	70	224	0.313	69	0.6	34.324	D
C-AB	23	520	0.045	23	0.1	8.919	A
C-A	866			866			
A-B	66			66			
A-C	968			968			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	224	0.064	14	0.1	20.534	C
B-A	86	114	0.753	77	2.9	125.379	F
C-AB	29	448	0.064	29	0.1	10.548	B
C-A	1060			1060			
A-B	80			80			
A-C	1186			1186			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	169	0.085	14	0.1	27.944	D
B-A	86	114	0.752	84	3.4	158.729	F
C-AB	29	448	0.064	29	0.1	10.552	B
C-A	1060			1060			
A-B	80			80			
A-C	1186			1186			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	409	0.029	12	0.0	10.903	B
B-A	70	225	0.312	81	0.7	39.605	E
C-AB	23	520	0.045	23	0.1	8.926	A
C-A	866			866			
A-B	66			66			
A-C	968			968			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	474	0.021	10	0.0	9.303	A
B-A	59	304	0.193	60	0.4	22.133	C
C-AB	20	571	0.034	20	0.0	8.027	A
C-A	725			725			
A-B	55			55			
A-C	811			811			

2034with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
08	New Culham Crossing/Development	T-Junction	Two-way		0.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing S		✓	1017	100.000
B - FCC/Hanson Access Road		✓	49	100.000
C - New Culham Crossing N		✓	906	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Culham Crossing S	B - FCC/Hanson Access Road	C - New Culham Crossing N
From	A - New Culham Crossing S	0	25	992
	B - FCC/Hanson Access Road	31	0	18
	C - New Culham Crossing N	898	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Culham Crossing S	B - FCC/Hanson Access Road	C - New Culham Crossing N
From	A - New Culham Crossing S	0	22	1
	B - FCC/Hanson Access Road	22	0	4
	C - New Culham Crossing N	1	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	9.05	0.0	A
B-A	0.21	34.07	0.3	D
C-AB	0.02	8.25	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	548	0.025	13	0.0	7.002	A
B-A	23	324	0.072	23	0.1	14.574	B
C-AB	6	602	0.010	6	0.0	6.702	A
C-A	676			676			
A-B	19			19			
A-C	747			747			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	502	0.032	16	0.0	7.703	A
B-A	28	256	0.109	28	0.1	19.185	C
C-AB	7	556	0.013	7	0.0	7.274	A
C-A	807			807			
A-B	22			22			
A-C	892			892			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	434	0.046	20	0.0	9.030	A
B-A	34	163	0.210	33	0.3	33.808	D
C-AB	9	493	0.018	9	0.0	8.248	A
C-A	989			989			
A-B	28			28			
A-C	1092			1092			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	433	0.046	20	0.0	9.052	A
B-A	34	163	0.210	34	0.3	34.071	D
C-AB	9	493	0.018	9	0.0	8.248	A
C-A	989			989			
A-B	28			28			
A-C	1092			1092			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	501	0.032	16	0.0	7.725	A
B-A	28	257	0.109	29	0.2	19.296	C
C-AB	7	556	0.013	7	0.0	7.277	A
C-A	807			807			
A-B	22			22			
A-C	892			892			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	547	0.025	14	0.0	7.014	A
B-A	23	324	0.072	24	0.1	14.615	B
C-AB	6	602	0.010	6	0.0	6.705	A
C-A	676			676			
A-B	19			19			
A-C	747			747			

SCH9

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: RIVX-09-New_Culham Crossing_B4016-P02-v0.j9

Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\RIV X\Models\PICADY

Report generation date: 10/09/2021 17:01:40

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024with								
Stream B-C	0.0	6.37	0.01	A	0.0	8.43	0.02	A
Stream B-A	0.2	11.27	0.20	B	0.7	18.90	0.41	C
Stream C-AB	0.0	6.05	0.04	A	0.0	7.06	0.02	A
2034with								
Stream B-C	1.3	684.13	1.00	F	1.3	384.02	0.99	F
Stream B-A	6.8	210.66	0.98	F	5.4	169.04	0.92	F
Stream C-AB	0.1	9.20	0.06	A	0.1	10.16	0.06	B

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

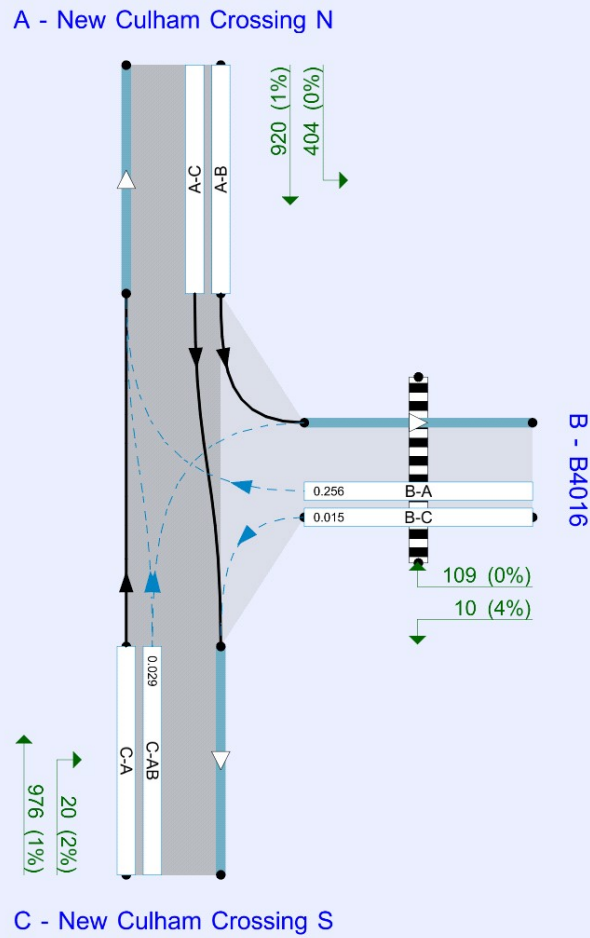
File summary

File Description

Title	RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0006 P02
Location	New Culham Crossing/B4016
Site number	09
Date	22/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\Sergio.PerezBurgos
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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15
D2	2024with	PM	ONE HOUR	16:45	18:15	15
D5	2034with	AM	ONE HOUR	07:45	09:15	15
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
09	New Culham Crossing/B4016	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	New Culham Crossing N		Major
B	B4016		Minor
C	New Culham Crossing S		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 - New Culham Crossing S	7.34		✓	3.65	230.0	✓	10.00

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	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 - B4016	One lane plus flare	10.00	10.00	5.67	3.83	3.69	✓	2.00	250	140

Zebra Crossings

Arm	Space between crossing and junction entry (Left) (PCU)	Space between crossing and junction entry (Right / All) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
B - B4016	3.00	2.00	4.00		Distance	10.00	7.14

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
09	B-A	731	0.125	0.317	0.199	0.453
09	B-C	752	0.109	0.274	-	-
09	C-B	819	0.299	0.299	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing N		✓	556	100.000
B - B4016		✓	76	100.000
C - New Culham Crossing S		✓	682	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - New Culham Crossing N	
B - B4016	20.00
C - New Culham Crossing S	

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Culham Crossing N	B - B4016	C - New Culham Crossing S
From	A - New Culham Crossing N	0	87	469
	B - B4016	73	0	3
	C - New Culham Crossing S	661	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Culham Crossing N	B - B4016	C - New Culham Crossing S
From	A - New Culham Crossing N	0	0	5
	B - B4016	0	0	0
	C - New Culham Crossing S	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.37	0.0	A
B-A	0.20	11.27	0.2	B
C-AB	0.04	6.05	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	15.06	630	0.004	2	0.0	5.734	A
B-A	55	15.06	504	0.109	54	0.1	7.992	A
C-AB	16		694	0.023	16	0.0	5.469	A
C-A	498				498			
A-B	65				65			
A-C	353				353			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	17.98	605	0.004	3	0.0	5.978	A
B-A	66	17.98	460	0.143	65	0.2	9.109	A
C-AB	19		669	0.028	19	0.0	5.699	A
C-A	594				594			
A-B	78				78			
A-C	422				422			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	22.02	568	0.006	3	0.0	6.370	A
B-A	80	22.02	400	0.201	80	0.2	11.251	B
C-AB	23		636	0.036	23	0.0	6.050	A
C-A	728				728			
A-B	96				96			
A-C	516				516			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	22.02	568	0.006	3	0.0	6.372	A
B-A	80	22.02	400	0.201	80	0.2	11.273	B
C-AB	23		636	0.036	23	0.0	6.050	A
C-A	728				728			
A-B	96				96			
A-C	516				516			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	17.98	605	0.004	3	0.0	5.980	A
B-A	66	17.98	460	0.143	66	0.2	9.132	A
C-AB	19		669	0.028	19	0.0	5.699	A
C-A	594				594			
A-B	78				78			
A-C	422				422			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	15.06	630	0.004	2	0.0	5.738	A
B-A	55	15.06	504	0.109	55	0.1	8.017	A
C-AB	16		694	0.023	16	0.0	5.469	A
C-A	498				498			
A-B	65				65			
A-C	353				353			

2024with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
09	New Culham Crossing/B4016	T-Junction	Two-way		1.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing N		✓	891	100.000
B - B4016		✓	127	100.000
C - New Culham Crossing S		✓	560	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - New Culham Crossing N	
B - B4016	20.00
C - New Culham Crossing S	

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Culham Crossing N	B - B4016	C - New Culham Crossing S
From	A - New Culham Crossing N	0	128	763
	B - B4016	119	0	8
	C - New Culham Crossing S	550	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Culham Crossing N	B - B4016	C - New Culham Crossing S
From	A - New Culham Crossing N	0	0	1
	B - B4016	0	0	1
	C - New Culham Crossing S	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.43	0.0	A
B-A	0.41	18.90	0.7	C
C-AB	0.02	7.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	15.06	554	0.011	6	0.0	6.636	A
B-A	90	15.06	451	0.199	89	0.2	9.911	A
C-AB	8		618	0.012	7	0.0	5.951	A
C-A	414				414			
A-B	96				96			
A-C	574				574			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	17.98	511	0.014	7	0.0	7.219	A
B-A	107	17.98	396	0.270	107	0.4	12.394	B
C-AB	9		579	0.016	9	0.0	6.372	A
C-A	494				494			
A-B	115				115			
A-C	686				686			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	22.02	441	0.020	9	0.0	8.410	A
B-A	131	22.02	321	0.408	130	0.7	18.677	C
C-AB	11		526	0.021	11	0.0	7.063	A
C-A	606				606			
A-B	141				141			
A-C	840				840			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	22.02	440	0.020	9	0.0	8.428	A
B-A	131	22.02	321	0.408	131	0.7	18.900	C
C-AB	11		526	0.021	11	0.0	7.063	A
C-A	606				606			
A-B	141				141			
A-C	840				840			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	17.98	510	0.014	7	0.0	7.230	A
B-A	107	17.98	396	0.270	108	0.4	12.539	B
C-AB	9		579	0.016	9	0.0	6.373	A
C-A	494				494			
A-B	115				115			
A-C	686				686			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	15.06	553	0.011	6	0.0	6.643	A
B-A	90	15.06	451	0.199	90	0.3	9.994	A
C-AB	8		618	0.012	8	0.0	5.952	A
C-A	414				414			
A-B	96				96			
A-C	574				574			

2034with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
09	New Culham Crossing/B4016	T-Junction	Two-way		11.76	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing N		✓	1141	100.000
B - B4016		✓	114	100.000
C - New Culham Crossing S		✓	1089	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - New Culham Crossing N	
B - B4016	20.00
C - New Culham Crossing S	

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Culham Crossing N	B - B4016	C - New Culham Crossing S
From	A - New Culham Crossing N	0	159	982
	B - B4016	107	0	7
	C - New Culham Crossing S	1063	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Culham Crossing N	B - B4016	C - New Culham Crossing S
From	A - New Culham Crossing N	0	0	5
	B - B4016	0	0	0
	C - New Culham Crossing S	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.00	684.13	1.3	F
B-A	0.98	210.66	6.8	F
C-AB	0.06	9.20	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	15.06	499	0.011	5	0.0	7.285	A
B-A	81	15.06	313	0.257	79	0.3	15.300	C
C-AB	20		562	0.035	19	0.0	7.029	A
C-A	800				800			
A-B	120				120			
A-C	739				739			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	17.98	429	0.015	6	0.0	8.519	A
B-A	96	17.98	232	0.414	95	0.7	25.979	D
C-AB	23		512	0.046	23	0.1	7.802	A
C-A	956				956			
A-B	143				143			
A-C	883				883			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	22.02	8	0.997	4	1.0	684.126	F
B-A	118	22.02	120	0.982	101	4.8	139.131	F
C-AB	29		443	0.065	29	0.1	9.194	A
C-A	1170				1170			
A-B	175				175			
A-C	1081				1081			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	22.02	10	0.758	7	1.3	449.761	F
B-A	118	22.02	120	0.982	110	6.8	210.663	F
C-AB	29		443	0.065	29	0.1	9.198	A
C-A	1170				1170			
A-B	175				175			
A-C	1081				1081			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	17.98	396	0.016	11	0.0	9.473	A
B-A	96	17.98	232	0.415	120	0.7	38.491	E
C-AB	23		512	0.046	23	0.1	7.808	A
C-A	956				956			
A-B	143				143			
A-C	883				883			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	15.06	498	0.011	5	0.0	7.309	A
B-A	81	15.06	313	0.257	82	0.4	15.688	C
C-AB	20		562	0.035	20	0.0	7.036	A
C-A	800				800			
A-B	120				120			
A-C	739				739			

