OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

DCO Submission

Environmental Statement

Chapter 3: Transport
Appendix 3.1: Transport Assessment Part 02 of 11 – Appendices 2 to 9

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On behalf of
Oxfordshire Railfreight Limited

Prepared by ADC Infrastructure Ltd
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APPENDIX 2

PERSONAL INJURY ACCIDENT ASSESSMENT TECHNICAL NOTES

OXFORDSHIRE RAILFREIGHT LIMITED

PIA TECHNICAL NOTE

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1.0 INTRODUCTION

1.1 ADC Infrastructure Limited are appointed by Oxfordshire Railfreight Limited (the Applicant) to assess the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire.

1.2 The SRFI, to be known as OxSRFI is located in Cherwell District, Oxfordshire, and is located to the south of the village of Ardley and east of the former Heyford Airfield now referred to as Heyford Park.

1.3 This report is the Personal Injury Accident (PIA) assessment, which has been undertaken as part of the Transport Assessment (TA), to analyse the accident history of the highway network in the vicinity of the site and to identify any potential accident trends that could be exacerbated by the proposed development. This report should be read in conjunction with the TA and it is therefore assumed that the reader has an understanding of the highway network being examined.

1.4 The PIA records were obtained from Oxfordshire County Council (OCC) for an initial overall study area (see **Appendix A**) for the five-year period between 1 January 2015 and 30 November 2020. A total of 494 accidents were analysed, of which 14 were fatal, 74 were serious, and 406 were slight in nature. The accidents are sorted by OCC in line with government guidance[1]. The PIA data is included in **Appendix B**. In addition, ADC were provided with additional information to help inform the descriptions of each accident, which cannot be published in order to maintain data confidentiality.

1.5 Following agreement of the final study area as part of the TA process, this report will be updated to capture any locations missing from the initial study area.

1.6 **Figure 1** is a heatmap, demonstrating the concentration of accidents in the initial overall study area, and has been used to inform **Figure 2,** which shows the individual study areas for assessment. **Table 1** is a breakdown of the casualties for the 494 analysed PIAs.

Severity	Casualties
Slight	675
Serious	94
Fatal	16
Total	785

Table 1: Casualty breakdown of PIA data

[1] *Reported road casualties in Great Britain: Guide to the Statistics and data sources (2017)*

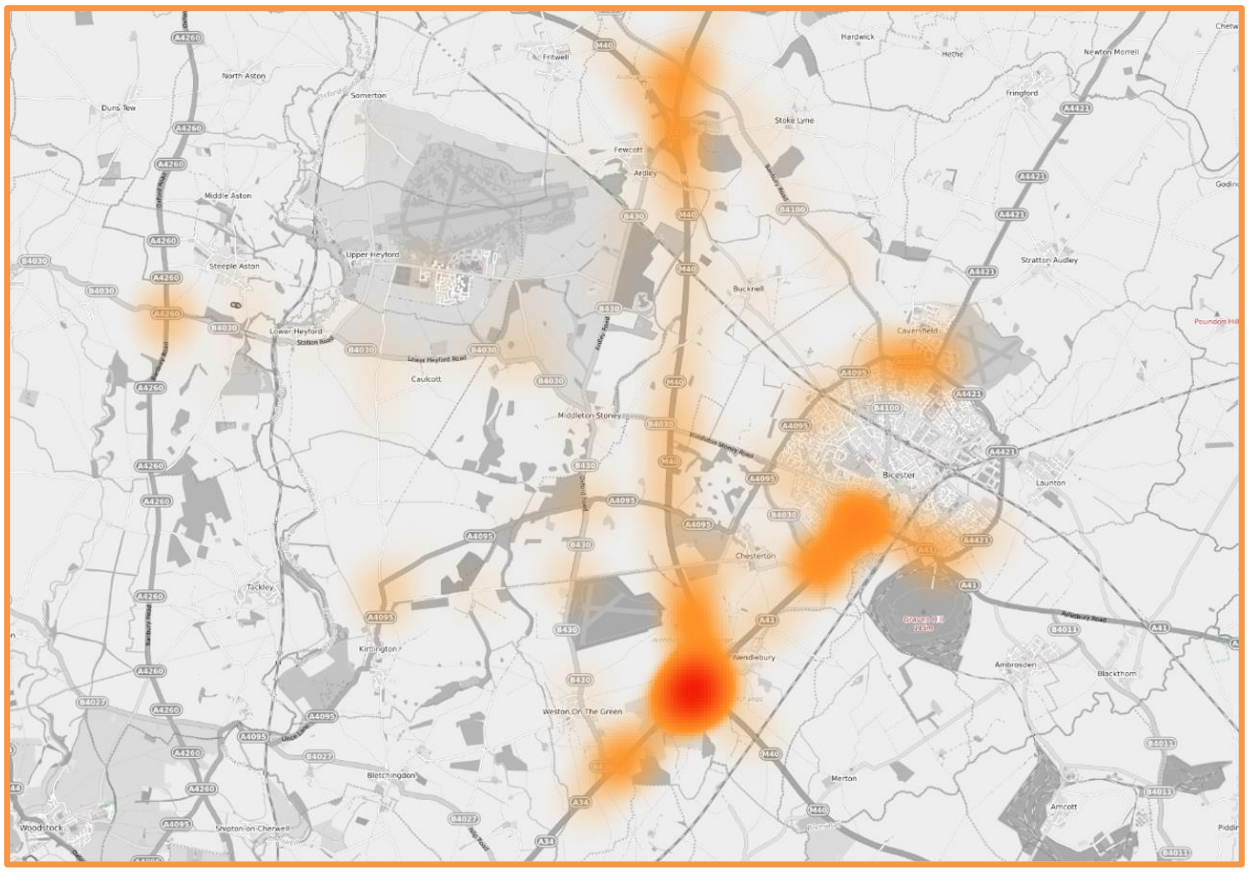


Figure 1: Heatmap of accidents in the study area

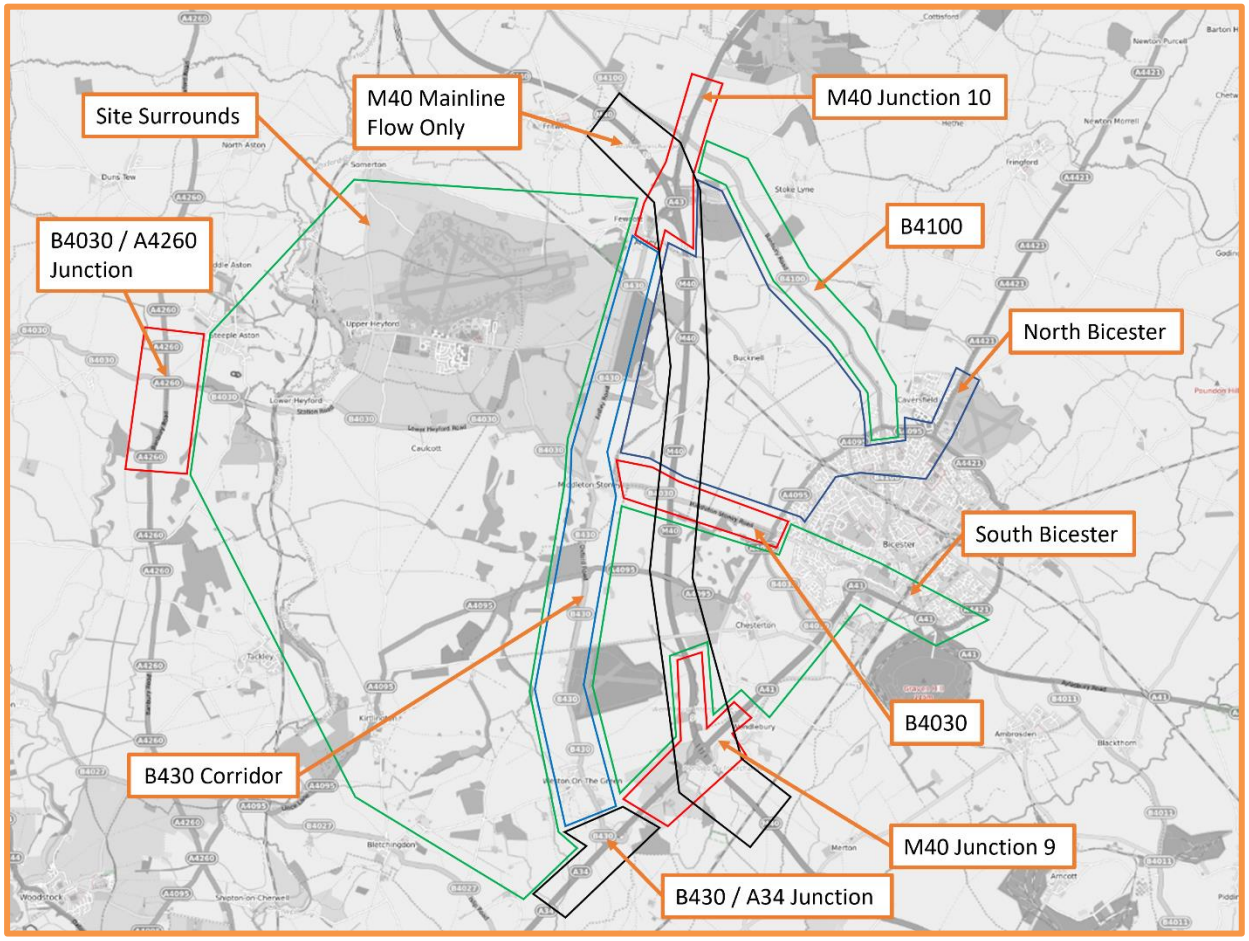


Figure 2: Approximate location of individual study areas

2.0 M40 JUNCTION 10

2.1 The study area for the M40 Junction 10 is shown in **Figure 3** below. The study area includes the three roundabouts that make up the junction, along with the A43/B4100 Baynard's Green junction to the north; and has been extended to include the village of Ardley and the M40 overbridge on the Ardley Road. Accidents that occurred within the study area on the M40 mainline, and with a cause not related to the junction, have not been counted in this study area and are considered separately. Overall, 46 accidents occurred in this study area.

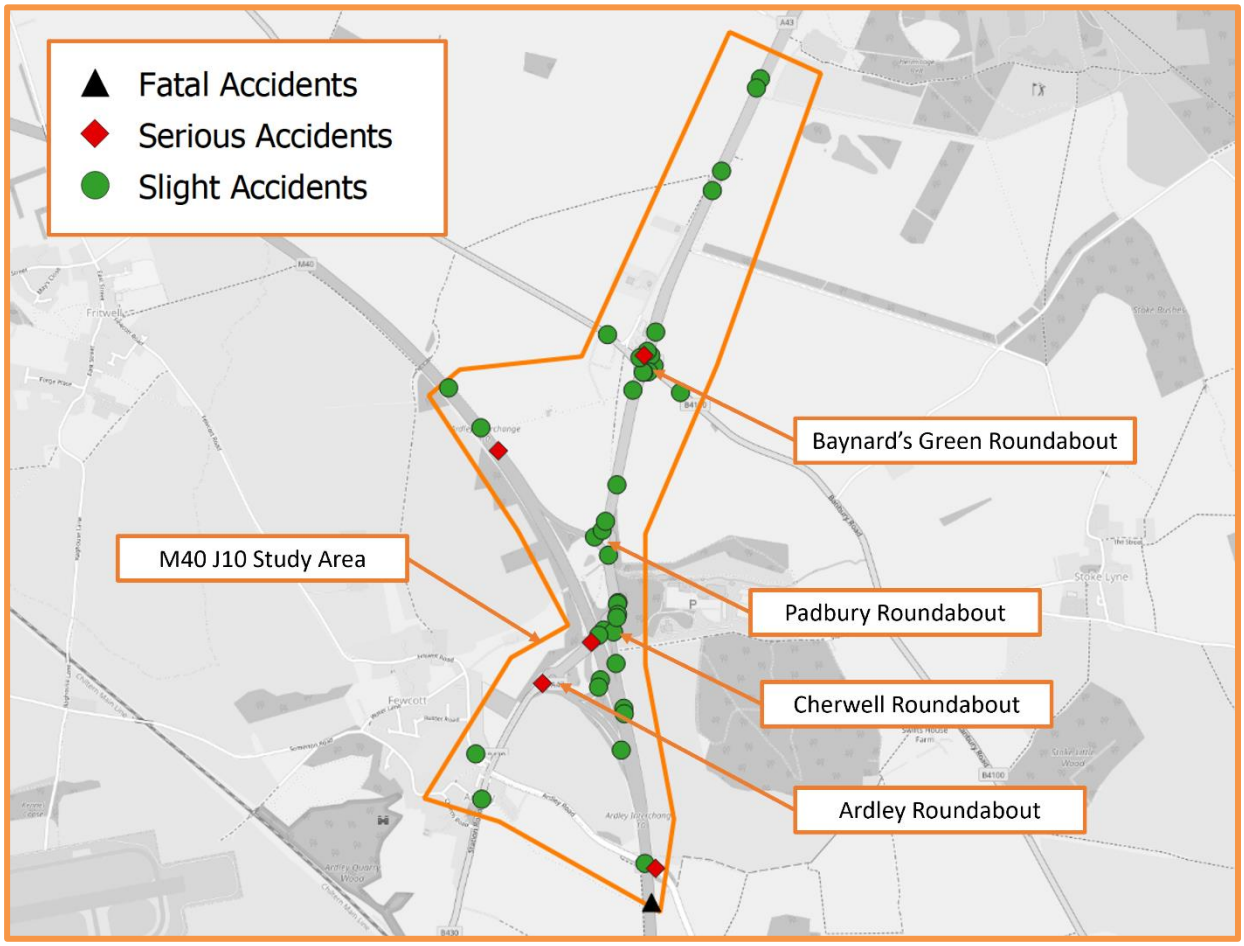


Figure 3: M40 J10 Study area

A43 and A43/B4100 Baynard's Green

2.2 A total of 18 accidents occurred in this study area which comprises Baynard's Green roundabout and the section of the A43 to the north.

2.3 As shown in **Figure 4** below, 14 accidents occurred at the A43 / B4100 Baynard's Green junction. Of these, 13 were slight in nature and one was serious (176).

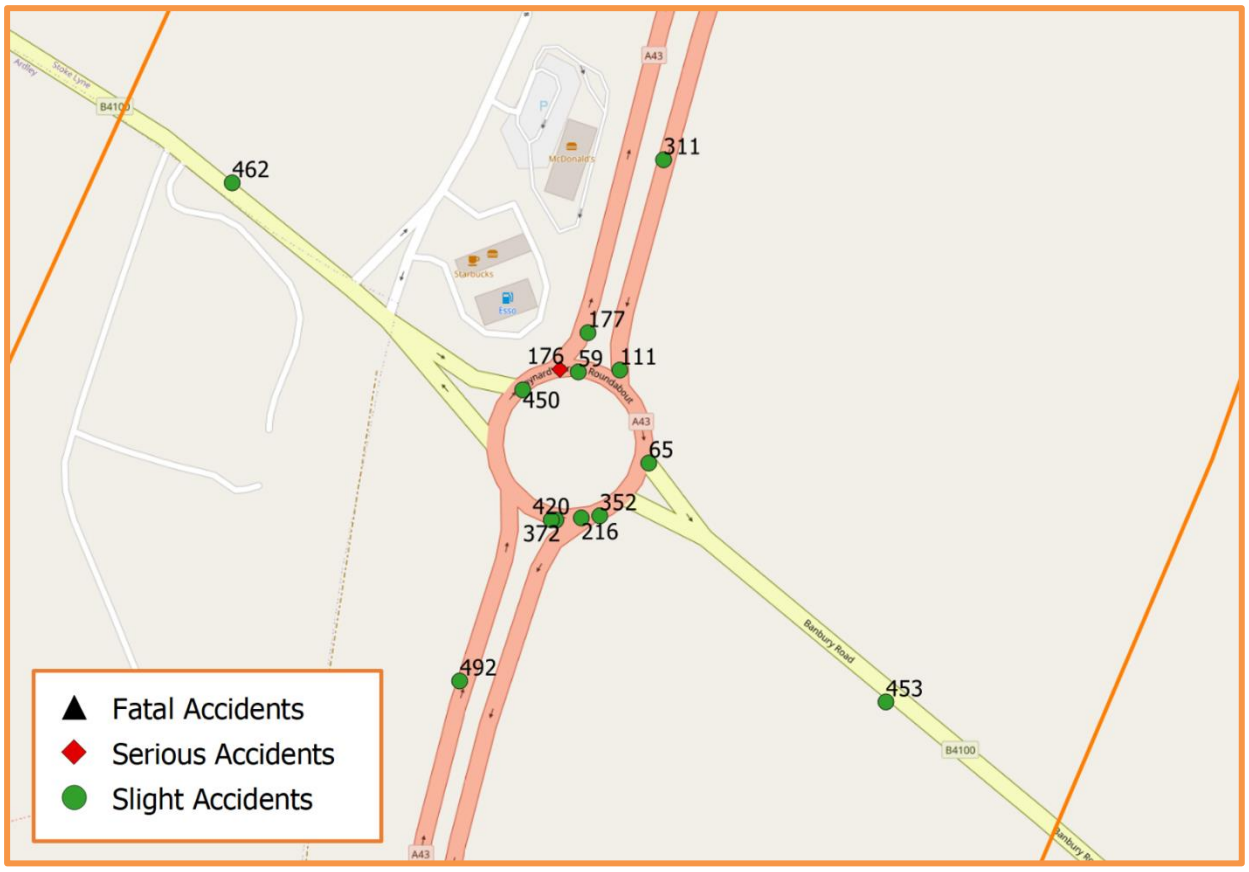


Figure 4: Baynard's Green

2.4 The serious accident (176) involved a car and motorcycle travelling northbound in adjacent lanes on the A43. At the junction the car turned right to travel east to the B4100, causing a collision with the motorcycle, who was travelling north.

2.5 The slight accidents (59, 65, 111, 177, 216, 311, 352, 372, 420, 450, 453, 462, 492) occurred mainly on the A43 and the junction, with only two on the B4100 arms. The slight collisions are described below.

- 59 – the collision occurred when a car moved right around the roundabout from the south to east in the outside lane, blocking the path of another car moving from the south to north.
- 65 – an LGV travelling south to east cut in front of an HGV travelling south, causing a collision.
- 111 – rear end shunt involving two cars travelling south on the A43 in Lane 1 on the junction approach.
- 177 – car travelling north on the A43 having just exited the roundabout came to a sudden halt. Another car following also stopped. A third car, following the second, collided with the rear of the second car as it was unable to change lane.
- 216 – two cars entered the junction travelling south on the A43 in adjacent lanes. On circulating one car turned right and collided with the second.
- 311 – rear end shunt involving two cars travelling south on the A43 on the junction approach.
- 352 – car travelling north west failed to give way and entered the junction into the path of another car travelling south across the junction on the A43.
- 372 – two cars entered the junction travelling south on the A43 in adjacent lanes. On the circulatory one car turned right and collided with the second car continuing south on the roundabout.

- 420 – the circumstances of this collision are unclear. Details suggest one car's manoeuvre possibly caused a second car to overturn.
- 450 – LGV travelling south east on the B4100 entered the junction ahead of a car travelling north on the A43.
- 453 – rear end shunt involving two cars travelling north west on the B4100.
- 462 – rear end shunt involving two cars travelling south east on the B4100.
- 492 – rear end shunt involving a car and an LGV travelling north on the A43.

2.6 Of the fourteen accidents described above, six were rear end shunts, three involved right turns on the junction circulatory across other vehicles, and two were failures to give way. All of the recorded accidents can be attributed to human error and there is no evidence of an underlying highways safety issue.

2.7 It is also noted that this junction is part of the embedded highway works associated with OxSRFI and therefore will be subject to significant layout changes.

2.8 An additional four slight accidents occurred on the A43 to the north of Baynard's Green (300, 46, 172, 52). Of these, two were shunts, one was a loss of control, and one was a loss of control while overtaking in snowy conditions. The details of these accidents suggest that there is not an accident problem in this location.

Padbury Roundabout

2.9 Eight accidents occurred at the Padbury roundabout, or the M40 southbound off-slip approach to the junction.

2.10 Five of the accidents, all of which were slight in nature, occurred at the Padbury Roundabout during the study period. The location of the accidents are shown in **Figure 5**. Four accidents involved cars losing control as they negotiated the roundabout, including one that involved a diesel spillage on the road surface. The remaining accident was a rear end shunt type accident that occurred on the A43.

2.11 Additionally, three accidents involving the M40 southbound off-slip occurred during the study period (189, 400,199). All of these accidents occurred at the diverge from the M40 mainline. Accident 400 was slight in nature and involved an HGV colliding with the rear of an LGV as it slowed to enter the slip. Accident 189 was serious in nature and involved a car, late to move over to the slip lane, veering left to the exit and losing control, resulting in the car skidding, and exiting the carriageway to the inside. Accident 199 was slight in nature and was a rear end shunt. The details of these accidents suggest that there is not an accident problem in this location.