2034with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
09	New Culham Crossing/B4016	T-Junction	Two-way		9.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing N		✓	1324	100.000
B - B4016		✓	119	100.000
C - New Culham Crossing S		✓	996	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - New Culham Crossing N	
B - B4016	20.00
C - New Culham Crossing S	

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Culham Crossing N	B - B4016	C - New Culham Crossing S
From	A - New Culham Crossing N	0	404	920
	B - B4016	109	0	10
	C - New Culham Crossing S	976	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Culham Crossing N	B - B4016	C - New Culham Crossing S
From	A - New Culham Crossing N	0	0	1
	B - B4016	0	0	4
	C - New Culham Crossing S	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.99	384.02	1.3	F
B-A	0.92	169.04	5.4	F
C-AB	0.06	10.16	0.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	15.06	493	0.015	7	0.0	7.705	A
B-A	82	15.06	320	0.256	81	0.3	14.971	B
C-AB	15		521	0.029	15	0.0	7.254	A
C-A	735				735			
A-B	304				304			
A-C	693				693			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	17.98	422	0.021	9	0.0	9.043	A
B-A	98	17.98	240	0.408	97	0.7	24.876	C
C-AB	18		463	0.039	18	0.0	8.245	A
C-A	877				877			
A-B	363				363			
A-C	827				827			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	22.02	75	0.147	10	0.2	57.331	F
B-A	120	22.02	130	0.924	106	4.1	117.711	F
C-AB	22		383	0.057	22	0.1	10.160	B
C-A	1075				1075			
A-B	445				445			
A-C	1013				1013			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	22.02	11	0.990	6	1.3	384.016	F
B-A	120	22.02	130	0.924	115	5.4	169.039	F
C-AB	22		383	0.057	22	0.1	10.164	B
C-A	1075				1075			
A-B	445				445			
A-C	1013				1013			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	17.98	399	0.023	14	0.0	9.823	A
B-A	98	17.98	240	0.408	117	0.7	33.088	D
C-AB	18		463	0.039	18	0.0	8.250	A
C-A	877				877			
A-B	363				363			
A-C	827				827			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	15.06	491	0.015	8	0.0	7.733	A
B-A	82	15.06	320	0.256	84	0.4	15.332	C
C-AB	15		521	0.029	15	0.0	7.258	A
C-A	735				735			
A-B	304				304			
A-C	693				693			

SCH10

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: RIVX-10-New Culham Crossing_B4016 Appleford Road-P02-v0.j9
 Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\RIV X\Models\ARCADY
 Report generation date: 10/09/2021 17:09:15

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (min)	RFC	LOS	Network Residual Capacity
2024with										
A - New Culham Crossing	0.5	0.05	0.32	A	84 % [C - B4016 Appleford Road]	1.3	0.08	0.56	A	70 % [A - New Culham Crossing]
B - B4016 Appleford Road	0.7	0.05	0.42	A		0.6	0.05	0.39	A	
C - B4016 Appleford Road	0.7	0.07	0.41	A		0.3	0.05	0.25	A	
2034with										
A - New Culham Crossing	2.2	0.11	0.69	A	35 % [B - B4016 Appleford Road]	9.1	0.35	0.91	C	5 % [A - New Culham Crossing]
B - B4016 Appleford Road	2.2	0.10	0.69	A		2.1	0.11	0.67	A	
C - B4016 Appleford Road	0.8	0.08	0.42	A		0.6	0.07	0.37	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

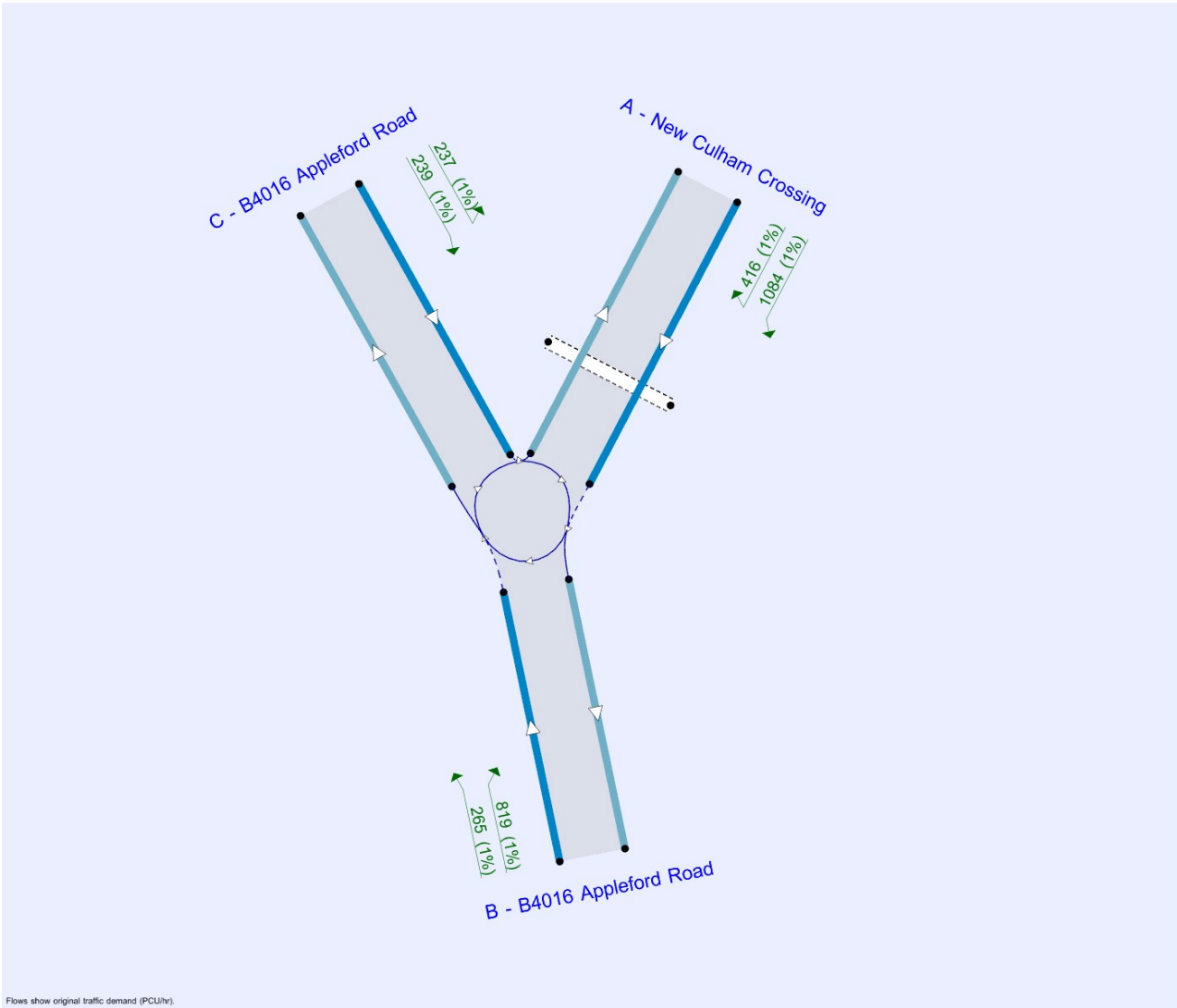
File summary

File Description

Title	RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0006 P02
Location	New Culham Crossing/B4016 Appleford Road
Site number	10
Date	21/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Richard.Rolph
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	mph	PCU	PCU	perHour	min	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75			✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D1 - 2024with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
10	New Culham Crossing/B4016 Appleford Road	Standard Roundabout		A, B, C	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	84	C - B4016 Appleford Road

Arms

Arms

Arm	Name	Description
A	New Culham Crossing	
B	B4016 Appleford Road	
C	B4016 Appleford Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - New Culham Crossing	3.48	7.99	36.5	26.0	66.4	36.6	
B - B4016 Appleford Road	3.47	7.87	28.7	30.0	66.4	20.8	
C - B4016 Appleford Road	3.52	8.02	29.0	26.0	66.4	42.2	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - New Culham Crossing	7.40	3.00	2.90	1.00	6.00	28.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - New Culham Crossing	0.570	2010
B - B4016 Appleford Road	0.590	2040
C - B4016 Appleford Road	0.550	1916

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing		ONE HOUR	✓	527	100.000
B - B4016 Appleford Road		ONE HOUR	✓	733	100.000
C - B4016 Appleford Road		ONE HOUR	✓	583	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Culham Crossing	[ONEHOUR]	20.00
B - B4016 Appleford Road		
C - B4016 Appleford Road		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - New Culham Crossing	B - B4016 Appleford Road	C - B4016 Appleford Road
A - New Culham Crossing	0	340	187
B - B4016 Appleford Road	578	0	155
C - B4016 Appleford Road	368	215	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - New Culham Crossing	B - B4016 Appleford Road	C - B4016 Appleford Road
A - New Culham Crossing	0	3	3
B - B4016 Appleford Road	1	0	3
C - B4016 Appleford Road	1	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Culham Crossing	0.32	0.05	0.5	A	527	527
B - B4016 Appleford Road	0.42	0.05	0.7	A	733	733
C - B4016 Appleford Road	0.41	0.07	0.7	A	583	583

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	474	118	193	17.98	1828	0.259	473	850	0.3	0.4	0.046	A
B - B4016 Appleford Road	659	165	168		1941	0.340	658	499	0.4	0.5	0.047	A
C - B4016 Appleford Road	524	131	519		1631	0.321	524	307	0.4	0.5	0.056	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	580	145	236	22.02	1816	0.320	580	1040	0.4	0.5	0.050	A
B - B4016 Appleford Road	807	202	206		1919	0.421	806	610	0.5	0.7	0.055	A
C - B4016 Appleford Road	642	160	636		1566	0.410	641	376	0.5	0.7	0.067	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	580	145	237	22.02	1817	0.319	580	1042	0.5	0.5	0.050	A
B - B4016 Appleford Road	807	202	206		1918	0.421	807	611	0.7	0.7	0.055	A
C - B4016 Appleford Road	642	160	636		1566	0.410	642	377	0.7	0.7	0.067	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	474	118	194	17.98	1828	0.259	474	852	0.5	0.4	0.046	A
B - B4016 Appleford Road	659	165	168		1941	0.340	660	500	0.7	0.5	0.048	A
C - B4016 Appleford Road	524	131	520		1630	0.322	525	308	0.7	0.5	0.056	A

2024with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D2 - 2024with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
10	New Culham Crossing/B4016 Appleford Road	Standard Roundabout		A, B, C	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	70	A - New Culham Crossing

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing		ONE HOUR	✓	928	100.000
B - B4016 Appleford Road		ONE HOUR	✓	668	100.000
C - B4016 Appleford Road		ONE HOUR	✓	370	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Culham Crossing	[ONEHOUR]	20.00
B - B4016 Appleford Road		
C - B4016 Appleford Road		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - New Culham Crossing	B - B4016 Appleford Road	C - B4016 Appleford Road
A - New Culham Crossing	0	711	217
B - B4016 Appleford Road	447	0	221
C - B4016 Appleford Road	189	181	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Culham Crossing	B - B4016 Appleford Road	C - B4016 Appleford Road
From	A - New Culham Crossing	0	1	1
	B - B4016 Appleford Road	1	0	2
	C - B4016 Appleford Road	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Culham Crossing	0.56	0.08	1.3	A	928	928
B - B4016 Appleford Road	0.39	0.05	0.6	A	668	668
C - B4016 Appleford Road	0.25	0.05	0.3	A	370	370

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	834	209	163	17.98	1828	0.456	833	571	0.6	0.8	0.061	A
B - B4016 Appleford Road	601	150	195		1925	0.312	600	801	0.4	0.5	0.046	A
C - B4016 Appleford Road	333	83	402		1695	0.196	332	393	0.2	0.2	0.045	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1022	255	199	22.02	1817	0.562	1020	700	0.8	1.3	0.076	A
B - B4016 Appleford Road	735	184	239		1899	0.387	735	981	0.5	0.6	0.052	A
C - B4016 Appleford Road	407	102	492		1646	0.248	407	482	0.2	0.3	0.049	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1022	255	199	22.02	1817	0.562	1022	700	1.3	1.3	0.076	A
B - B4016 Appleford Road	735	184	239		1899	0.387	735	982	0.6	0.6	0.052	A
C - B4016 Appleford Road	407	102	492		1645	0.248	407	482	0.3	0.3	0.049	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	834	209	163	17.98	1828	0.456	836	572	1.3	0.9	0.061	A
B - B4016 Appleford Road	601	150	195		1925	0.312	601	803	0.6	0.5	0.046	A
C - B4016 Appleford Road	333	83	402		1695	0.196	333	394	0.3	0.2	0.045	A