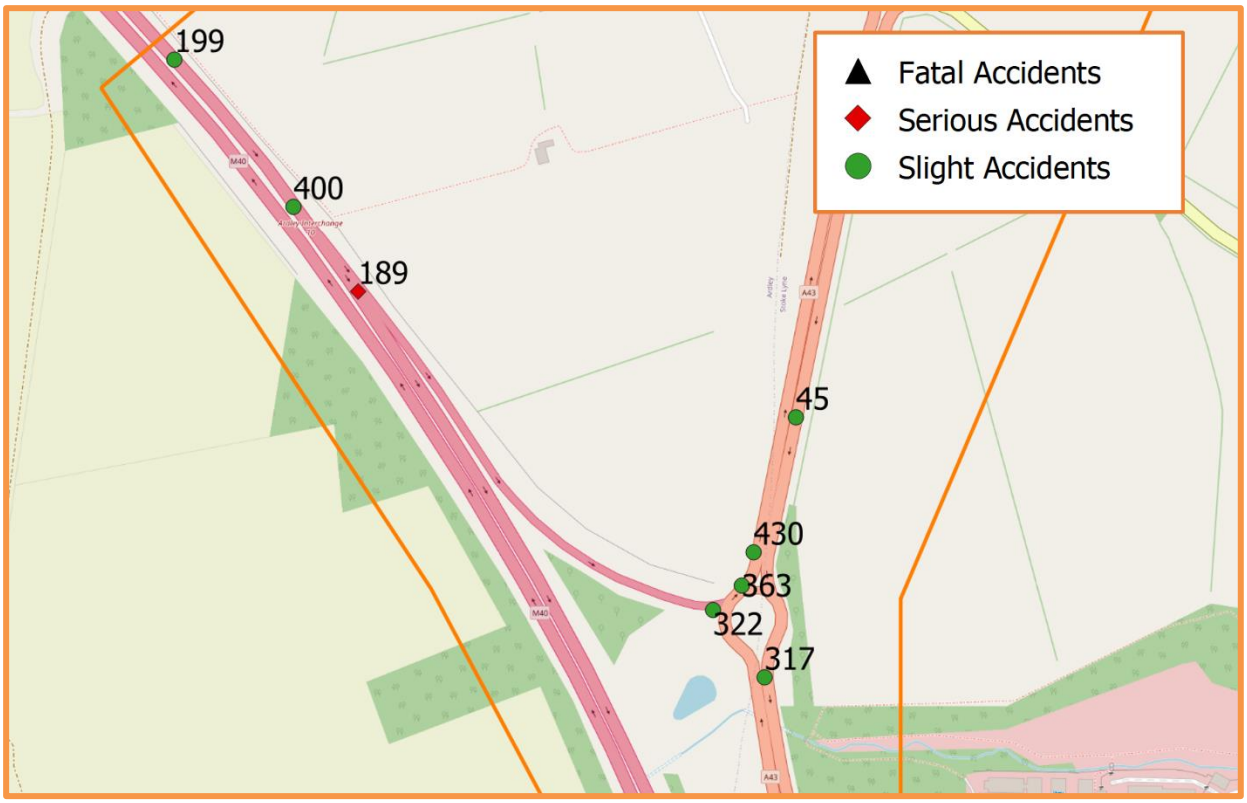


Figure 5: Padbury Roundabout

Cherwell Roundabout

2.12 A total of 12 accidents occurred in the study area, which includes the Cherwell roundabout and the M40 southbound on-slip.

2.13 Eight accidents occurred at the Cherwell Roundabout in the study period, as shown in **Figure 6**. Of these, seven were slight in nature and one was serious. The serious accident (403) involved a car changing lane to the right but failing to see the stationary traffic ahead. This resulted in the car colliding with the rear of a second car which in turn resulted in shunts with a third and fourth car. Of the seven slight accidents, four were rear end shunts, two involved lane changing manoeuvres, and one was a failure to give way. All of the accidents can be attributed to human error and there is no evidence of an underlying road safety issue.

2.14 Additionally, as shown in **Figure 7** One fatal accident (433) and three slight accidents (151, 31, 493) occurred at, and involving, the M40 southbound on-slip. The fatal accident involved an LGV for unknown reasons leaving the carriageway to the inside.

2.15 Accident 151 occurred on the slip road and was a rear end shunt involving an HGV colliding with the rear of a car. Accidents 31 and 493 occurred at the interface between the on-slip and the M40 Mainline. Accident 31 involved a motorcycle entering the M40 into lane 1, causing a car to swerve to avoid. In the process the car collided with a second car, causing the second car to lose control and overturn, leaving the carriageway to the inside. Accident 493 involved a car travelling south on the M40 colliding with a lorry joining from the slip road, the car spun and collided with a second lorry before coming to rest in the middle lane.

2.16 It is noted that this junction and the slip roads are part of the embedded highway works associated with OxSRFI and therefore will be subject to layout changes. Nevertheless, the details of these accidents suggest there is not an accident problem at this location.

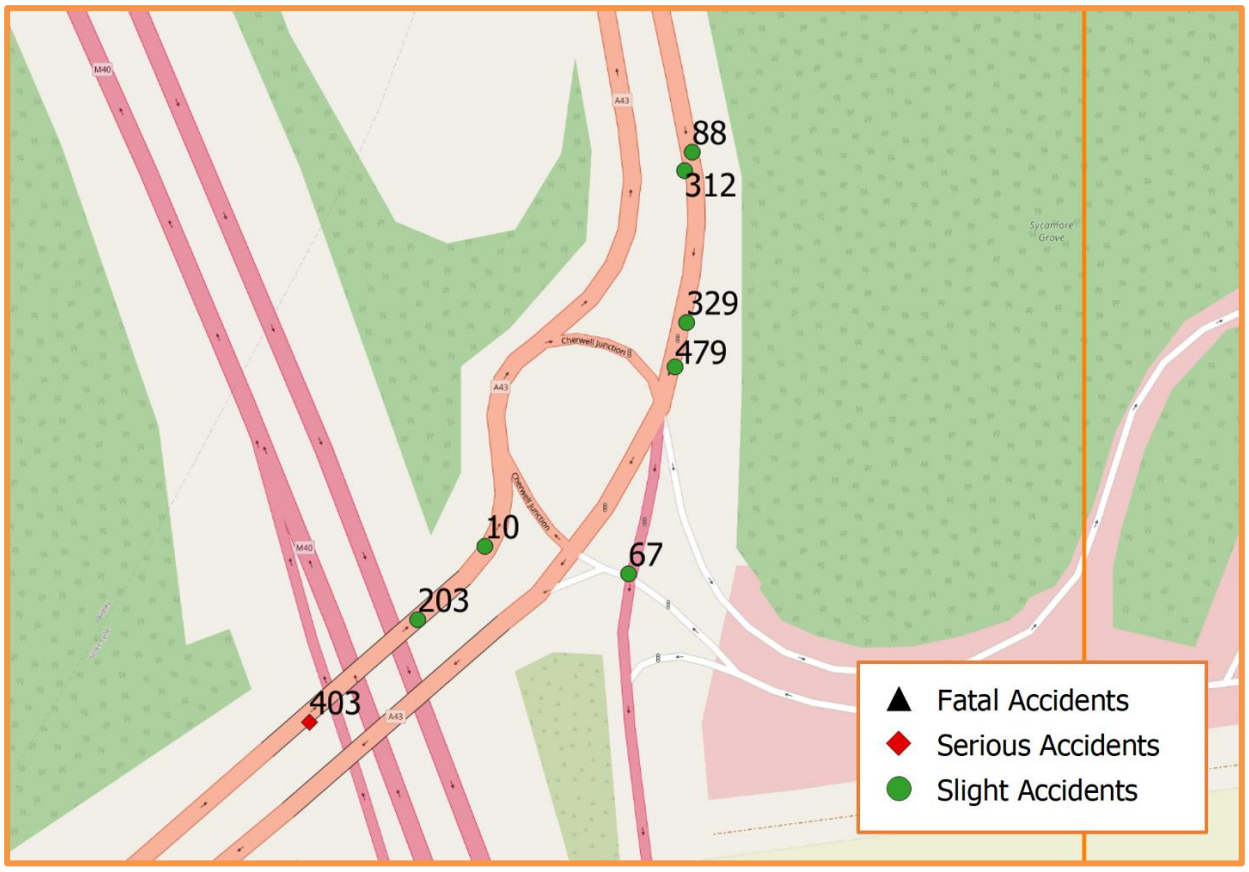


Figure 6: Cherwell Roundabout

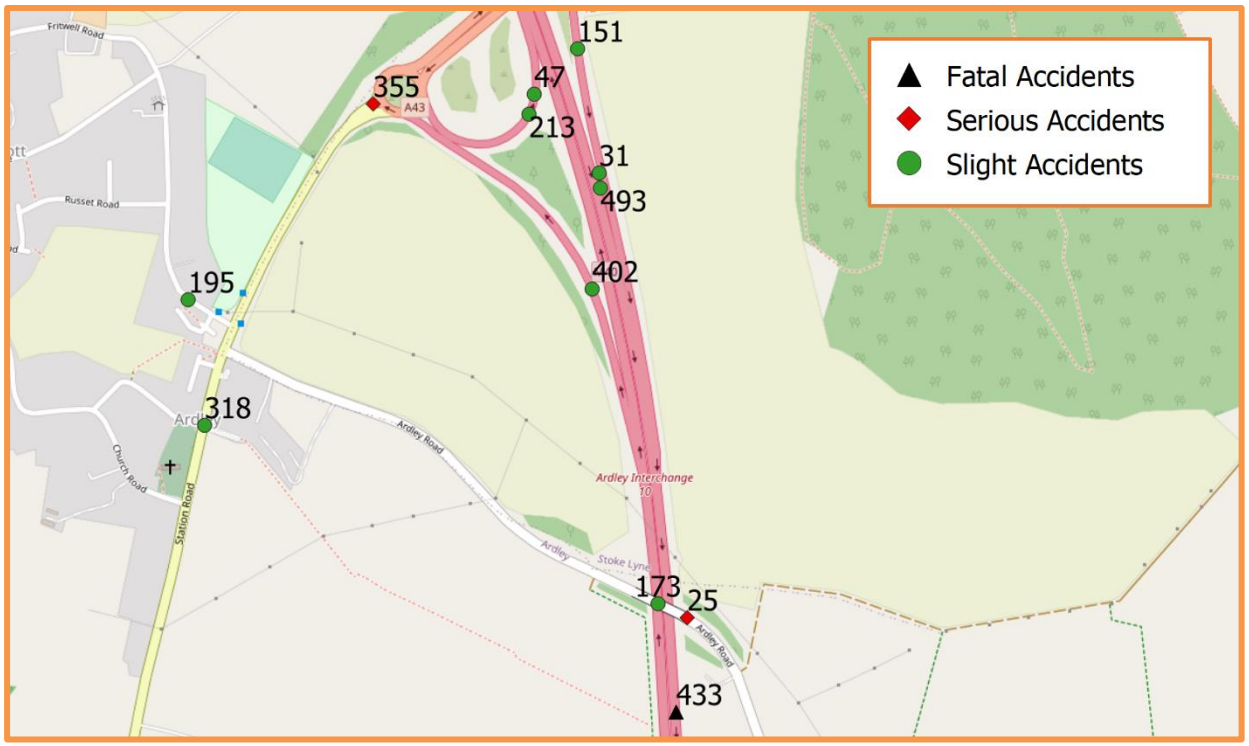


Figure 7: M40 J10 southern slips and Ardley Roundabout

Ardley Roundabout and Ardley

2.17 Eight accidents are examined in this study area, which includes the Ardley roundabout, the M40 northbound on and off-slips which join this junction, the village of Ardley, and Ardley Road M40 overbridge.

2.18 One serious accident occurred at the Ardley Roundabout (355), as shown in **Figure 7**. The accident involved an HGV colliding with the rear of a car that had started to move off to enter the roundabout but then stopped to give way to traffic.

2.19 To the south of the roundabout, within Ardley, two slight accidents occurred. One (195) occurred on Ardley Road to the west of the B430 and involved a car travelling around the bend losing control and exiting the carriageway to the nearside to collide with a car parked on a driveway. The other accident involved a car travelling southbound on the B430 colliding with the rear of a stationary car waiting to turn right to Somerton Road.

2.20 Two accidents occurred to the east of Ardley, at the Ardley Road M40 overbridge. Accident 173 was slight in nature and involved a motorcycle colliding with the rear of an LGV which had moved to overtake a car parked on the bridge but then stopped to give way to oncoming traffic. Accident 25 was serious in nature and involved a motorcycle travelling around the righthand bend moving to close to the offside, losing control on loose gravel and leaving the carriageway to the inside.

2.21 Additionally, three accidents (47, 213, 402) occurred on the M40 northbound on and off-slips, connecting to the Ardley Roundabout. All three accidents were slight in nature and their location is shown in **Figure 7**. Accidents 47 and 213 occurred on the northbound on-slip whereas Accident 402 occurred on the northbound off-slip.

2.22 Accident 47 involved two cars rounding the left hand bend in wet conditions. Both vehicles lost control and skidded, colliding, and exiting the carriageway to the inside. Accident 213 involved a goods vehicle travelling around the left-hand bend in wet conditions, which lost control and left the carriageway to the inside. Accident 402 involved an LGV which veered off the road on the off-side while travelling up the slip road. No other vehicles were involved.

2.23 It is noted that this junction and the slip roads are part of the embedded highway works associated with OxSRFI and therefore will be subject to significant layout changes. Nevertheless, the details of these accidents suggest there is not an accident problem at this location.

3.0 M40 JUNCTION 9

3.1 The study area around the M40 Junction 9 contains a total of 118 of accidents, particularly on the A34 approach to the junction. For the purposes of interrogating this data, the study area has been broken down to examine the A34, A41, The Wendlebury Interchange, and M40 slip roads.

3.2 One accident included in the data set did not take place on the junction, but on the Oxford Road, which is a local road grade separated from the SRN. The accident involved the driver losing control of the car on a bend and skidding off of the road.

A34

3.3 This study area examines the A34 to the south of the M40 J9, and to the north of its junction with the B430. 83 accidents occurred in this study area, of which 76 were slight and seven were serious. The location of the accidents is shown in **Figure 8**.



Figure 8: A34 northbound approach to M40 J9

3.4 A total of 7 serious accidents occurred on the A34 Junction 9 approach, which are described below.

- 272 – rear end shunt involving two cars travelling north east
- 52 – rear end shunt involving a motorcycle colliding with the rear of a caravan slowing due to traffic on the approach to the roundabout.
- 114 – rear end shunt involving an LGV and three cars travelling north east
- 54 – rear end shunt involving two cars travelling north east
- 226 – rear end shunt involving an HGV failing to stop and causing collisions with 6 other cars

- 154 – rear end shunt involving a motorcycle colliding with the rear of a car approaching slow queueing traffic causing the rider to fall.
- 218 – rear end shunt involving an LGV with trailer colliding with a car, pushing it into a second car. A second LGV then collided with the rear of the trailer.

3.5 There were 73 Slight accidents on the A34 on the approach to J9. Of these, 70 were rear-end shunt type accidents, one contained no details, and one involved a car changing lanes into the path of a motorbike filtering through slow traffic.

3.6 There is clearly an identifiable accident problem on the A34 approach to the Wendlebury Interchange with rear end shunt type collisions. The location of the collisions varies along the length of the approach but is likely to be associated with congestion on the approach. It is noted that improvements at this junction were opened in April 2015, this does not therefore materially impact the conclusions.

3.7 The A34 entry to the Wendlebury Interchange is part of the OxSRFI embedded Highway Works and is therefore subject to layout changes. There is opportunity as a part of this work to provide additional speed control and safety improvements in this location.

3.8 Two accidents occurred on the southbound A34, one (439) was a rear end shunt between two cars caused by failing to stop in time for stationary traffic, and one (424) involved a car changing lanes as the three lane section merges to two, resulting in a collision with another car also merging in.

3.9 Accident 119 occurred on Oxford Road adjacent to the A34. The accident was slight and involved a driver losing control.

A41

3.10 There were six collisions on the A41 north of the Wendlebury interchange, of which 5 were slight accidents and one was a fatal accident, as shown in **Figure 9**. The fatal incident involved a car travelling south on the A41 losing control while travelling at high speed, potentially due to a road surface defect (undulations) and crashing, causing the driver to sustain fatal injuries. A pedestrian approaching the crossing point on the east side of the carriageway was also collided with, sustaining serious injury.

3.11 The five slight incidents were all rear end shunt collisions, but occurred in various locations, conditions, and times, and there is no evidence of an underlying highways issue.

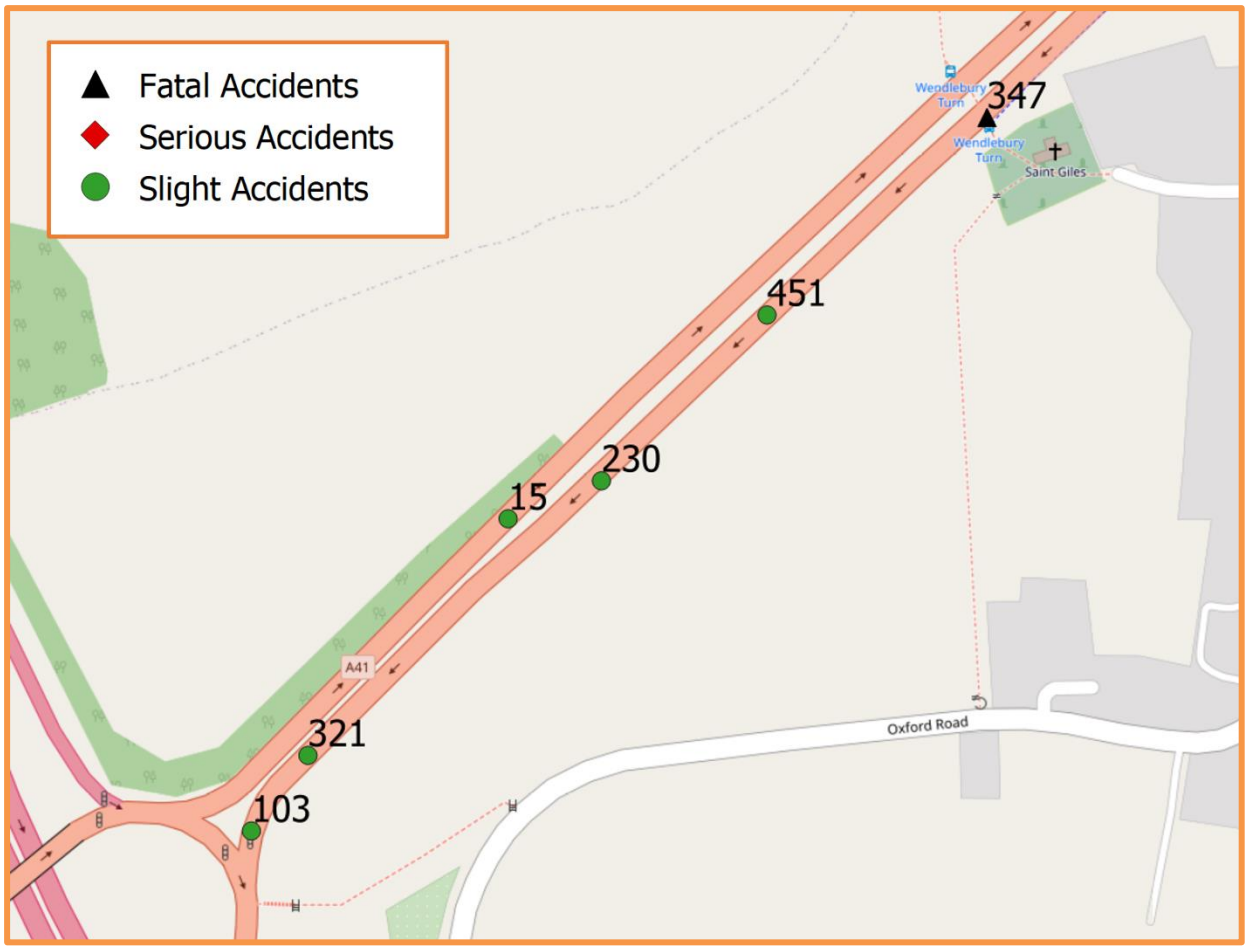


Figure 9: A41 north of M40 J9

M40 Junction 9 Slip-Roads

3.12 A total of 15 accidents are associated with the on and off-slips of the M40 at Junction 9, as shown in **Figure 10**.

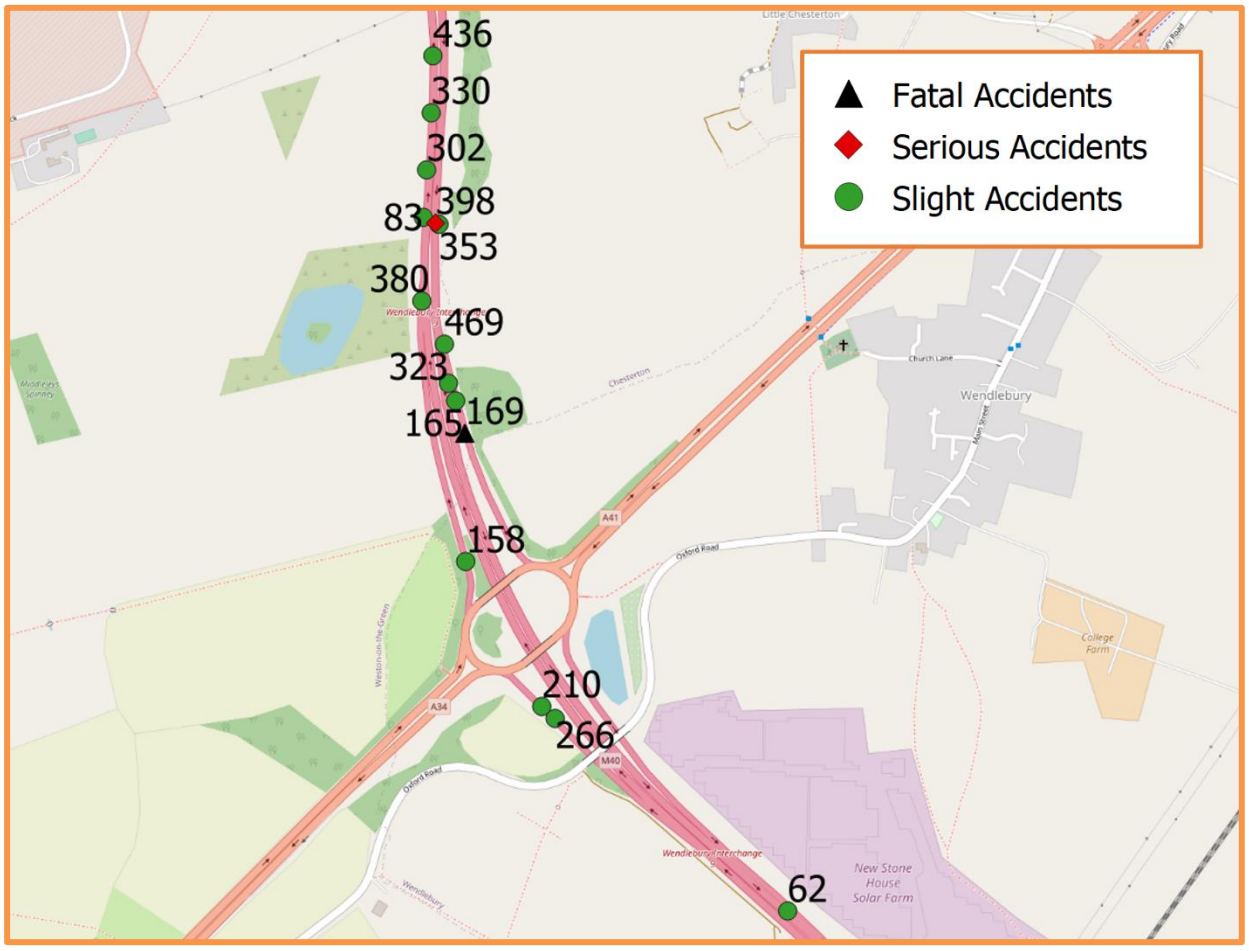


Figure 10: M40 J9 slip roads

3.13 At the southbound on-slip there was one slight accident (62), involving a car entering from the slip to lane 3, failing to see a second car and causing an accident.