2034with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - 2034with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
10	New Culham Crossing/B4016 Appleford Road	Standard Roundabout		A, B, C	0.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	B - B4016 Appleford Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing		ONE HOUR	✓	1124	100.000
B - B4016 Appleford Road		ONE HOUR	✓	1168	100.000
C - B4016 Appleford Road		ONE HOUR	✓	524	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Culham Crossing	[ONEHOUR]	20.00
B - B4016 Appleford Road		
C - B4016 Appleford Road		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - New Culham Crossing	B - B4016 Appleford Road	C - B4016 Appleford Road
A - New Culham Crossing	0	865	259
B - B4016 Appleford Road	904	0	264
C - B4016 Appleford Road	249	275	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - New Culham Crossing	B - B4016 Appleford Road	C - B4016 Appleford Road
	A - New Culham Crossing	0	3	2
	B - B4016 Appleford Road	2	0	2
	C - B4016 Appleford Road	2	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Culham Crossing	0.69	0.11	2.2	A	1124	1124
B - B4016 Appleford Road	0.69	0.10	2.2	A	1168	1168
C - B4016 Appleford Road	0.42	0.08	0.8	A	524	524

Main Results for each time segment
08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1010	253	247	17.98	1828	0.553	1009	1035	0.9	1.3	0.075	A
B - B4016 Appleford Road	1050	263	232		1903	0.552	1048	1023	0.9	1.2	0.072	A
C - B4016 Appleford Road	471	118	811		1470	0.321	471	469	0.4	0.5	0.063	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1238	309	302	22.02	1802	0.687	1234	1266	1.3	2.2	0.108	A
B - B4016 Appleford Road	1286	321	284		1872	0.687	1282	1252	1.2	2.2	0.103	A
C - B4016 Appleford Road	577	144	992		1370	0.421	576	574	0.5	0.8	0.079	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1238	309	303	22.02	1811	0.683	1238	1269	2.2	2.2	0.108	A
B - B4016 Appleford Road	1286	321	285		1872	0.687	1286	1255	2.2	2.2	0.104	A
C - B4016 Appleford Road	577	144	995		1369	0.422	577	576	0.8	0.8	0.079	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1010	253	248	17.98	1828	0.553	1014	1040	2.2	1.3	0.076	A
B - B4016 Appleford Road	1050	263	234		1902	0.552	1054	1028	2.2	1.3	0.072	A
C - B4016 Appleford Road	471	118	816		1468	0.321	472	472	0.8	0.5	0.063	A

2034with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D6 - 2034with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
10	New Culham Crossing/B4016 Appleford Road	Standard Roundabout		A, B, C	0.22	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	A - New Culham Crossing

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Culham Crossing		ONE HOUR	✓	1500	100.000
B - B4016 Appleford Road		ONE HOUR	✓	1084	100.000
C - B4016 Appleford Road		ONE HOUR	✓	476	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Culham Crossing	[ONEHOUR]	20.00
B - B4016 Appleford Road		
C - B4016 Appleford Road		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Culham Crossing	B - B4016 Appleford Road	C - B4016 Appleford Road
From	A - New Culham Crossing	0	1084	416
	B - B4016 Appleford Road	819	0	265
	C - B4016 Appleford Road	237	239	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Culham Crossing	B - B4016 Appleford Road	C - B4016 Appleford Road
From	A - New Culham Crossing	0	1	1
	B - B4016 Appleford Road	1	0	1
	C - B4016 Appleford Road	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Culham Crossing	0.91	0.35	9.1	C	1500	1500
B - B4016 Appleford Road	0.67	0.11	2.1	A	1084	1084
C - B4016 Appleford Road	0.37	0.07	0.6	A	476	476

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1348	337	215	17.98	1827	0.738	1344	948	1.6	2.8	0.124	A
B - B4016 Appleford Road	974	244	373		1820	0.535	973	1186	0.8	1.2	0.071	A
C - B4016 Appleford Road	428	107	735		1512	0.283	428	611	0.3	0.4	0.056	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1652	413	263	22.02	1815	0.910	1629	1160	2.8	8.4	0.296	C
B - B4016 Appleford Road	1194	298	452		1773	0.673	1190	1440	1.2	2.0	0.103	A
C - B4016 Appleford Road	524	131	899		1422	0.369	523	743	0.4	0.6	0.067	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1652	413	263	22.02	1815	0.910	1649	1163	8.4	9.1	0.350	C
B - B4016 Appleford Road	1194	298	457		1770	0.674	1193	1454	2.0	2.1	0.105	A
C - B4016 Appleford Road	524	131	902		1420	0.369	524	749	0.6	0.6	0.068	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - New Culham Crossing	1348	337	215	17.98	1827	0.738	1373	952	9.1	2.9	0.140	A
B - B4016 Appleford Road	974	244	381		1815	0.537	978	1208	2.1	1.2	0.073	A
C - B4016 Appleford Road	428	107	739		1510	0.283	429	620	0.6	0.4	0.056	A

SCH11

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: RIVX-11-Northern Crossing Roundabout-P02-v0.j9
 Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\RIV X\Models\ARCADY
 Report generation date: 10/09/2021 17:26:36

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (min)	RFC	LOS	Network Residual Capacity
2024with										
A - New Access Road	0.0	0.00	0.00	A	87 % [C - New Culham Crossing]	0.0	0.03	0.01	A	138 % [C - New Culham Crossing]
B - A415 Abingdon Road	0.3	0.04	0.22	A		0.5	0.05	0.35	A	
C - New Culham Crossing	0.9	0.05	0.48	A		0.5	0.04	0.33	A	
D - A415 Abingdon Road	0.5	0.04	0.33	A		0.3	0.03	0.20	A	
2034with										
A - New Access Road	0.0	0.05	0.03	A	37 % [D - A415 Abingdon Road]	0.1	0.04	0.06	A	47 % [C - New Culham Crossing]
B - A415 Abingdon Road	0.5	0.05	0.33	A		1.1	0.07	0.52	A	
C - New Culham Crossing	1.6	0.07	0.61	A		1.4	0.07	0.59	A	
D - A415 Abingdon Road	1.6	0.07	0.61	A		0.6	0.04	0.39	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

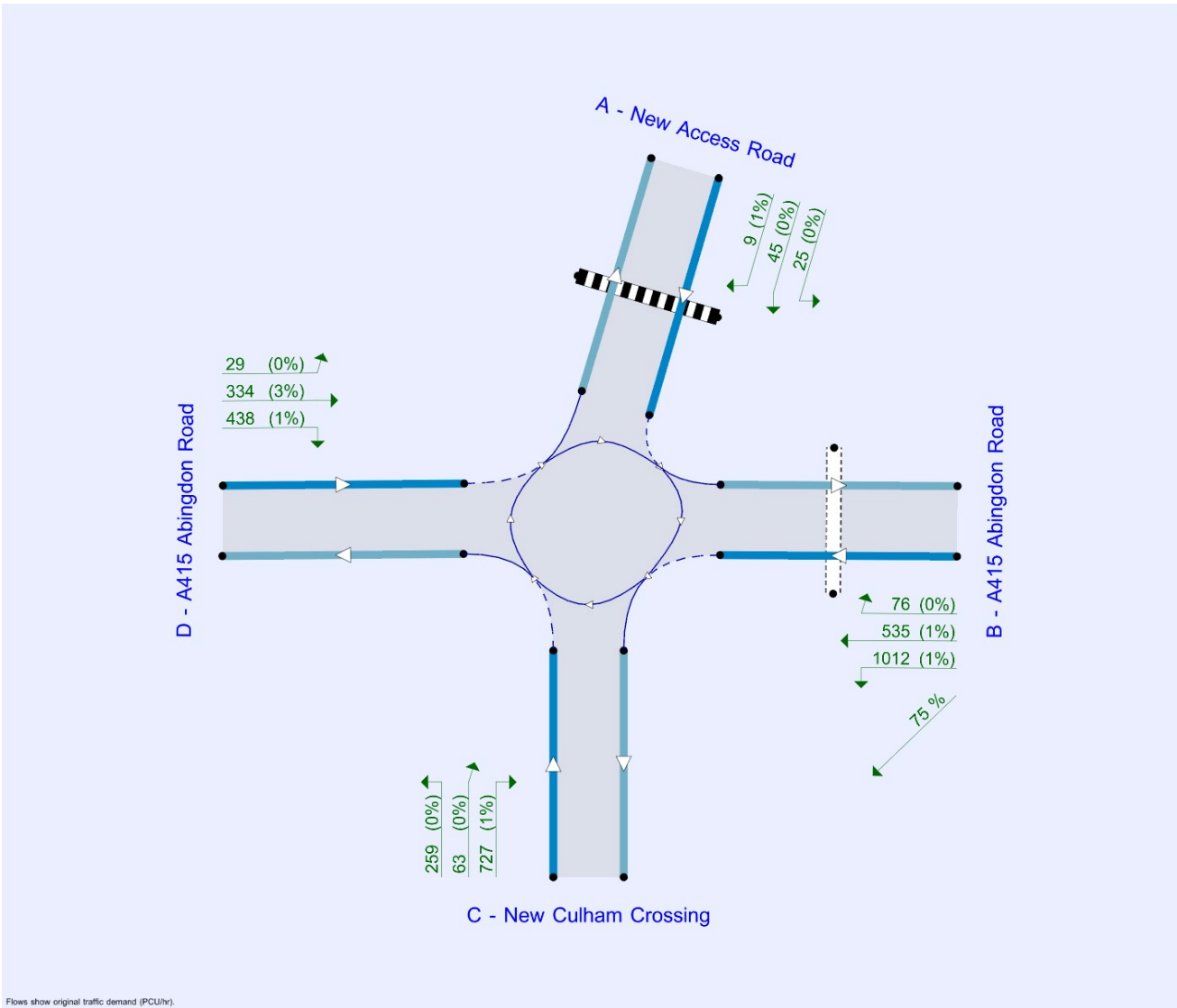
File summary

File Description

Title	RIV_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0008 P02
Location	Northern Crossing Roundabout
Site number	11
Date	21/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Richard.Rolph
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	mph	PCU	PCU	perHour	min	-Min	perMin



Flows show original traffic demand (PCU/hr).
The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75			✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A415 Abingdon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A415 Abingdon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D1 - 2024with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
11	New Culham Crossing/A415 Abingdon Road	Standard Roundabout		A, B, C, D	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	87	C - New Culham Crossing

Arms

Arms

Arm	Name	Description
A	New Access Road	
B	A415 Abingdon Road	
C	New Culham Crossing	
D	A415 Abingdon Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - New Access Road	7.30	10.57	7.0	40.1	80.1	42.9	
B - A415 Abingdon Road	3.65	8.37	268.0	42.8	80.1	27.9	
C - New Culham Crossing	3.65	8.22	97.5	36.4	80.1	30.4	
D - A415 Abingdon Road	3.65	10.56	113.9	54.9	80.1	36.5	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - New Access Road		
B - A415 Abingdon Road	✓	75
C - New Culham Crossing		
D - A415 Abingdon Road		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
A - New Access Road	7.70	9.00		Distance	14.97	10.69

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
B - A415 Abingdon Road	9.60	3.00	2.90	1.00	6.00	27.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - New Access Road	0.593	2555
B - A415 Abingdon Road	0.603	2542
C - New Culham Crossing	0.573	2358
D - A415 Abingdon Road	0.648	2884

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Access Road		ONE HOUR	✓	2	100.000
B - A415 Abingdon Road		ONE HOUR	✓	613	100.000
C - New Culham Crossing		ONE HOUR	✓	949	100.000
D - A415 Abingdon Road		ONE HOUR	✓	700	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Access Road	[ONEHOUR]	20.00
B - A415 Abingdon Road	[ONEHOUR]	20.00
C - New Culham Crossing		
D - A415 Abingdon Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - New Access Road	B - A415 Abingdon Road	C - New Culham Crossing	D - A415 Abingdon Road
From	A - New Access Road	0	0	1	1
	B - A415 Abingdon Road	0	0	332	281
	C - New Culham Crossing	7	786	0	156
	D - A415 Abingdon Road	4	497	199	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - New Access Road	B - A415 Abingdon Road	C - New Culham Crossing	D - A415 Abingdon Road
A - New Access Road	0	0	8	33
B - A415 Abingdon Road	0	0	2	2
C - New Culham Crossing	0	1	0	2
D - A415 Abingdon Road	13	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Access Road	0.00	0.00	0.0	A	0	0
B - A415 Abingdon Road	0.22	0.04	0.3	A	613	364
C - New Culham Crossing	0.48	0.05	0.9	A	949	949
D - A415 Abingdon Road	0.33	0.04	0.5	A	700	700

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	0	0	0	0	0	1331	17.98	1765	0.000	0	10	0.0	
B - A415 Abingdon Road	551	327	82	224	0	179	17.98	1852	0.177	327	1153	0.2	
C - New Culham Crossing	853	853	213	0	224	252		2213	0.386	852	253	0.5	
D - A415 Abingdon Road	629	629	157	0	0	712		2422	0.260	629	393	0.3	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	0	0	0	0	0	1630	22.02	1588	0.000	0	12	0.0	
B - A415 Abingdon Road	675	401	100	274	0	219	22.02	1841	0.218	401	1411	0.2	
C - New Culham Crossing	1045	1045	261	0	274	309		2180	0.479	1044	310	0.6	
D - A415 Abingdon Road	771	771	193	0	0	872		2319	0.332	770	481	0.4	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	0	0	0	0	0	1632	22.02	1587	0.000	0	12	0.0	
B - A415 Abingdon Road	675	401	100	274	0	219	22.02	1841	0.218	401	1413	0.3	
C - New Culham Crossing	1045	1045	261	0	274	309		2180	0.479	1045	310	0.9	
D - A415 Abingdon Road	771	771	193	0	0	873		2318	0.332	771	481	0.5	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	0	0	0	0	0	1334	17.98	1764	0.000	0	10	0.0	
B - A415 Abingdon Road	551	327	82	224	0	179	17.98	1852	0.177	327	1155	0.3	
C - New Culham Crossing	853	853	213	0	224	253		2213	0.386	854	254	0.9	
D - A415 Abingdon Road	629	629	157	0	0	714		2421	0.260	630	393	0.5	