3.14 At the northbound off-slip there were two slight accidents (266 and 210). Accident 266 was a shunt on the off-slip between two cars. Accident 210 was also a shunt on the off-slip, where a car collided with the rear of an HGV braking on approach to the roundabout.

3.15 At the northern on-slip there were six accidents(158, 380, 83, 302, 330, 436) all of which were slight in nature. Two were rear-end shunts, two were merging incidents, one was a loss of control, and one involved an HGV exiting the Wendlebury interchange moving to the inside and causing a collision.

3.16 At the northern off-slip there were seven accidents (169, 165, 323, 469, 353, 398, 250), of which, one was fatal in nature, one was serious, and five were slight. The fatal accident (169) involved an HGV colliding with a group of three pedestrians, formerly the occupants of a broken down car, that were walking up the slip road. One pedestrian sustained a fatal injury, while the remaining two sustained slight and serious injuries respectively. The serious accident occurred on the mainline, where the nearside lane is a dedicated exit. A car moved from the outside lane to the exit lane, where it collided with an HGV. Of the remaining four slight accidents, three were rear end shunts, and two involved vehicles rejoining the main carriageway late.

3.17 Overall, the 15 accidents that occurred on or involving the slip-roads do not display any locational or causal trends that indicate an underlying highways safety issue.

Wendlebury Interchange

3.18 14 slight accidents occurred on the Wendlebury interchange. Of these, three were rear end shunts, four involved vehicles changing lane, and the remaining seven were related to cars travelling on the circulatory disobeying lane markings and not taking the correct exit. While there is a trend in accident type, it is noted that all of the accidents can be attributed to human error and there is no evidence of an underlying highway safety issue.

4.0 M40 MAINLINE FLOW

4.1 The M40 Mainline flow study area considers all accidents that occurred on the M40 and are not associated with the sliproads at the M40 Junctions 9 or 10. The study area extends from approximately 1.3km south of the M40 junction 9 to approximately 1.8km north of the M40 Junction 10.

4.2 A total of 79 accidents occurred on the M40 mainline and did not involve the slip-roads, of which, three accidents were fatal, nine were serious, and the remaining 67 were slight in nature. The accident locations are shown in **Figure 11**, which demonstrates a broad spread of accidents across the study area.

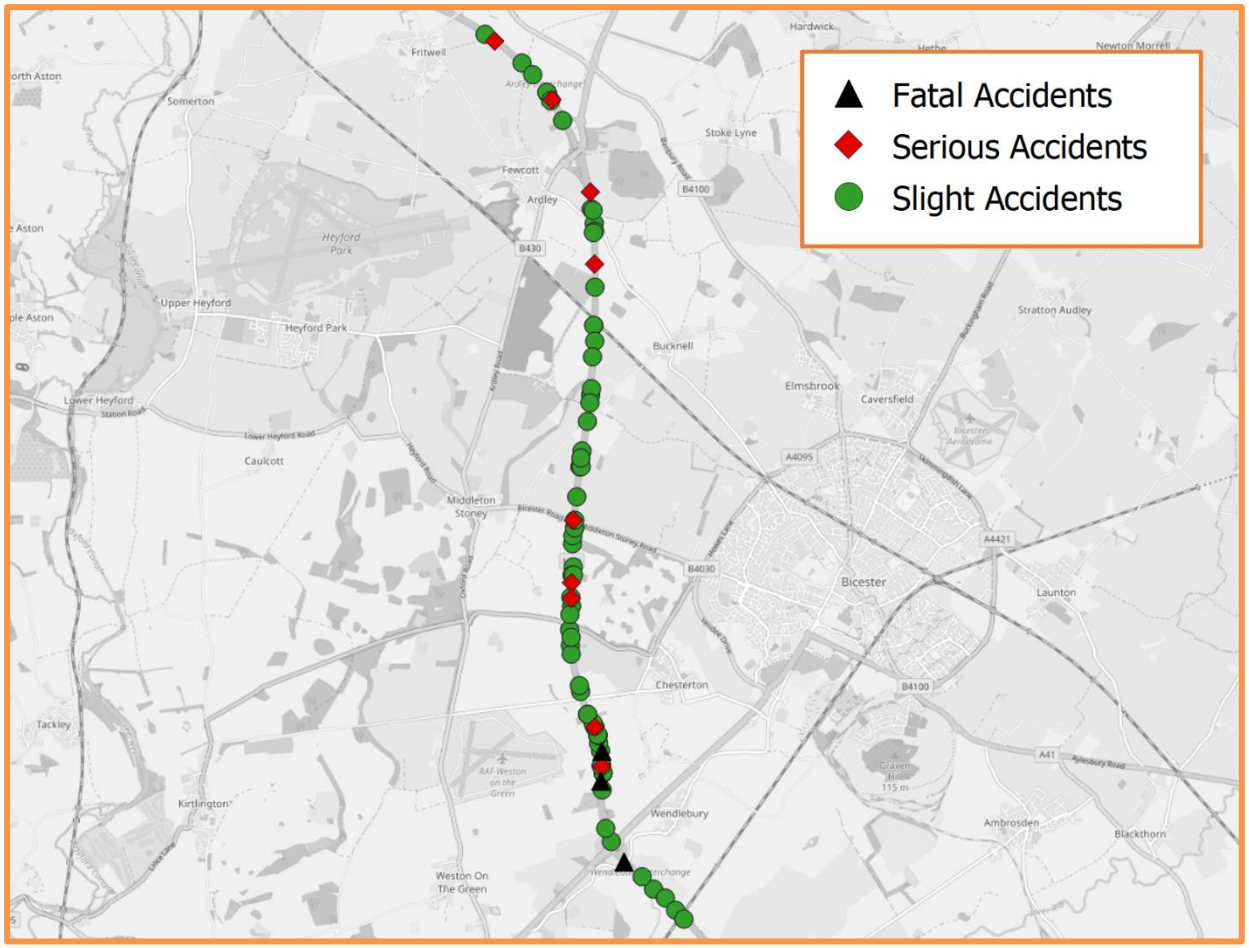


Figure 11:M40 mainline flow

4.3 The three fatal accidents during the study period were: 48, 17, and 196 and are detailed as follows.

- accident 48 was fatal in nature and involved a car travelling south on the M40 losing control and exiting the carriageway, causing fatal injuries. No other vehicles were involved, and the accident occurred in dry and light conditions.
- accident 17 was a fatal accident involving 37 vehicles on the northbound carriageway. The accident report notes that sudden fog led to an initial damage only accident, followed by numerous other collisions. Subsequent campaigning by the AA led Highways England to commit to installing a fog sensor on this section of carriageway, however it is unclear as to whether it is in place at the time of writing.

- accident 196 occurred on the M40 northbound carriageway close to junction 9. The accident involved a car losing control while overtaking and exiting the carriageway, resulting in fatal injuries.

4.4 The nine serious accidents are described below and are ordered moving from north to south through the study area.

- 148 – car travelling north west on the M40 collided with standing water in the carriageway and lost control, colliding with a pedestrian exiting a vehicle which had exited the carriageway, having also collided with the standing water.
- 193 – car travelling south in lane 3 collided with the rear of a car moving from lane 2 to 3. Two other cars following were then involved in further collisions.
- 170 – car travelling south in lane 2 collided with the offside of a car travelling south in lane 1, causing the car to lose control and come to rest in lane 3. A further four cars were then involved in further collisions.
- 194 – car travelling north in lane 2 suffered sudden tyre deflation, causing a loss of control and the car to exit the carriageway. No other vehicles were involved.
- 55 – car travelling north in lane 3 lost control and exited the carriageway. No other vehicles were involved.
- 241 – rear end shunt involving two cars travelling north on M40.
- 268 – rear end shunt involving two cars travelling north on M40.
- 197 – HGV travelling south on the M40 collided with a stationary car causing the car to exit the carriageway.
- 79 – car travelling north in wet conditions lost control and exited the carriageway. No other vehicles were involved.

4.5 As described above, there were no significant trends in accident type or location that suggest an underlying highways issue, excepting accident 148 which involved standing water in the carriageway.

4.6 The 67 slight accidents that occurred on the M40 mainline, and did not involve slip roads, occurred in a broad spread across the study area. 39 accidents were rear end shunts, 13 accidents were single vehicle accidents where a driver lost control, 9 accidents involved lane changes, two accidents involved lane changes. The accidents occurred over a 12km length of carriageway and there is no locational trend in accidents. All of the accidents can be attributed to human error and there is no evidence of an underlying highways safety issue.

5.0 A4260 / B4030 HOPCROFTS HOLT JUNCTION

5.1 A total of 10 accidents occurred close to the A4260 / B4030 Junction. Of these seven were classified as slight, three were classified as serious and none were fatal. **Figure 12** below shows the nine accidents that occurred closest to the junction, with the one remaining accident (38) located significantly further south.



Figure 12: B4030 / A4260 junction study area

5.2 A cluster of seven accidents occurred at the junction itself, of which, one was serious in nature and the remaining six were slight in nature. The serious accident involved a car travelling south in wet conditions on the A4260 turning right to the B4030 on green signal, failing to give way to a second car travelling north on the A4260. The remaining slight accidents all had varying causes and are described below.

- 121 – car exiting petrol station was flashed by a vehicle travelling southbound, turned right to enter the A4260 northbound but failed to give way to the south and was struck on the offside.
- 137 – car travelling south on the A4260 turned right into the petrol station across the path of an oncoming vehicle and collided with the front of a second car.
- 345 – motorcycle travelling north on A4260 failed to comply with red signal and continued into the junction hitting a second motorcycle travelling east from the B4030, which had moved off on signals changing to green.
- 375 – car travelling north on the A4260 turned right on a green signal to the B4030, failing to give way to a car travelling south on the A4260.
- 80 – car travelling north on the A4260 turned right to the B4030 on a green signal, failing to give way at signals to an LGV travelling south on the A4260.
- 185 – car travelling north on the A4260 turned right to the B4030, failing to give way to a car travelling south on the A4260.

- A further three accidents (51, 109, 38) occurred on the A4260 Banbury Road to the south of the junction, of which two were serious and one was slight in nature. Both the two serious accidents and the one slight accident are described below.
- 109 – Serious - car travelling north in wet conditions on the A4260 in stop start queuing traffic skidded and collided with the rear of a motorcycle who stopped suddenly in the queue.
- 38 – Serious – car travelling south rounded the right-hand bend in wet conditions, lost control and exited the carriageway on the nearside. No other vehicles were involved.
- 51 – car travelling south on the A4260 went to the offside to overtake an unknown vehicle, lost control and skidded on the newly surface dressed road, exiting the carriageway on the offside.

5.3 All three of the accidents described above can be attributed to human error, including poor judgement in unusual and temporary road conditions. Given there is no trend in location or cause, there is not an underlying road safety issue on the A4260.

5.4 There were a number of accidents at the Hopcrofts Holy junction involving cars turning right between the A4260 and B4030. Heyford Park is committed to providing junction improvement works at Hopcrofts Holt in the form of widening of the B4030 western arm of Hopcrofts Holt to provide two lane approach for 140m and widening of the B4030 eastern arm to provide two lane approach for 100m which would materially alter the road layout in this location.

6.0 A34/B430 JUNCTION

6.1 A total of 24 accidents occurred in the vicinity of the A34/B430 Junction. Of these, 17 were slight, six were serious, and one was fatal in nature.

6.2 As shown in **Figure 13**, seven accidents occurred at the southwest of the junction, including the northbound off/on-slips. All of the accidents were slight in nature. Two accidents were rear-end shunts, two accidents involved vehicles merging from the services, and two accidents were loss of control.

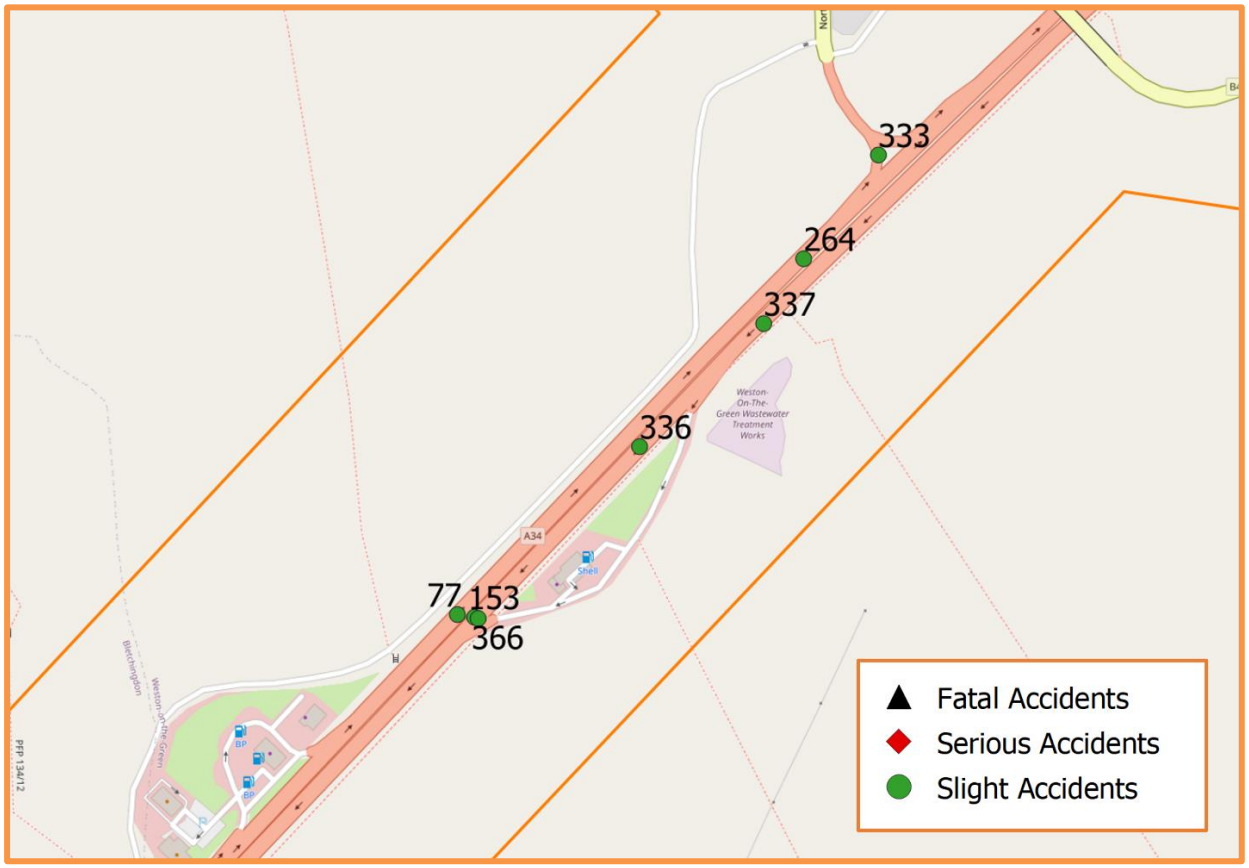


Figure 13: A34/B430 south of junction

6.3 Three accidents (234, 338, 435) occurred on the B430, its spur to the A34 southbound, and its junction with the B430 main carriageway. All of the accidents were serious in nature and are described below.

- 234 – car travelling north on the B430 Northampton Road entered the mini-roundabout, failing to give way to a pedal cycle travelling west from the B430 spur and turning right to the B430 north.
- 338 – car travelling north west on the B430 spur from the A34 bridge failed to negotiate the slight bend on approach to the mini roundabout and left the carriageway on the offside. No other vehicles were involved.
- 435 – car travelling south on the B430 (from the A34) negotiated the right-hand bend on the wrong side of the double white lines and collided with an oncoming car.

6.4 Eight accidents occurred close to the southbound on and off-slips, as shown in **Figure 14**. Of these, one was fatal, two were serious and five were slight in nature. The fatal collision (44) involved an HGV travelling north east in lane 1 on A34 colliding with the rear of a second car, who in turn collided with the rear of a third car, who collided with the rear of a fourth car. Debris

from collisions then collided with a fifth car travelling northeast in unknown lane. The driver of the second car sustained fatal injuries.

6.5 The two serious collisions are described below.

- 326 – Rear end shunt involving two cars travelling north east in lane 1.
- 470 – Car joining the A34 south-bound from the B430 collided with an HGV on its nearside in lane 1, before exiting the carriageway to the inside.

6.6 Of the five slight collisions, one was a rear end shunt, one involved an overtaking manoeuvre and three were failures to negotiate the exit from the A34.

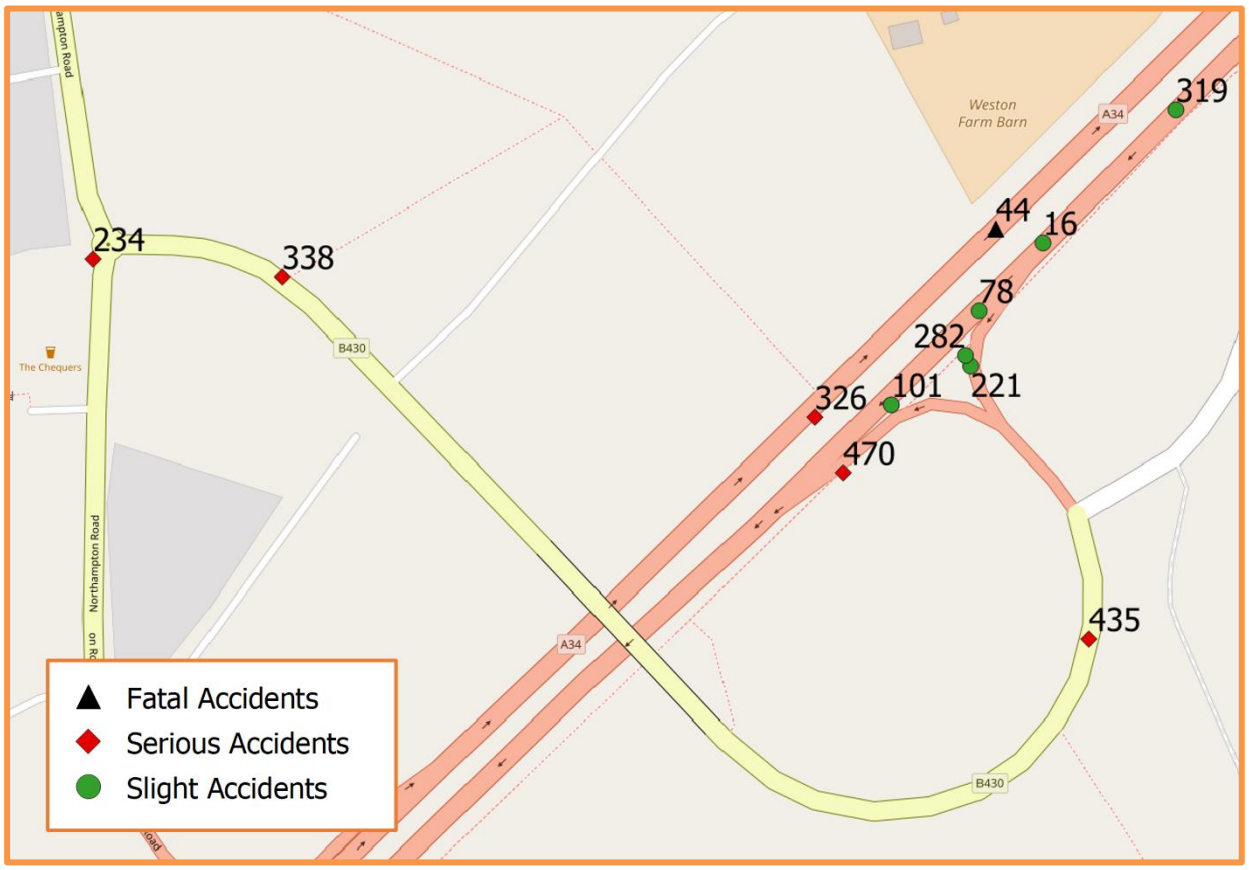


Figure 14: A34/B430 slips

6.7 As shown in **Figure 15** six accidents occurred on the A34 to the north of the junction with the B430, of which, one was serious in nature and five were slight in nature. The serious accident (110) involved an LGV travelling north east in wet conditions and heavy traffic in lane 2 of the A34, colliding with the rear of a traffic queue and causing a cascade of shunts involving four cars. All vehicles were stationary in queuing traffic.

6.8 Of the remaining five slight accidents, four were rear end shunts and one involved an overtaking manoeuvre.

6.9 Overall, there is no trend in accident type. All of the accidents can be attributed to human error and there is no evidence of an underlying highway safety issue.