2024with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A415 Abingdon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A415 Abingdon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D2 - 2024with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
11	New Culham Crossing/A415 Abingdon Road	Standard Roundabout		A, B, C, D	0.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	138	C - New Culham Crossing

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Access Road		ONE HOUR	✓	9	100.000
B - A415 Abingdon Road		ONE HOUR	✓	1104	100.000
C - New Culham Crossing		ONE HOUR	✓	639	100.000
D - A415 Abingdon Road		ONE HOUR	✓	463	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Access Road	[ONEHOUR]	20.00
B - A415 Abingdon Road	[ONEHOUR]	20.00
C - New Culham Crossing		
D - A415 Abingdon Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - New Access Road	B - A415 Abingdon Road	C - New Culham Crossing	D - A415 Abingdon Road
From	A - New Access Road	0	0	7	2
	B - A415 Abingdon Road	0	0	700	404
	C - New Culham Crossing	2	454	0	183
	D - A415 Abingdon Road	0	246	217	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - New Access Road	B - A415 Abingdon Road	C - New Culham Crossing	D - A415 Abingdon Road
From	A - New Access Road	0	0	0	0
	B - A415 Abingdon Road	0	0	1	1
	C - New Culham Crossing	0	1	0	1
	D - A415 Abingdon Road	100	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Access Road	0.01	0.03	0.0	A	9	9
B - A415 Abingdon Road	0.35	0.05	0.5	A	1104	579
C - New Culham Crossing	0.33	0.04	0.5	A	639	639
D - A415 Abingdon Road	0.20	0.03	0.3	A	463	463

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	8	8	2	0	0	824	17.98	2066	0.004	8	2	0.0	
B - A415 Abingdon Road	992	521	130	472	0	203	17.98	1852	0.281	520	629	0.3	
C - New Culham Crossing	574	574	144	0	472	365		2149	0.267	574	359	0.3	
D - A415 Abingdon Road	416	416	104	0	0	410		2618	0.159	416	529	0.2	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	10	10	2	0	0	1009	22.02	1957	0.005	10	2	0.0	
B - A415 Abingdon Road	1216	637	159	578	0	249	22.02	1842	0.346	637	770	0.4	
C - New Culham Crossing	704	704	176	0	578	447		2102	0.335	703	439	0.4	
D - A415 Abingdon Road	510	510	127	0	0	502		2559	0.199	510	648	0.2	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	E qu (P)
A - New Access Road	10	10	2	0	0	1010	22.02	1956	0.005	10	2	0.0	
B - A415 Abingdon Road	1216	637	159	578	0	249	22.02	1842	0.346	637	771	0.5	
C - New Culham Crossing	704	704	176	0	578	447		2101	0.335	704	439	0.5	
D - A415 Abingdon Road	510	510	127	0	0	502		2558	0.199	510	648	0.3	

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	E qu (P)
A - New Access Road	8	8	2	0	0	825	17.98	2066	0.004	8	2	0.0	
B - A415 Abingdon Road	992	521	130	472	0	203	17.98	1852	0.281	521	630	0.5	
C - New Culham Crossing	574	574	144	0	472	365		2148	0.267	575	359	0.5	
D - A415 Abingdon Road	416	416	104	0	0	410		2618	0.159	416	530	0.3	

2034with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A415 Abingdon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A415 Abingdon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - 2034with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
11	New Culham Crossing/A415 Abingdon Road	Standard Roundabout		A, B, C, D	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	37	D - A415 Abingdon Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Access Road		ONE HOUR	✓	30	100.000
B - A415 Abingdon Road		ONE HOUR	✓	1067	100.000
C - New Culham Crossing		ONE HOUR	✓	1178	100.000
D - A415 Abingdon Road		ONE HOUR	✓	1198	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Access Road	[ONEHOUR]	20.00
B - A415 Abingdon Road	[ONEHOUR]	20.00
C - New Culham Crossing		
D - A415 Abingdon Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - New Access Road	B - A415 Abingdon Road	C - New Culham Crossing	D - A415 Abingdon Road
From	A - New Access Road	0	19	9	2
	B - A415 Abingdon Road	27	0	691	349
	C - New Culham Crossing	43	960	0	175
	D - A415 Abingdon Road	18	755	425	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - New Access Road	B - A415 Abingdon Road	C - New Culham Crossing	D - A415 Abingdon Road
From	A - New Access Road	0	0	0	0
	B - A415 Abingdon Road	0	0	2	3
	C - New Culham Crossing	0	2	0	5
	D - A415 Abingdon Road	3	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Access Road	0.03	0.05	0.0	A	30	30
B - A415 Abingdon Road	0.33	0.05	0.5	A	1067	549
C - New Culham Crossing	0.61	0.07	1.6	A	1178	1178
D - A415 Abingdon Road	0.61	0.07	1.6	A	1198	1198

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	27	27	7	0	0	1922	17.98	1415	0.019	27	79	0.0	
B - A415 Abingdon Road	959	493	123	466	0	392	17.98	1852	0.266	493	1557	0.3	
C - New Culham Crossing	1059	1059	265	0	466	340		2163	0.490	1058	545	0.7	
D - A415 Abingdon Road	1077	1077	269	0	0	925		2284	0.471	1076	472	0.6	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	33	33	8	0	0	2351	22.02	1160	0.028	33	97	0.0	
B - A415 Abingdon Road	1175	604	151	571	0	479	22.02	1842	0.328	604	1905	0.4	
C - New Culham Crossing	1297	1297	324	0	571	416		2119	0.612	1295	667	1.0	
D - A415 Abingdon Road	1319	1319	330	0	0	1132		2150	0.613	1316	578	0.9	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ
A - New Access Road	33	33	8	0	0	2356	22.02	1158	0.029	33	97	0.0	
B - A415 Abingdon Road	1175	604	151	571	0	480	22.02	1842	0.328	604	1909	0.5	
C - New Culham Crossing	1297	1297	324	0	571	416		2119	0.612	1297	668	1.6	
D - A415 Abingdon Road	1319	1319	330	0	0	1134		2149	0.614	1319	579	1.6	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ
A - New Access Road	27	27	7	0	0	1929	17.98	1411	0.019	27	79	0.0	
B - A415 Abingdon Road	959	493	123	466	0	393	17.98	1852	0.266	494	1563	0.5	
C - New Culham Crossing	1059	1059	265	0	466	340		2163	0.490	1061	547	1.6	
D - A415 Abingdon Road	1077	1077	269	0	0	928		2282	0.472	1080	474	1.6	

2034with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A415 Abingdon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - New Culham Crossing - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A415 Abingdon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D6 - 2034with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
11	New Culham Crossing/A415 Abingdon Road	Standard Roundabout		A, B, C, D	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	C - New Culham Crossing

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Access Road		ONE HOUR	✓	79	100.000
B - A415 Abingdon Road		ONE HOUR	✓	1623	100.000
C - New Culham Crossing		ONE HOUR	✓	1049	100.000
D - A415 Abingdon Road		ONE HOUR	✓	801	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - New Access Road	[ONEHOUR]	20.00
B - A415 Abingdon Road	[ONEHOUR]	20.00
C - New Culham Crossing		
D - A415 Abingdon Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - New Access Road	B - A415 Abingdon Road	C - New Culham Crossing	D - A415 Abingdon Road
From	A - New Access Road	0	25	45	9
	B - A415 Abingdon Road	76	0	1012	535
	C - New Culham Crossing	63	727	0	259
	D - A415 Abingdon Road	29	334	438	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - New Access Road	B - A415 Abingdon Road	C - New Culham Crossing	D - A415 Abingdon Road
From	A - New Access Road	0	0	0	1
	B - A415 Abingdon Road	0	0	1	1
	C - New Culham Crossing	0	1	0	0
	D - A415 Abingdon Road	0	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - New Access Road	0.06	0.04	0.1	A	79	79
B - A415 Abingdon Road	0.52	0.07	1.1	A	1623	864
C - New Culham Crossing	0.59	0.07	1.4	A	1049	1049
D - A415 Abingdon Road	0.39	0.04	0.6	A	801	801

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	71	71	18	0	0	1346	17.98	1756	0.040	71	151	0.0	
B - A415 Abingdon Road	1459	777	194	682	0	442	17.98	1852	0.419	776	975	0.5	
C - New Culham Crossing	943	943	236	0	682	557		2038	0.463	942	661	0.6	
D - A415 Abingdon Road	720	720	180	0	0	778		2380	0.303	720	721	0.3	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	87	87	22	0	0	1648	22.02	1577	0.055	87	185	0.0	
B - A415 Abingdon Road	1787	951	238	836	0	541	22.02	1841	0.517	950	1194	0.7	
C - New Culham Crossing	1155	1155	289	0	836	682		1967	0.587	1153	809	0.9	
D - A415 Abingdon Road	882	882	220	0	0	952		2267	0.389	881	883	0.4	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	87	87	22	0	0	1650	22.02	1576	0.055	87	185	0.1	
B - A415 Abingdon Road	1787	951	238	836	0	542	22.02	1841	0.517	951	1196	1.1	
C - New Culham Crossing	1155	1155	289	0	836	683		1966	0.587	1155	810	1.4	
D - A415 Abingdon Road	882	882	220	0	0	953		2266	0.389	882	884	0.6	

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	Equ (P)
A - New Access Road	71	71	18	0	0	1350	17.98	1754	0.040	71	151	0.1	
B - A415 Abingdon Road	1459	777	194	682	0	443	17.98	1852	0.419	778	978	1.1	
C - New Culham Crossing	943	943	236	0	682	558		2038	0.463	945	663	1.4	
D - A415 Abingdon Road	720	720	180	0	0	780		2378	0.303	721	723	0.6	



SCH12

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: CHB-14-Culham Science Centre Roundabout-P03-v2.j9
Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\CHB\Models\ARCADY
Report generation date: 10/09/2021 17:47:30

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2024with										
A - CSC Access	0.1	2.72	0.05	A	40 % [C - Clifton Hampdon Bypass]	0.4	3.14	0.28	A	130 % [A - CSC Access]
B - Clifton Hampdon Bypass	0.3	2.91	0.21	A		0.1	2.87	0.12	A	
C - Clifton Hampdon Bypass	2.1	5.29	0.67	A		0.5	2.52	0.35	A	
D - CSV Access	0.1	5.69	0.04	A		0.1	3.38	0.07	A	
2034with										
A - CSC Access	0.1	3.74	0.11	A	2 % [C - Clifton Hampdon Bypass]	0.6	4.35	0.38	A	65 % [C - Clifton Hampdon Bypass]
B - Clifton Hampdon Bypass	0.5	3.59	0.34	A		0.3	3.48	0.25	A	
C - Clifton Hampdon Bypass	13.0	25.67	0.94	D		1.4	3.92	0.58	A	
D - CSV Access	1.0	12.79	0.50	B		0.2	4.44	0.15	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