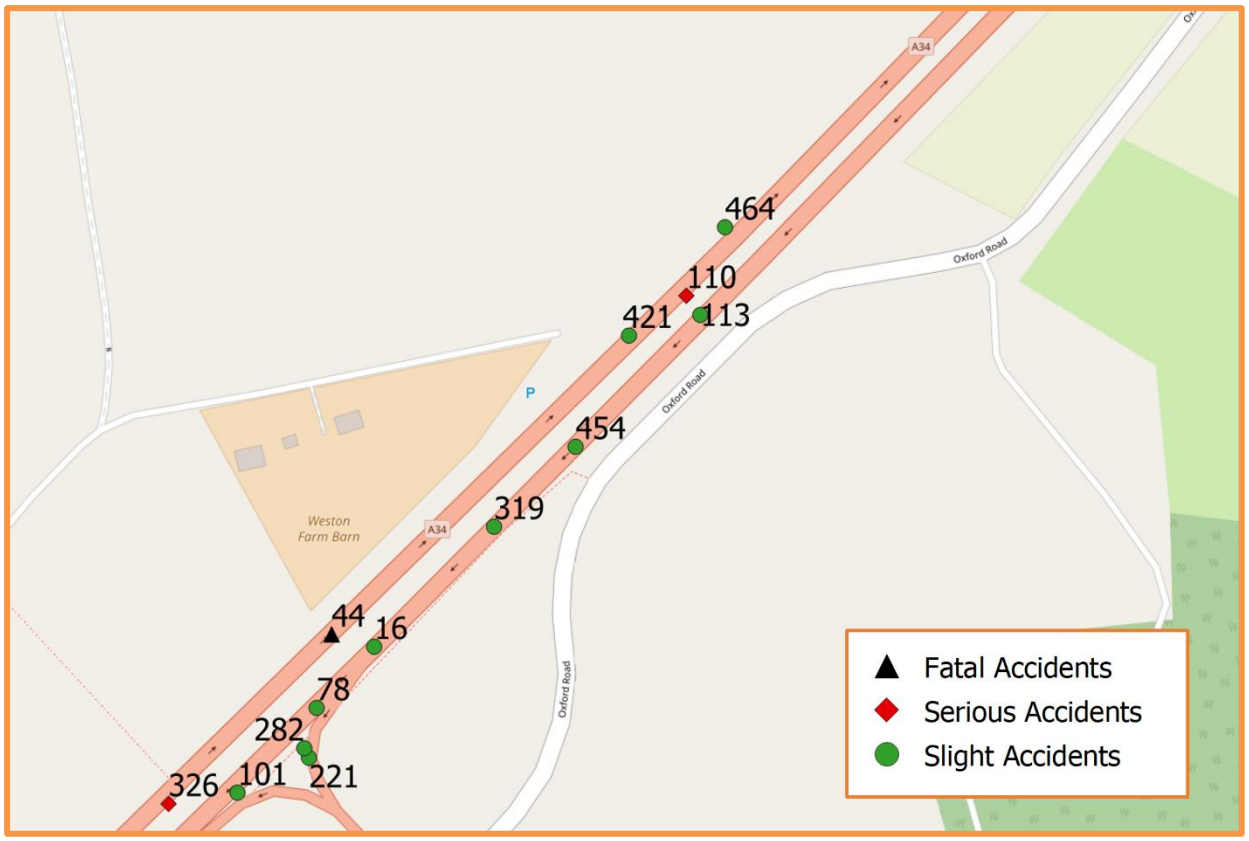


Figure 15: A34/B430 north of junction

7.0 SITE SURROUNDS

7.1 This study area considers the roads to the south and west of the proposed development, and includes Heyford Park, Upper and Lower Heyford, Steeple Aston, Caulcott, and Kirtlington. Overall, 35 accidents occurred within the study area, of which 26 were slight, seven were serious and two were fatal in nature. **Figure 16** shows the northern part of the study area, and **Figure 17** shows the southern part of the study area.

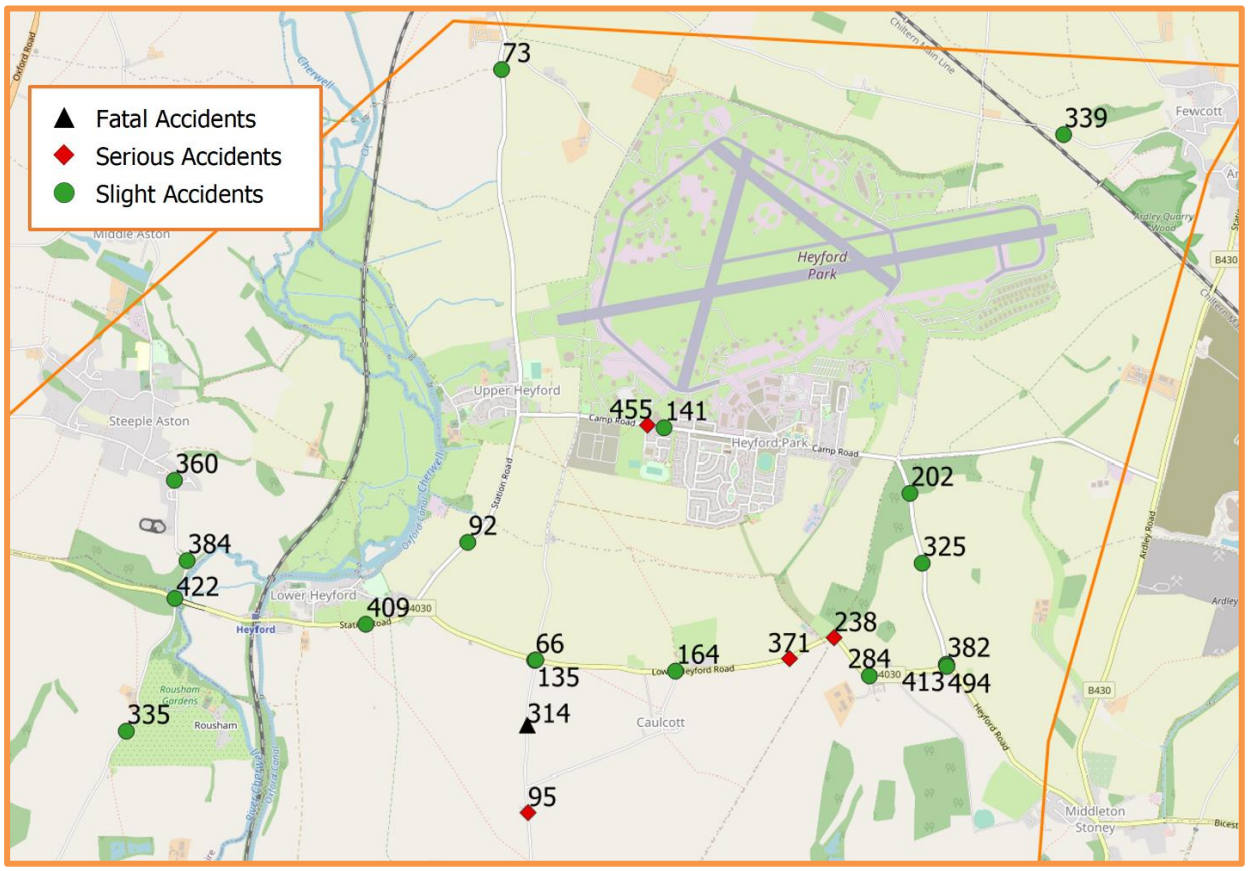


Figure 16: site surrounds north

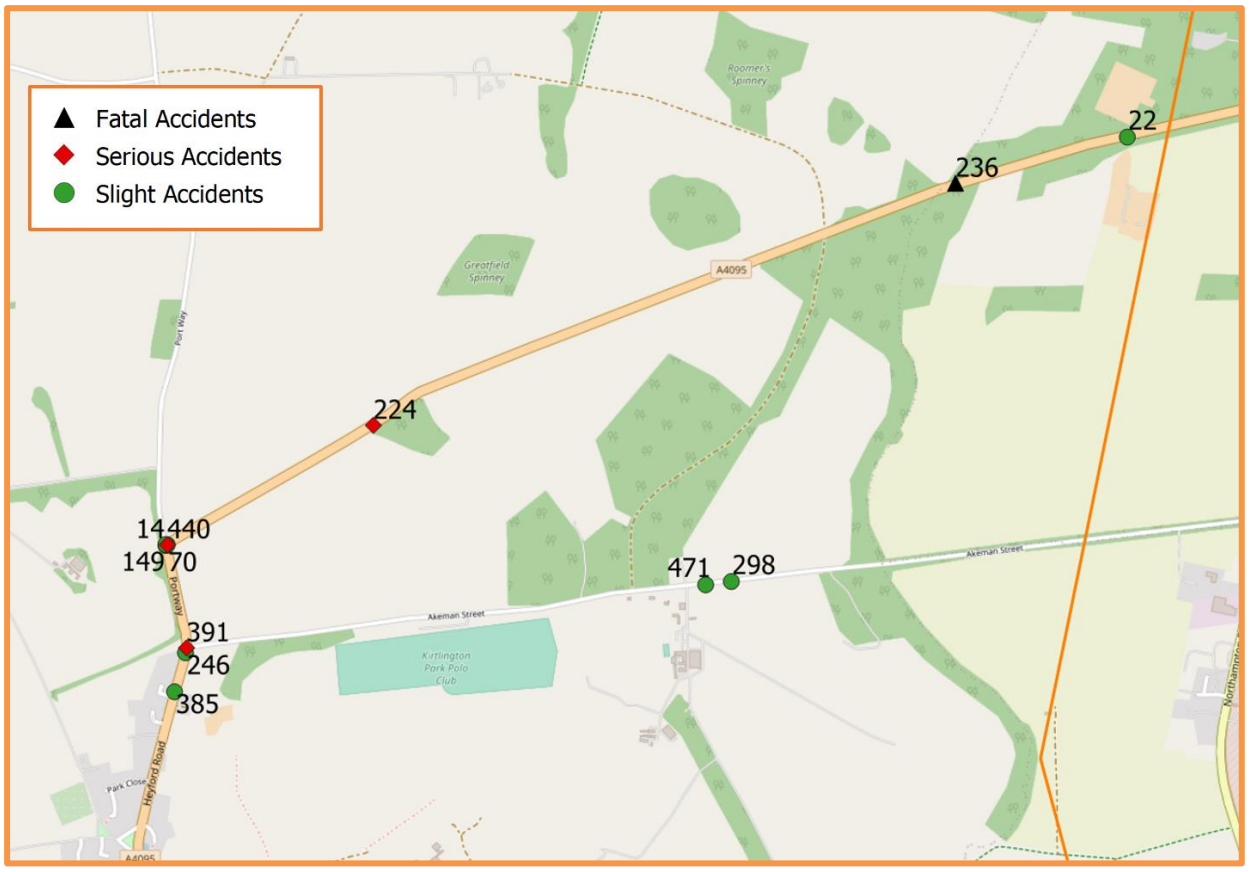


Figure 17: site surrounds south

7.2 The two fatal accidents (No. 236 and 314) occurred in separate locations away from any other accidents. Accident 236 involved a quadbike travelling west on the A4095 which lost control as it travelled downhill, resulting in a fatal injury. Conditions were dry and dark with no street lighting, and no other vehicles were involved. Accident 314 involved a car travelling north on Portway colliding with a second car travelling south. Conditions were light and wet.

7.3 The location and description of each serious accident is described below:

- 455 – the accident occurred at Camp Road close to junction with Izzard Road and involved a car colliding with a pedestrian who emerged from behind a line of moving traffic.
- 238 – the accident occurred at the B4030 at its bend approximately 75m east of the access to Lime Hollow and involved a car travelling around a lefthand bend on the B4030 and losing, exiting the carriageway to the offside. No other vehicles were involved.
- 371 – the accident occurred at the B4030 approximately 750m south of junction with South Street and involved a motorcycle travelling east on the B4030 losing control on an untreated icy road. No other vehicles were involved.
- 95 – the accident occurred at Portway, approximately 150m south of junction with Greenway and involved a car and a minibus travelling in opposite directions on Portway colliding. The minibus exited the carriageway to the offside, and the car was involved with a second collision with a car travelling behind the minibus before exiting the carriageway to the offside.
- 224 – the accident occurred on the A4095, approximately 600m north west of junction with Portway and involved a car travelling south west losing control and exiting the carriageway to the offside. No other vehicles were involved.
- 440 – the accident occurred on the A4095 Junction at its junction with Portway and involved a motorcycle travelling west on the A4095 failing to give way and turning right out of the junction into the path of a car travelling south on Portway,

- 391 – A4095 junction with Ackerman Street – a car travelling north on the A4095 around left hand bend moved to the offside and collided with a second car travelling south, causing the second car to leave the carriageway to the inside.