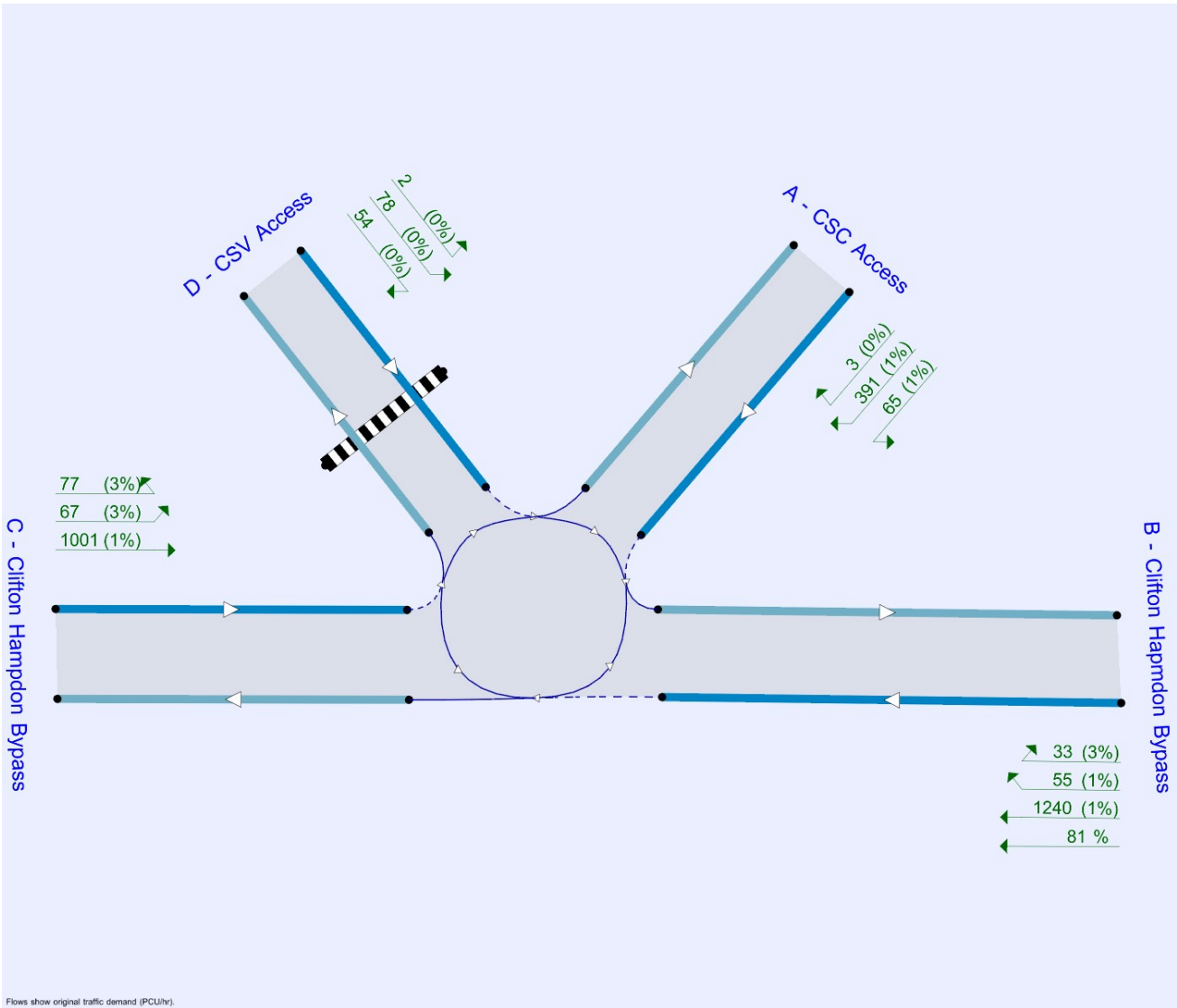
File summary

File Description

Title	CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0001 P03
Location	Culham Science Centre Roundabout
Site number	14
Date	11/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Richard.Rolph
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Clifton Hampdon Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D1 - 2024with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
14	Culham Science Centre Roundabout	Standard Roundabout		A, B, C, D	4.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	40	C - Clifton Hampdon Bypass

Arms

Arms

Arm	Name	Description
A	CSC Access	
B	Clifton Hapmdon Bypass	
C	Clifton Hampdon Bypass	
D	CSV Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - CSC Access	5.48	7.31	10.4	25.0	85.6	41.5	
B - Clifton Hapmdon Bypass	3.50	7.37	12.7	28.7	85.6	39.4	
C - Clifton Hampdon Bypass	3.45	7.72	170.0	27.1	85.6	33.4	
D - CSV Access	3.52	7.04	9.4	19.1	85.6	46.1	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - CSC Access		
B - Clifton Hapmdon Bypass	✓	81
C - Clifton Hampdon Bypass		
D - CSV Access		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
D - CSV Access	9.00	6.30		Distance	7.53	5.38

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - CSC Access	0.492	1955
B - Clifton Hapmdon Bypass	0.447	1624
C - Clifton Hampdon Bypass	0.540	2245
D - CSV Access	0.415	1460

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - CSC Access		ONE HOUR	✓	61	100.000
B - Clifton Hapmdon Bypass		ONE HOUR	✓	756	100.000
C - Clifton Hampdon Bypass		ONE HOUR	✓	1300	100.000
D - CSV Access		ONE HOUR	✓	30	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - CSC Access		
B - Clifton Hapmdon Bypass		
C - Clifton Hampdon Bypass		
D - CSV Access	[ONEHOUR]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - CSC Access	B - Clifton Hapmdon Bypass	C - Clifton Hampdon Bypass	D - CSV Access
From	A - CSC Access	0	18	42	1
	B - Clifton Hapmdon Bypass	190	0	549	17
	C - Clifton Hampdon Bypass	367	898	0	35
	D - CSV Access	0	22	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - CSC Access	B - Clifton Hapmdon Bypass	C - Clifton Hampdon Bypass	D - CSV Access
From	A - CSC Access	0	6	4	0
	B - Clifton Hapmdon Bypass	1	0	2	5
	C - Clifton Hampdon Bypass	0	2	0	5
	D - CSV Access	0	21	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - CSC Access	0.05	2.72	0.1	A	61	61
B - Clifton Hampdon Bypass	0.21	2.91	0.3	A	756	311
C - Clifton Hampdon Bypass	0.67	5.29	2.1	A	1300	1300
D - CSV Access	0.04	5.69	0.1	A	30	30

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	55	55	14	0	0	833		1545	0.035	55	500	0.0
B - Clifton Hampdon Bypass	680	280	70	400	0	46		1603	0.175	280	842	0.2
C - Clifton Hampdon Bypass	1169	1169	292	0	400	187		2144	0.545	1167	139	0.8
D - CSV Access	27	27	7	0	0	1306	17.98	919	0.029	27	48	0.0

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	67	67	17	0	0	1019		1454	0.046	67	612	0.0
B - Clifton Hampdon Bypass	832	343	86	490	0	56		1599	0.214	343	1030	0.2
C - Clifton Hampdon Bypass	1431	1431	358	0	490	229		2121	0.675	1428	170	1.2
D - CSV Access	33	33	8	0	0	1598	22.02	798	0.041	33	58	0.0

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	67	67	17	0	0	1022		1452	0.046	67	613	0.1
B - Clifton Hampdon Bypass	832	343	86	490	0	56		1599	0.214	343	1033	0.3
C - Clifton Hampdon Bypass	1431	1431	358	0	490	229		2121	0.675	1431	170	2.1
D - CSV Access	33	33	8	0	0	1602	22.02	796	0.041	33	58	0.1

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	55	55	14	0	0	837		1543	0.036	55	502	0.1
B - Clifton Hampdon Bypass	680	280	70	400	0	46		1603	0.175	280	846	0.3
C - Clifton Hampdon Bypass	1169	1169	292	0	400	187		2144	0.545	1172	139	2.1
D - CSV Access	27	27	7	0	0	1312	17.98	917	0.029	27	48	0.1

2024with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Clifton Hampdon Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D2 - 2024with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
14	Culham Science Centre Roundabout	Standard Roundabout		A, B, C, D	2.81	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	130	A - CSC Access

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - CSC Access		ONE HOUR	✓	395	100.000
B - Clifton Hapmdon Bypass		ONE HOUR	✓	728	100.000
C - Clifton Hampdon Bypass		ONE HOUR	✓	707	100.000
D - CSV Access		ONE HOUR	✓	71	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - CSC Access		
B - Clifton Hapmdon Bypass		
C - Clifton Hampdon Bypass		
D - CSV Access	[ONEHOUR]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - CSC Access	B - Clifton Hapmdon Bypass	C - Clifton Hampdon Bypass	D - CSV Access
From	A - CSC Access	0	69	321	5
	B - Clifton Hapmdon Bypass	17	0	696	15
	C - Clifton Hampdon Bypass	40	622	0	45
	D - CSV Access	0	45	25	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A - CSC Access	B - Clifton Hapmdon Bypass	C - Clifton Hampdon Bypass	D - CSV Access
	A - CSC Access	0	0	0	0
	B - Clifton Hapmdon Bypass	0	0	1	4
	C - Clifton Hampdon Bypass	1	1	0	3
	D - CSV Access	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - CSC Access	0.28	3.14	0.4	A	395	395
B - Clifton Hapmdon Bypass	0.12	2.87	0.1	A	728	164
C - Clifton Hampdon Bypass	0.35	2.52	0.5	A	707	707
D - CSV Access	0.07	3.38	0.1	A	71	71

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	355	355	89	0	0	623		1649	0.215	355	51	0.2
B - Clifton Hapmdon Bypass	654	148	37	507	0	316		1483	0.100	148	661	0.1
C - Clifton Hampdon Bypass	636	636	159	0	507	34		2227	0.285	635	430	0.3
D - CSV Access	64	64	16	0	0	610	17.98	1207	0.053	64	59	0.0

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	435	435	109	0	0	762		1580	0.275	434	63	0.3
B - Clifton Hapmdon Bypass	802	181	45	621	0	387		1451	0.125	181	810	0.1
C - Clifton Hampdon Bypass	778	778	195	0	621	42		2222	0.350	778	526	0.4
D - CSV Access	78	78	20	0	0	747	22.02	1151	0.068	78	73	0.1

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	435	435	109	0	0	763		1580	0.275	435	63	0.4
B - Clifton Hapmdon Bypass	802	181	45	621	0	388		1451	0.125	181	810	0.1
C - Clifton Hampdon Bypass	778	778	195	0	621	42		2222	0.350	778	527	0.5
D - CSV Access	78	78	20	0	0	748	22.02	1150	0.068	78	73	0.1

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	355	355	89	0	0	624		1648	0.215	356	51	0.4
B - Clifton Hampdon Bypass	654	148	37	507	0	317		1482	0.100	148	662	0.1
C - Clifton Hampdon Bypass	636	636	159	0	507	34		2227	0.285	636	430	0.5
D - CSV Access	64	64	16	0	0	611	17.98	1207	0.053	64	59	0.1

2034with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Clifton Hampdon Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - 2034with, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
14	Culham Science Centre Roundabout	Standard Roundabout		A, B, C, D	15.90	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	C - Clifton Hampdon Bypass

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2034with	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - CSC Access		ONE HOUR	✓	119	100.000
B - Clifton Hapmdon Bypass		ONE HOUR	✓	1213	100.000
C - Clifton Hampdon Bypass		ONE HOUR	✓	1758	100.000
D - CSV Access		ONE HOUR	✓	255	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - CSC Access		
B - Clifton Hapmdon Bypass		
C - Clifton Hampdon Bypass		
D - CSV Access	[ONEHOUR]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - CSC Access	B - Clifton Hapmdon Bypass	C - Clifton Hampdon Bypass	D - CSV Access
From	A - CSC Access	0	31	84	4
	B - Clifton Hapmdon Bypass	249	0	909	55
	C - Clifton Hampdon Bypass	468	1246	0	44
	D - CSV Access	20	152	80	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - CSC Access	B - Clifton Hapmdon Bypass	C - Clifton Hampdon Bypass	D - CSV Access
From	A - CSC Access	0	9	6	0
	B - Clifton Hapmdon Bypass	1	0	2	1
	C - Clifton Hampdon Bypass	1	2	0	3
	D - CSV Access	0	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - CSC Access	0.11	3.74	0.1	A	119	119
B - Clifton Hapmdon Bypass	0.34	3.59	0.5	A	1213	477
C - Clifton Hampdon Bypass	0.94	25.67	13.0	D	1758	1758
D - CSV Access	0.50	12.79	1.0	B	255	255

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	107	107	27	0	0	1327		1302	0.082	107	661	0.1
B - Clifton Hapmdon Bypass	1090	429	107	662	0	153		1555	0.276	428	1280	0.3
C - Clifton Hampdon Bypass	1580	1580	395	0	662	279		2094	0.755	1575	302	1.7
D - CSV Access	229	229	57	0	0	1759	17.98	731	0.314	229	95	0.3

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	131	131	33	0	0	1605		1166	0.112	131	802	0.1
B - Clifton Hapmdon Bypass	1336	525	131	811	0	188		1540	0.341	524	1548	0.4
C - Clifton Hampdon Bypass	1936	1936	484	0	811	342		2060	0.939	1902	370	3.0
D - CSV Access	281	281	70	0	0	2128	22.02	578	0.486	279	116	0.5

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	131	131	33	0	0	1626		1155	0.113	131	810	0.1
B - Clifton Hapmdon Bypass	1336	525	131	811	0	188		1540	0.341	525	1569	0.5
C - Clifton Hampdon Bypass	1936	1936	484	0	811	342		2060	0.940	1929	371	11.4
D - CSV Access	281	281	70	0	0	2155	22.02	567	0.495	281	117	0.9

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	107	107	27	0	0	1361		1286	0.083	107	673	0.1
B - Clifton Hampdon Bypass	1090	429	107	662	0	154		1555	0.276	429	1313	0.5
C - Clifton Hampdon Bypass	1580	1580	395	0	662	280		2094	0.755	1619	304	13.0
D - CSV Access	229	229	57	0	0	1803	17.98	713	0.322	231	96	1.0

2034with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Clifton Hampdon Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D6 - 2034with, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
14	Culham Science Centre Roundabout	Standard Roundabout		A, B, C, D	3.82	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	65	C - Clifton Hampdon Bypass

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2034with	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - CSC Access		ONE HOUR	✓	459	100.000
B - Clifton Hapmdon Bypass		ONE HOUR	✓	1328	100.000
C - Clifton Hampdon Bypass		ONE HOUR	✓	1146	100.000
D - CSV Access		ONE HOUR	✓	134	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - CSC Access		
B - Clifton Hapmdon Bypass		
C - Clifton Hampdon Bypass		
D - CSV Access	[ONEHOUR]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - CSC Access	B - Clifton Hapmdon Bypass	C - Clifton Hampdon Bypass	D - CSV Access
From	A - CSC Access	0	65	391	3
	B - Clifton Hapmdon Bypass	33	0	1240	55
	C - Clifton Hampdon Bypass	67	1001	1	77
	D - CSV Access	2	78	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - CSC Access	B - Clifton Hapmdon Bypass	C - Clifton Hampdon Bypass	D - CSV Access
From	A - CSC Access	0	1	1	0
	B - Clifton Hapmdon Bypass	3	0	1	1
	C - Clifton Hampdon Bypass	3	1	0	3
	D - CSV Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - CSC Access	0.38	4.35	0.6	A	459	459
B - Clifton Hapmdon Bypass	0.25	3.48	0.3	A	1328	324
C - Clifton Hampdon Bypass	0.58	3.92	1.4	A	1146	1146
D - CSV Access	0.15	4.44	0.2	A	134	134

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	413	413	103	0	0	1018		1454	0.284	412	92	0.3
B - Clifton Hapmdon Bypass	1194	291	73	903	0	403		1444	0.202	291	1027	0.2
C - Clifton Hampdon Bypass	1030	1030	258	0	903	82		2201	0.468	1029	612	0.6
D - CSV Access	120	120	30	0	0	990	17.98	1050	0.115	120	121	0.1

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	505	505	126	0	0	1247		1342	0.377	505	112	0.4
B - Clifton Hapmdon Bypass	1462	356	89	1106	0	494		1403	0.254	356	1258	0.3
C - Clifton Hampdon Bypass	1262	1262	315	0	1106	100		2191	0.576	1260	749	0.9
D - CSV Access	148	148	37	0	0	1212	22.02	958	0.154	147	148	0.1

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	505	505	126	0	0	1249		1341	0.377	505	112	0.6
B - Clifton Hapmdon Bypass	1462	356	89	1106	0	494		1403	0.254	356	1260	0.3
C - Clifton Hampdon Bypass	1262	1262	315	0	1106	100		2191	0.576	1262	750	1.4
D - CSV Access	148	148	37	0	0	1213	22.02	957	0.154	148	149	0.2

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)
A - CSC Access	413	413	103	0	0	1021		1453	0.284	413	92	0.6
B - Clifton Hampdon Bypass	1194	291	73	903	0	404		1443	0.202	291	1030	0.3
C - Clifton Hampdon Bypass	1030	1030	258	0	903	82		2201	0.468	1032	614	1.4
D - CSV Access	120	120	30	0	0	992	17.98	1049	0.115	121	122	0.2



SCH13

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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 Report generation date: 13/09/2021 09:34:58

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024with								
Stream B-C	0.4	7.93	0.29	A	0.2	7.04	0.19	A
Stream B-A	0.0	14.92	0.04	B	0.0	13.43	0.01	B
Stream C-B	0.3	7.40	0.22	A	0.5	8.55	0.32	A
2034with								
Stream B-C	58.6	1598.71	9999999999.00	F	19.4	344.41	1.28	F
Stream B-A	29.8	1625.45	9999999999.00	F	4.7	453.92	1.16	F
Stream C-B	0.3	9.89	0.20	A	0.4	11.39	0.26	B

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

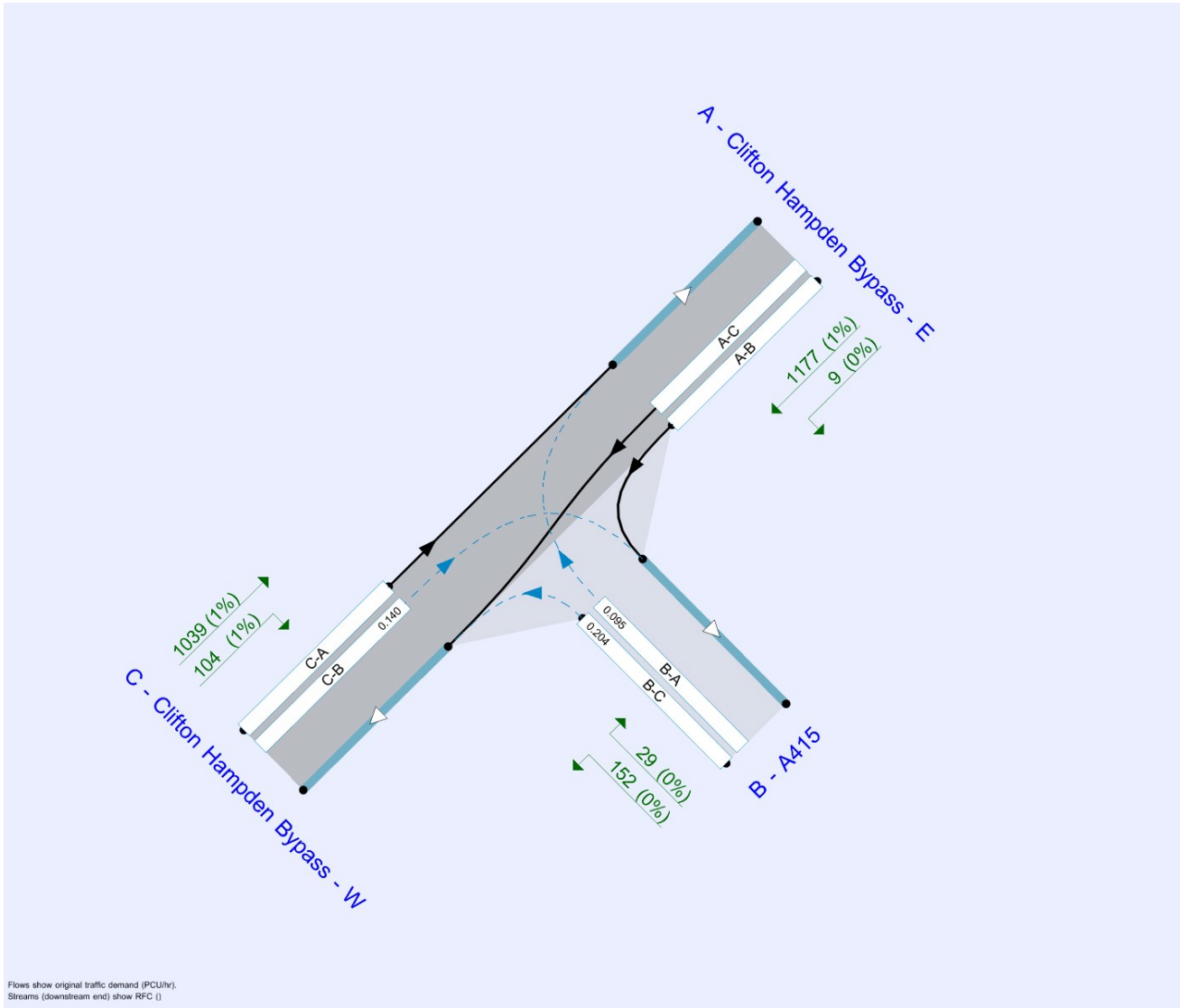
File summary

File Description

Title	CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0002 P03
Location	Clifton Hampden Bypass/A415
Site number	15
Date	10/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\Sergio.PerezBurgos
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15
D2	2024with	PM	ONE HOUR	16:45	18:15	15
D5	2034with	AM	ONE HOUR	07:45	09:15	15
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Clifton Hampden Bypass/A415	T-Junction	Two-way		1.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Clifton Hampden Bypass - E		Major
B	A415		Minor
C	Clifton Hampden Bypass - W		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 - Clifton Hampden Bypass - W	7.10		✓	3.70	250.0		-

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	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 - A415	One lane plus flare	10.00	10.00	10.00	6.36	4.11	✓	3.00	122	158

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
15	B-A	664	0.115	0.291	0.183	0.416
15	B-C	855	0.125	0.316	-	-
15	C-B	836	0.308	0.308	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hampden Bypass - E		✓	589	100.000
B - A415		✓	178	100.000
C - Clifton Hampden Bypass - W		✓	940	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Clifton Hampden Bypass - E	B - A415	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	0	589
	B - A415	10	0	168
	C - Clifton Hampden Bypass - W	813	127	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clifton Hampden Bypass - E	B - A415	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	0	2
	B - A415	0	0	1
	C - Clifton Hampden Bypass - W	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.29	7.93	0.4	A
B-A	0.04	14.92	0.0	B
C-A				
C-B	0.22	7.40	0.3	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	712	0.178	126	0.2	6.192	A
B-A	8	383	0.020	7	0.0	9.583	A
C-A	612			612			
C-B	96	699	0.137	95	0.2	6.069	A
A-B	0			0			
A-C	443			443			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	684	0.221	151	0.3	6.821	A
B-A	9	328	0.027	9	0.0	11.277	B
C-A	731			731			
C-B	114	673	0.170	114	0.2	6.570	A
A-B	0			0			
A-C	529			529			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	644	0.287	184	0.4	7.912	A
B-A	11	252	0.044	11	0.0	14.906	B
C-A	895			895			
C-B	140	636	0.220	140	0.3	7.390	A
A-B	0			0			
A-C	649			649			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	644	0.287	185	0.4	7.928	A
B-A	11	252	0.044	11	0.0	14.921	B
C-A	895			895			
C-B	140	636	0.220	140	0.3	7.398	A
A-B	0			0			
A-C	649			649			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	683	0.221	151	0.3	6.839	A
B-A	9	328	0.027	9	0.0	11.293	B
C-A	731			731			
C-B	114	673	0.170	114	0.2	6.580	A
A-B	0			0			
A-C	529			529			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	712	0.178	127	0.2	6.216	A
B-A	8	383	0.020	8	0.0	9.597	A
C-A	612			612			
C-B	96	699	0.137	96	0.2	6.088	A
A-B	0			0			
A-C	443			443			

2024with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Clifton Hampden Bypass/A415	T-Junction	Two-way		1.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hampden Bypass - E		✓	616	100.000
B - A415		✓	115	100.000
C - Clifton Hampden Bypass - W		✓	733	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Clifton Hampden Bypass - E	B - A415	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	1	615
	B - A415	3	0	112
	C - Clifton Hampden Bypass - W	550	183	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clifton Hampden Bypass - E	B - A415	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	0	1
	B - A415	0	0	1
	C - Clifton Hampden Bypass - W	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.04	0.2	A
B-A	0.01	13.43	0.0	B
C-A				
C-B	0.32	8.55	0.5	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	708	0.119	84	0.1	5.818	A
B-A	2	396	0.006	2	0.0	9.142	A
C-A	414			414			
C-B	138	693	0.199	137	0.2	6.524	A
A-B	0.75			0.75			
A-C	463			463			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	679	0.148	101	0.2	6.279	A
B-A	3	344	0.008	3	0.0	10.560	B
C-A	494			494			
C-B	165	665	0.247	164	0.3	7.251	A
A-B	0.90			0.90			
A-C	553			553			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	640	0.193	123	0.2	7.036	A
B-A	3	271	0.012	3	0.0	13.422	B
C-A	606			606			
C-B	201	627	0.321	201	0.5	8.522	A
A-B	1			1			
A-C	677			677			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	640	0.193	123	0.2	7.041	A
B-A	3	271	0.012	3	0.0	13.434	B
C-A	606			606			
C-B	201	627	0.321	201	0.5	8.546	A
A-B	1			1			
A-C	677			677			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	679	0.148	101	0.2	6.287	A
B-A	3	343	0.008	3	0.0	10.572	B
C-A	494			494			
C-B	165	665	0.247	165	0.3	7.276	A
A-B	0.90			0.90			
A-C	553			553			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	708	0.119	84	0.1	5.830	A
B-A	2	395	0.006	2	0.0	9.157	A
C-A	414			414			
C-B	138	693	0.199	138	0.3	6.555	A
A-B	0.75			0.75			
A-C	463			463			

2034with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Clifton Hampden Bypass/A415	T-Junction	Two-way		95.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hampden Bypass - E		✓	1107	100.000
B - A415		✓	159	100.000
C - Clifton Hampden Bypass - W		✓	1428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Clifton Hampden Bypass - E	B - A415	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	0	1107
	B - A415	53	0	106
	C - Clifton Hampden Bypass - W	1344	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clifton Hampden Bypass - E	B - A415	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	0	2
	B - A415	0	0	1
	C - Clifton Hampden Bypass - W	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	999999999.00	1598.71	58.6	F
B-A	999999999.00	1625.45	29.8	F
C-A				
C-B	0.20	9.89	0.3	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	557	0.143	79	0.2	7.620	A
B-A	40	213	0.187	39	0.2	20.540	C
C-A	1012			1012			
C-B	63	579	0.109	63	0.1	7.037	A
A-B	0			0			
A-C	833			833			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	479	0.199	95	0.2	9.497	A
B-A	48	124	0.386	46	0.6	45.742	E
C-A	1208			1208			
C-B	76	529	0.143	75	0.2	8.006	A
A-B	0			0			
A-C	995			995			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	0	999999999.000	0	29.4	1598.706	F
B-A	58	0	999999999.000	0	15.2	1625.454	F
C-A	1480			1480			
C-B	92	460	0.201	92	0.3	9.871	A
A-B	0			0			
A-C	1219			1219			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	0	999999999.000	0	58.6	-2875.463	?
B-A	58	0	999999999.000	0	29.8	-3204.163	?
C-A	1480			1480			
C-B	92	460	0.201	92	0.3	9.889	A
A-B	0			0			
A-C	1219			1219			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	229	0.415	226	26.0	802.450	F
B-A	48	116	0.411	112	13.6	794.640	F
C-A	1208			1208			
C-B	76	529	0.143	76	0.2	8.027	A
A-B	0			0			
A-C	995			995			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	515	0.155	183	0.2	15.463	C
B-A	40	212	0.188	93	0.2	46.428	E
C-A	1012			1012			
C-B	63	579	0.109	63	0.1	7.053	A
A-B	0			0			
A-C	833			833			

2034with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Clifton Hampden Bypass/A415	T-Junction	Two-way		26.57	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hampden Bypass - E		✓	1186	100.000
B - A415		✓	181	100.000
C - Clifton Hampden Bypass - W		✓	1143	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Clifton Hampden Bypass - E	B - A415	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	9	1177
	B - A415	29	0	152
	C - Clifton Hampden Bypass - W	1039	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clifton Hampden Bypass - E	B - A415	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	0	1
	B - A415	0	0	0
	C - Clifton Hampden Bypass - W	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.28	344.41	19.4	F
B-A	1.16	453.92	4.7	F
C-A				
C-B	0.26	11.39	0.4	B
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	561	0.204	113	0.3	8.055	A
B-A	22	229	0.095	21	0.1	17.271	C
C-A	782			782			
C-B	78	561	0.140	78	0.2	7.507	A
A-B	7			7			
A-C	886			886			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	497	0.275	136	0.4	10.016	B
B-A	26	145	0.180	26	0.2	30.109	D
C-A	934			934			
C-B	93	507	0.184	93	0.2	8.764	A
A-B	8			8			
A-C	1058			1058			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	142	1.176	130	9.7	180.974	F
B-A	32	28	1.155	21	2.9	381.651	F
C-A	1144			1144			
C-B	115	433	0.264	114	0.4	11.351	B
A-B	10			10			
A-C	1296			1296			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	130	1.284	128	19.4	344.413	F
B-A	32	28	1.158	25	4.7	453.923	F
C-A	1144			1144			
C-B	115	433	0.264	114	0.4	11.387	B
A-B	10			10			
A-C	1296			1296			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	479	0.285	213	0.4	18.213	C
B-A	26	143	0.182	44	0.2	42.287	E
C-A	934			934			
C-B	93	507	0.184	94	0.2	8.796	A
A-B	8			8			
A-C	1058			1058			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	561	0.204	115	0.3	8.122	A
B-A	22	229	0.095	22	0.1	17.453	C
C-A	782			782			
C-B	78	561	0.140	79	0.2	7.533	A
A-B	7			7			
A-C	886			886			

SCH14

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: CHB-16-Clifton_Hampden_Bypass-B4015-P03-v0.j9
 Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\CHB\Models\PICADY
 Report generation date: 13/09/2021 09:25:54

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024with								
Stream B-C	0.0	9.22	0.05	A	0.1	7.86	0.06	A
Stream B-A	1.2	30.43	0.56	D	0.3	16.99	0.26	C
Stream C-AB	0.1	7.25	0.05	A	0.1	7.81	0.05	A
2034with								
Stream B-C	18.3	1309.76	999999999.00	F	15.5	1761.60	999999999.00	F
Stream B-A	48.7	1849.07	999999999.00	F	28.6	1758.41	999999999.00	F
Stream C-AB	0.1	10.60	0.07	B	0.5	18.25	0.33	C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

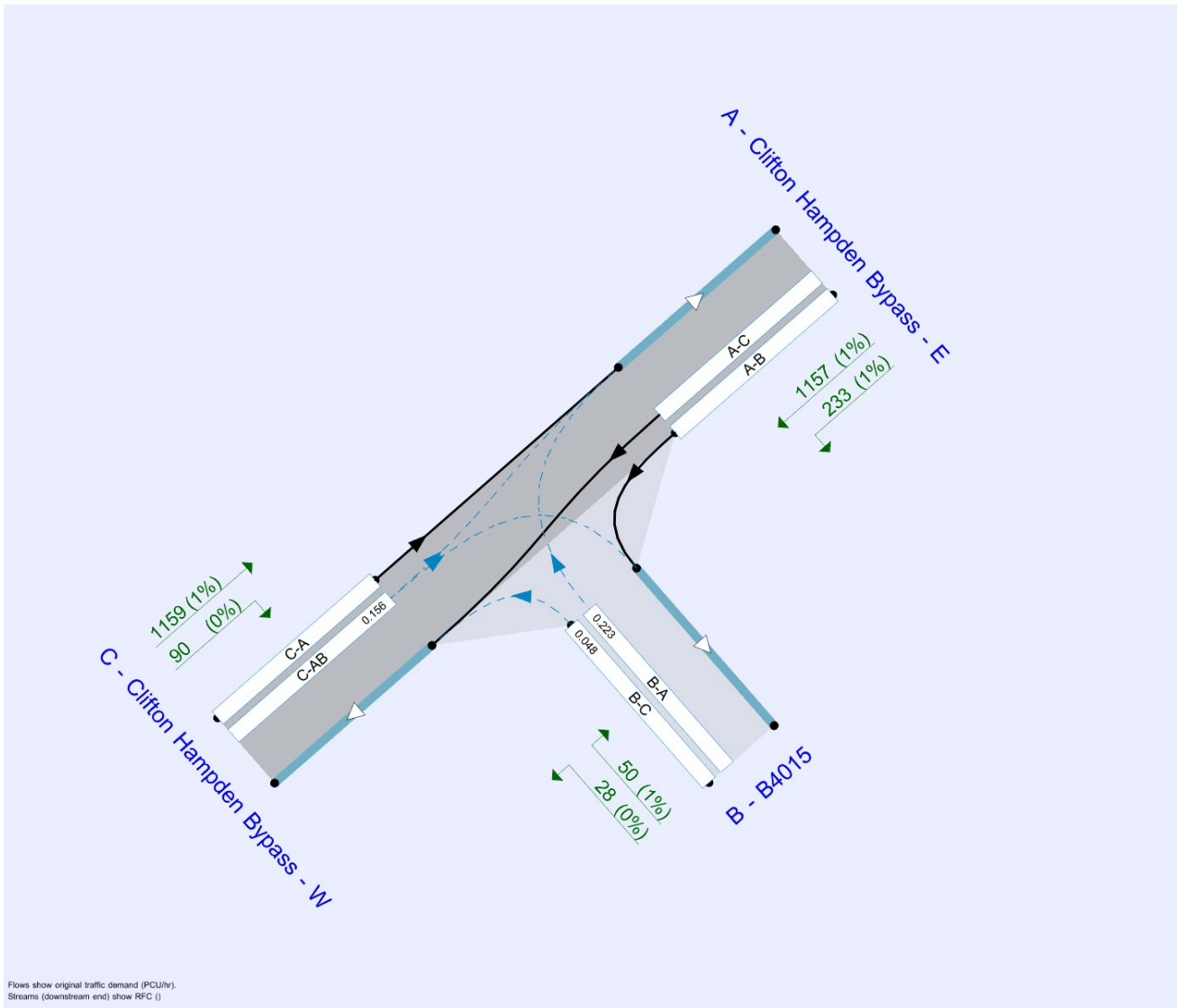
File summary

File Description

Title	CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0004 P03
Location	Clifton Hampden Bypass/B4015
Site number	16
Date	10/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\Sergio.PerezBurgos
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15
D2	2024with	PM	ONE HOUR	16:45	18:15	15
D5	2034with	AM	ONE HOUR	07:45	09:15	15
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Clifton Hampden Bypass - W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
16	Clifton Hampden Bypass/B4015	T-Junction	Two-way		2.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Clifton Hampden Bypass - E		Major
B	B4015		Minor
C	Clifton Hampden Bypass - W		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 - Clifton Hampden Bypass - W	5.98		✓	3.00	168.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - B4015	One lane plus flare	10.00	10.00	7.85	4.78	3.70	✓	2.00	43	108

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
16	B-A	632	0.115	0.291	0.183	0.416
16	B-C	716	0.110	0.278	-	-
16	C-B	730	0.283	0.283	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hampden Bypass - E		✓	608	100.000
B - B4015		✓	151	100.000
C - Clifton Hampden Bypass - W		✓	855	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Clifton Hampden Bypass - E	B - B4015	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	39	569
	B - B4015	134	0	17
	C - Clifton Hampden Bypass - W	829	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clifton Hampden Bypass - E	B - B4015	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	2	2
	B - B4015	0	0	1
	C - Clifton Hampden Bypass - W	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	9.22	0.0	A
B-A	0.56	30.43	1.2	D
C-AB	0.05	7.25	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	552	0.023	13	0.0	6.742	A
B-A	101	381	0.265	99	0.4	12.717	B
C-AB	20	600	0.033	19	0.0	6.383	A
C-A	624			624			
A-B	29			29			
A-C	428			428			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	509	0.030	15	0.0	7.362	A
B-A	120	333	0.362	120	0.6	16.849	C
C-AB	23	575	0.041	23	0.0	6.720	A
C-A	745			745			
A-B	35			35			
A-C	512			512			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	417	0.045	19	0.0	9.117	A
B-A	148	265	0.556	145	1.2	29.346	D
C-AB	29	540	0.053	29	0.1	7.246	A
C-A	913			913			
A-B	43			43			
A-C	626			626			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	413	0.045	19	0.0	9.215	A
B-A	148	265	0.556	147	1.2	30.427	D
C-AB	29	540	0.053	29	0.1	7.246	A
C-A	913			913			
A-B	43			43			
A-C	626			626			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	506	0.030	15	0.0	7.406	A
B-A	120	333	0.362	123	0.6	17.372	C
C-AB	23	575	0.041	23	0.0	6.724	A
C-A	745			745			
A-B	35			35			
A-C	512			512			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	551	0.023	13	0.0	6.759	A
B-A	101	381	0.265	102	0.4	12.926	B
C-AB	20	600	0.033	20	0.0	6.389	A
C-A	624			624			
A-B	29			29			
A-C	428			428			

2024with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Clifton Hampden Bypass - W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
16	Clifton Hampden Bypass/B4015	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hampden Bypass - E		✓	763	100.000
B - B4015		✓	95	100.000
C - Clifton Hampden Bypass - W		✓	639	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Clifton Hampden Bypass - E	B - B4015	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	172	591
	B - B4015	67	0	28
	C - Clifton Hampden Bypass - W	615	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clifton Hampden Bypass - E	B - B4015	C - Clifton Hampden Bypass - W
From	A - Clifton Hampden Bypass - E	0	0	1
	B - B4015	0	0	0
	C - Clifton Hampden Bypass - W	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.86	0.1	A
B-A	0.26	16.99	0.3	C
C-AB	0.05	7.81	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	571	0.037	21	0.0	6.537	A
B-A	50	395	0.128	50	0.1	10.412	B
C-AB	18	567	0.032	18	0.0	6.618	A
C-A	463			463			
A-B	129			129			
A-C	445			445			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	538	0.047	25	0.0	7.017	A
B-A	60	349	0.173	60	0.2	12.441	B
C-AB	22	536	0.040	22	0.0	7.072	A
C-A	553			553			
A-B	155			155			
A-C	531			531			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	489	0.063	31	0.1	7.852	A
B-A	74	286	0.258	73	0.3	16.912	C
C-AB	26	492	0.054	26	0.1	7.808	A
C-A	677			677			
A-B	189			189			
A-C	651			651			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	489	0.063	31	0.1	7.860	A
B-A	74	286	0.258	74	0.3	16.993	C
C-AB	26	492	0.054	26	0.1	7.809	A
C-A	677			677			
A-B	189			189			
A-C	651			651			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	538	0.047	25	0.0	7.025	A
B-A	60	349	0.173	61	0.2	12.508	B
C-AB	22	536	0.040	22	0.0	7.077	A
C-A	553			553			
A-B	155			155			
A-C	531			531			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	571	0.037	21	0.0	6.546	A
B-A	50	395	0.128	51	0.1	10.460	B
C-AB	18	567	0.032	18	0.0	6.622	A
C-A	463			463			
A-B	129			129			
A-C	445			445			

2034with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Clifton Hampden Bypass - W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
16	Clifton Hampden Bypass/B4015	T-Junction	Two-way		75.12	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034with	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hampden Bypass - E		✓	1116	100.000
B - B4015		✓	118	100.000
C - Clifton Hampden Bypass - W		✓	1437	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Clifton Hampden Bypass - E	B - B4015	C - Clifton Hampden Bypass - W
A - Clifton Hampden Bypass - E	0	45	1071
B - B4015	85	0	33
C - Clifton Hampden Bypass - W	1414	23	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Clifton Hampden Bypass - E	B - B4015	C - Clifton Hampden Bypass - W
A - Clifton Hampden Bypass - E	0	2	2
B - B4015	1	0	1
C - Clifton Hampden Bypass - W	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	999999999.00	1309.76	18.3	F
B-A	999999999.00	1849.07	48.7	F
C-AB	0.07	10.60	0.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	451	0.055	25	0.1	8.535	A
B-A	64	191	0.334	62	0.5	27.623	D
C-AB	17	492	0.035	17	0.0	7.959	A
C-A	1065			1065			
A-B	34			34			
A-C	806			806			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	268	0.111	29	0.1	15.252	C
B-A	76	106	0.724	71	1.9	92.787	F
C-AB	21	446	0.046	21	0.1	8.889	A
C-A	1271			1271			
A-B	40			40			
A-C	963			963			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	0	999999999.000	0	9.2	33.532	D
B-A	94	0	999999999.000	0	25.3	1849.072	F
C-AB	25	382	0.066	25	0.1	10.593	B
C-A	1557			1557			
A-B	50			50			
A-C	1179			1179			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	0	999999999.000	0	18.3	-382.873	?
B-A	94	0	999999999.000	0	48.7	-427.631	?
C-AB	25	382	0.066	25	0.1	10.597	B
C-A	1557			1557			
A-B	50			50			
A-C	1179			1179			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	40	0.742	38	16.2	1309.761	F
B-A	76	105	0.725	103	42.0	1280.611	F
C-AB	21	446	0.046	21	0.1	8.896	A
C-A	1271			1271			
A-B	40			40			
A-C	963			963			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	74	0.338	69	5.1	584.338	F
B-A	64	190	0.337	186	11.6	532.252	F
C-AB	17	492	0.035	17	0.0	7.967	A
C-A	1065			1065			
A-B	34			34			
A-C	806			806			

2034with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Clifton Hampden Bypass - W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
16	Clifton Hampden Bypass/B4015	T-Junction	Two-way		51.12	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034with	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hampden Bypass - E		✓	1390	100.000
B - B4015		✓	78	100.000
C - Clifton Hampden Bypass - W		✓	1249	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Clifton Hampden Bypass - E	B - B4015	C - Clifton Hampden Bypass - W
A - Clifton Hampden Bypass - E	0	233	1157
B - B4015	50	0	28
C - Clifton Hampden Bypass - W	1159	90	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Clifton Hampden Bypass - E	B - B4015	C - Clifton Hampden Bypass - W
A - Clifton Hampden Bypass - E	0	1	1
B - B4015	1	0	0
C - Clifton Hampden Bypass - W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	9999999999.00	1761.60	15.5	F
B-A	9999999999.00	1758.41	28.6	F
C-AB	0.33	18.25	0.5	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	441	0.048	21	0.0	8.568	A
B-A	38	169	0.223	37	0.3	27.223	D
C-AB	68	434	0.156	67	0.2	9.843	A
C-A	873			873			
A-B	175			175			
A-C	871			871			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	320	0.079	25	0.1	12.189	B
B-A	45	80	0.565	42	1.1	90.136	F
C-AB	81	376	0.215	81	0.3	12.216	B
C-A	1042			1042			
A-B	209			209			
A-C	1040			1040			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	0	9999999999.000	0	7.8	1761.602	F
B-A	55	0	9999999999.000	0	14.8	1758.410	F
C-AB	99	297	0.334	98	0.5	18.101	C
C-A	1276			1276			
A-B	257			257			
A-C	1274			1274			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	0	9999999999.000	0	15.5	-1177.346	?
B-A	55	0	9999999999.000	0	28.6	-1441.960	?
C-AB	99	297	0.334	99	0.5	18.253	C
C-A	1276			1276			
A-B	257			257			
A-C	1274			1274			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	43	0.583	41	11.6	946.505	F
B-A	45	79	0.569	76	20.8	1029.889	F
C-AB	81	376	0.215	82	0.3	12.319	B
C-A	1042			1042			
A-B	209			209			
A-C	1040			1040			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	304	0.069	67	0.1	18.546	C
B-A	38	168	0.224	119	0.3	173.686	F
C-AB	68	434	0.156	68	0.2	9.903	A
C-A	873			873			
A-B	175			175			
A-C	871			871			

SCH15

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: CHB-46-Clifton_Hampden_Bypass-CSC Secondary Access-P03-v0.j9
 Path: L:\Legacy\UKCRD1FP001\UKCRD1FP001-V1TI\Projects\Traffic - OCC Culham RC\Modelling\CHB\Models\PICADY
 Report generation date: 13/09/2021 09:47:03

- »2024with, AM
- »2024with, PM
- »2034with, AM
- »2034with, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2024with										
Stream B-AC	0.0	6.51	0.05	A	144 %	0.2	6.11	0.13	A	171 %
Stream C-B	0.0	0.00	0.00	A	[Stream B-AC]	0.0	0.00	0.00	A	[Stream B-AC]
2034with										
Stream B-AC	0.1	10.63	0.10	B	45 %	0.8	12.92	0.44	B	30 %
Stream C-B	0.0	0.00	0.00	A	[Stream B-AC]	0.0	0.00	0.00	A	[Stream B-AC]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	CHB_PD-ACM-HGA-SW_ZZ_ZZ_ZZ-DR-CH-0004 P03
Location	Clifton Hampden Bypass/CSC Secondary Access
Site number	46
Date	26/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Richard.Rolph
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034with	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034with	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	B - Culham Science Centre Secondary Access - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
46	Clifton Hampden Bypass/CSC Secondary Access	T-Junction	Two-way		0.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	144	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Clifton Hampden Bypass - W		Major
B	Culham Science Centre Secondary Access		Minor
C	Clifton Hampden Bypass - E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Clifton Hampden Bypass - E	7.30			0.0		-

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 - Culham Science Centre Secondary Access	One lane	4.33	45	236

Zebra Crossings

Arm	Space between crossing and junction entry (Left) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
B - Culham Science Centre Secondary Access	7.80	7.80		Distance	7.57	5.41

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
46	B-A	690	0.119	0.300	0.189	0.428
46	B-C	875	0.127	0.320	-	-
46	C-B	574	0.210	0.210	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024with	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hapmden Bypass - W		ONE HOUR	✓	822	100.000
B - Culham Science Centre Secondary Access		ONE HOUR	✓	25	100.000
C - Clifton Hampden Bypass - E		ONE HOUR	✓	588	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Clifton Hapmden Bypass - W		
B - Culham Science Centre Secondary Access	[ONEHOUR]	0.00
C - Clifton Hampden Bypass - E		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Clifton Hapmden Bypass - W	B - Culham Science Centre Secondary Access	C - Clifton Hampden Bypass - E
From	A - Clifton Hapmden Bypass - W	0	0	822
	B - Culham Science Centre Secondary Access	0	0	25
	C - Clifton Hampden Bypass - E	588	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clifton Hapmden Bypass - W	B - Culham Science Centre Secondary Access	C - Clifton Hampden Bypass - E
From	A - Clifton Hapmden Bypass - W	0	0	2
	B - Culham Science Centre Secondary Access	0	0	1
	C - Clifton Hampden Bypass - E	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	6.51	0.0	A	23	34
C-A					540	809
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					754	1131

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	0.00	677	0.028	19	0.0	0.0	5.520	A
C-A	443	111				443				
C-B	0	0		444	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	619	155				619				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	0.00	639	0.035	22	0.0	0.0	5.897	A
C-A	529	132				529				
C-B	0	0		419	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	739	185				739				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	586	0.047	27	0.0	0.0	6.512	A
C-A	647	162				647				
C-B	0	0		384	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	905	226				905				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	586	0.047	28	0.0	0.0	6.512	A
C-A	647	162				647				
C-B	0	0		384	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	905	226				905				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	0.00	639	0.035	23	0.0	0.0	5.898	A
C-A	529	132				529				
C-B	0	0		419	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	739	185				739				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	0.00	677	0.028	19	0.0	0.0	5.521	A
C-A	443	111				443				
C-B	0	0		444	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	619	155				619				

2024with, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	B - Culham Science Centre Secondary Access - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
46	Clifton Hampden Bypass/CSC Secondary Access	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	171	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024with	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hapmden Bypass - W		ONE HOUR	✓	554	100.000
B - Culham Science Centre Secondary Access		ONE HOUR	✓	83	100.000
C - Clifton Hampden Bypass - E		ONE HOUR	✓	616	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Clifton Hapmden Bypass - W		
B - Culham Science Centre Secondary Access	[ONEHOUR]	0.00
C - Clifton Hampden Bypass - E		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Clifton Hapmden Bypass - W	B - Culham Science Centre Secondary Access	C - Clifton Hampden Bypass - E
A - Clifton Hapmden Bypass - W	0	0	554
B - Culham Science Centre Secondary Access	0	0	83
C - Clifton Hampden Bypass - E	616	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clifton Hapmden Bypass - W	B - Culham Science Centre Secondary Access	C - Clifton Hampden Bypass - E
From	A - Clifton Hapmden Bypass - W	0	0	1
	B - Culham Science Centre Secondary Access	0	0	0
	C - Clifton Hampden Bypass - E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	6.11	0.2	A	76	114
C-A					565	848
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					508	763

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	742	0.084	62	0.0	0.1	5.293	A
C-A	464	116				464				
C-B	0	0		486	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	417	104				417				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	716	0.104	75	0.1	0.1	5.612	A
C-A	554	138				554				
C-B	0	0		469	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	498	125				498				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	680	0.134	91	0.1	0.2	6.110	A
C-A	678	170				678				
C-B	0	0		446	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	610	152				610				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	680	0.134	91	0.2	0.2	6.113	A
C-A	678	170				678				
C-B	0	0		446	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	610	152				610				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	716	0.104	75	0.2	0.1	5.617	A
C-A	554	138				554				
C-B	0	0		469	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	498	125				498				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	742	0.084	63	0.1	0.1	5.299	A
C-A	464	116				464				
C-B	0	0		486	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	417	104				417				

2034with, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	B - Culham Science Centre Secondary Access - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
46	Clifton Hampden Bypass/CSC Secondary Access	T-Junction	Two-way		0.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	45	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034with	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hampden Bypass - W		ONE HOUR	✓	1401	100.000
B - Culham Science Centre Secondary Access		ONE HOUR	✓	36	100.000
C - Clifton Hampden Bypass - E		ONE HOUR	✓	1106	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Clifton Hampden Bypass - W		
B - Culham Science Centre Secondary Access	[ONEHOUR]	0.00
C - Clifton Hampden Bypass - E		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Clifton Hampden Bypass - W	B - Culham Science Centre Secondary Access	C - Clifton Hampden Bypass - E
A - Clifton Hampden Bypass - W	0	0	1401
B - Culham Science Centre Secondary Access	0	0	36
C - Clifton Hampden Bypass - E	1106	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clifton Hapmden Bypass - W	B - Culham Science Centre Secondary Access	C - Clifton Hampden Bypass - E
From	A - Clifton Hapmden Bypass - W	0	0	2
	B - Culham Science Centre Secondary Access	0	0	1
	C - Clifton Hampden Bypass - E	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	10.63	0.1	B	33	50
C-A					1015	1522
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					1286	1928

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	538	0.050	27	0.0	0.1	7.112	A
C-A	833	208				833				
C-B	0	0		353	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	1055	264				1055				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	472	0.069	32	0.1	0.1	8.262	A
C-A	994	249				994				
C-B	0	0		310	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	1259	315				1259				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	382	0.104	39	0.1	0.1	10.615	B
C-A	1218	304				1218				
C-B	0	0		250	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	1543	386				1543				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	382	0.104	40	0.1	0.1	10.626	B
C-A	1218	304				1218				
C-B	0	0		250	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	1543	386				1543				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	472	0.069	33	0.1	0.1	8.269	A
C-A	994	249				994				
C-B	0	0		310	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	1259	315				1259				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	538	0.050	27	0.1	0.1	7.120	A
C-A	833	208				833				
C-B	0	0		353	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	1055	264				1055				

2034with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
46	Clifton Hampden Bypass/CSC Secondary Access	T-Junction	Two-way		1.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	30	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034with	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Clifton Hampden Bypass - W		ONE HOUR	✓	1069	100.000
B - Culham Science Centre Secondary Access		ONE HOUR	✓	200	100.000
C - Clifton Hampden Bypass - E		ONE HOUR	✓	1184	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Clifton Hampden Bypass - W		
B - Culham Science Centre Secondary Access	[ONEHOUR]	20.00
C - Clifton Hampden Bypass - E		

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Clifton Hampden Bypass - W	B - Culham Science Centre Secondary Access	C - Clifton Hampden Bypass - E
A - Clifton Hampden Bypass - W	0	0	1069
B - Culham Science Centre Secondary Access	0	0	200
C - Clifton Hampden Bypass - E	1184	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clifton Hapmden Bypass - W	B - Culham Science Centre Secondary Access	C - Clifton Hampden Bypass - E
From	A - Clifton Hapmden Bypass - W	0	0	1
	B - Culham Science Centre Secondary Access	0	0	0
	C - Clifton Hampden Bypass - E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.44	12.92	0.8	B	184	275
C-A					1086	1630
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					981	1471

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	15.06	618	0.244	149	0.0	0.3	7.663	A
C-A	891	223				891				
C-B	0	0		405	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	805	201				805				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	45	17.98	568	0.317	179	0.3	0.5	9.250	A
C-A	1064	266				1064				
C-B	0	0		372	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	961	240				961				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	220	55	22.02	499	0.442	219	0.5	0.8	12.807	B
C-A	1304	326				1304				
C-B	0	0		327	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	1177	294				1177				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	220	55	22.02	499	0.442	220	0.8	0.8	12.918	B
C-A	1304	326				1304				
C-B	0	0		327	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	1177	294				1177				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	45	17.98	568	0.317	181	0.8	0.5	9.337	A
C-A	1064	266				1064				
C-B	0	0		372	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	961	240				961				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	15.06	618	0.244	151	0.5	0.3	7.724	A
C-A	891	223				891				
C-B	0	0		405	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	805	201				805				

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