7.4 Five slight accidents occurred in a cluster on the A4095 to the north of Kirtlington, at the two A4095 junctions with Portway and Akeman Street. One accident was a rear end shunt, one accident was a failure to give way, and three were losses of control.

7.5 The remaining 21 slight accidents did not display any particular locational or causal trend and occurred across a wide study area. Of these, 10 were loss of control, two were rear end shunts, two were head on collisions, two involved pedestrians, three were failures to give way, one involved a U-turn, and one involved an animal.

7.6 In conclusion, there were 35 recorded accidents across the site surrounds study area to the south of the Heyford Park. The accidents do not display any trend in type, including where clusters of accidents occurred at the A4095/Portway and A4095/Akeman Street junctions. Away from these clusters there is no trend in location and all accidents can be attributed to human error or circumstances out of a person's control (involving animals etc.) and there is no evidence of an underlying highway safety issue.

8.0 B4100

8.1 The study area for the B4100 is shown in **Figure 18** below. The study area extends from the Baynard's Green Roundabout in the north west to beyond the B4100/A4095 roundabout in the south. A total of 16 accidents occurred in the B4100 study area, of which one accident was fatal, three accidents were serious, and the remaining 12 accidents were slight in nature.

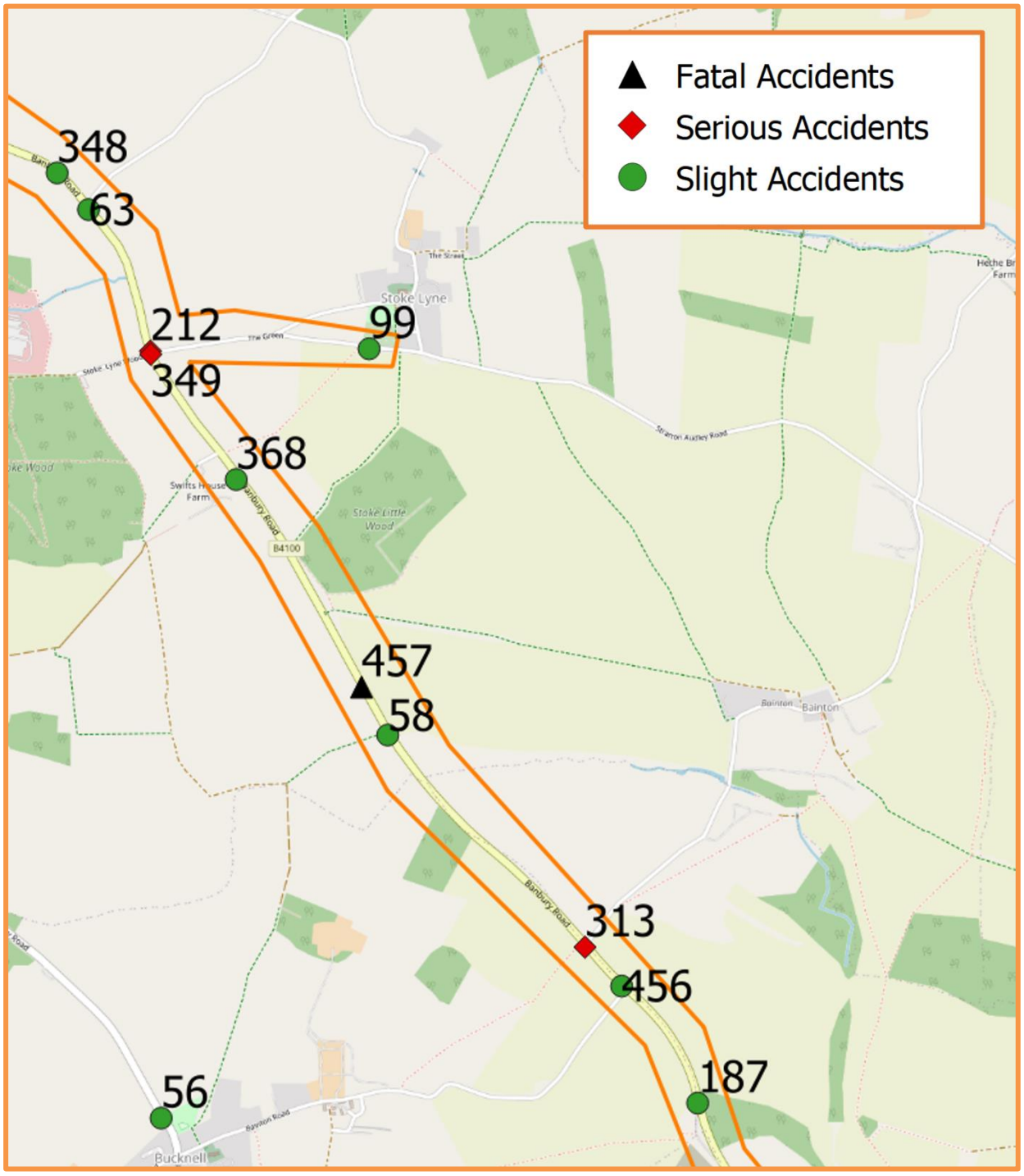


Figure 18: B4100

8.2 The fatal accident (457) involved a car travelling south east colliding with a pedal cycle, also travelling south east in dark and wet conditions. The rider sustained a fatal injury.

8.3 Of the serious accidents, two (212 and 349) occurred at the B4100 Banbury Road/The Green crossroads. Accident 212 involved a car driver losing control and leaving the carriageway.

Accident 349 involved a car driving erratically at speed, resulting in a loss of control, and leaving the carriageway.

8.4 The separate serious accident (313) occurred at the B4100/Bainton Road T-junction and was a rear end shunt involving two cars where the lead vehicle had slowed and was turning left into Bainton Road.

8.5 A cluster of 5 slight accidents occurred at the B4100/A4095 Roundabout, shown in **Figure 19**. One accident was a loss of control, two accidents were failures to give way, and two accidents involved cars colliding with NMUs crossing the southern arm exit, from the splitter island.

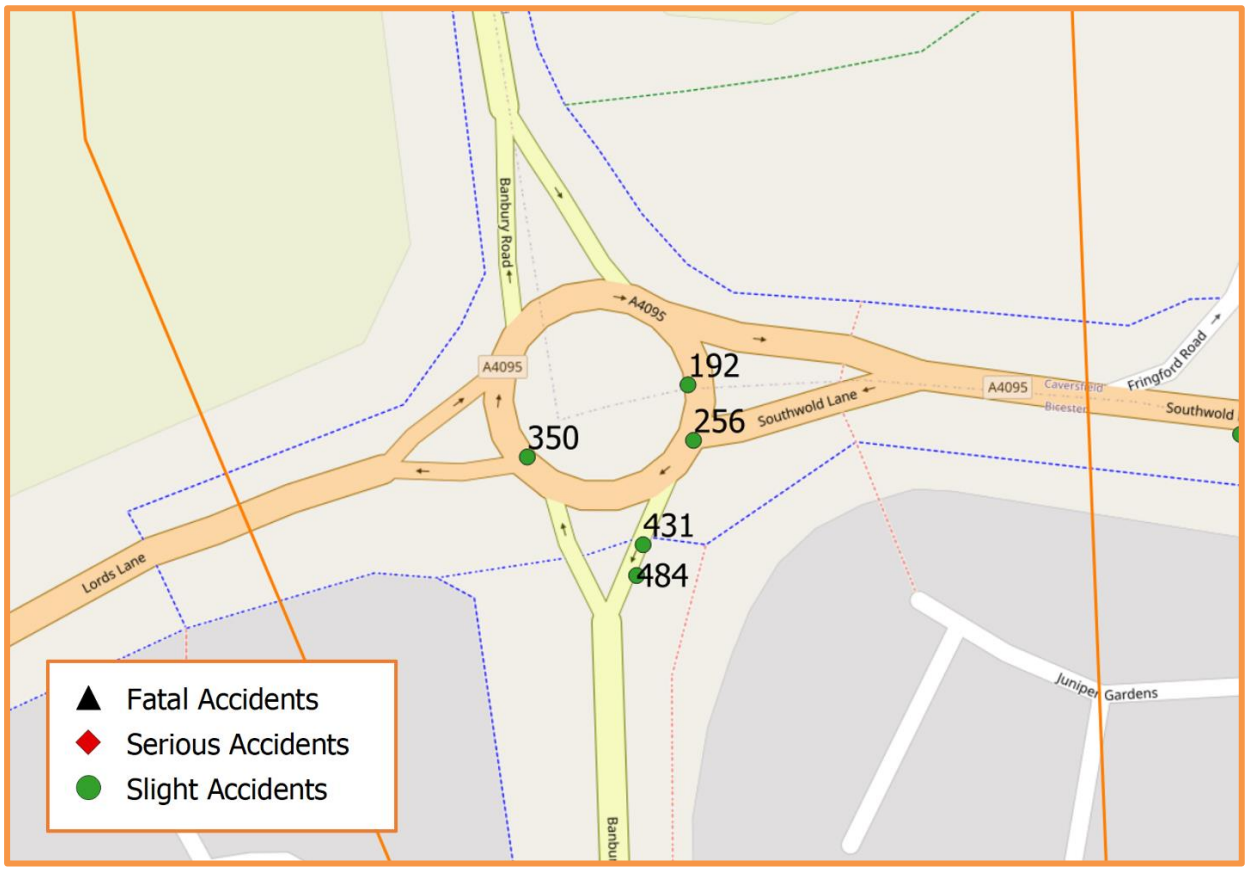


Figure 19: B4100/A4095 roundabout

8.6 The remaining seven slight accidents that occurred in the study area did not display a locational or causal trend. One was a tire blow-out, two were rear end shunts, two involved cars crossing the carriageway centreline, and two were losses of control.

8.7 Overall, of the 16 accidents that occurred in the study area, there is no trend in location or type. All of the accidents can be attributed to human error and there is no evidence of an underlying highway safety issue.

9.0 B430 Corridor

9.1 This study area examines the length of the B430 to the east of the main site between Weston on the Green and Ardley. Overall, 21 accidents occurred in this study area, of which 18 were slight in nature and three were serious. The accident locations are shown in **Figure 20**.



Figure 20: B430

9.2 A cluster of five accidents occurred that the B430/Akeman Street crossroad junction to the north of Weston on the Green. Four of the accidents were slight in nature and one was serious in nature. The serious accident (23) involved a car travelling east on Akeman Street failing to give way. Of the slight accidents, two were failures to give way by cars travelling west on Akeman Street, one was a failure to give way by a car travelling east on Akeman Street, and one was a failure to give way by a car turning right from the B430.

9.3 A second cluster of four slight accidents occurred at the B430/A4095 crossroad junction. All of the accidents were slight in nature. One was a loss of control on approach to the junction, one was a motorbike losing control, and two were failures to give way.

9.4 The remaining 10 slight accidents and two serious accidents do not display a locational or causal trend. One serious accident (91) involved a rock colliding with a car windscreen, causing a loss of control and head on collision to the east of the main site. The second serious accident occurred at the B430/Upper Heyford Road junction and involved a motorcycle overtaking a bin lorry waiting to turn left being struck by a bin lorry turning right to the B430 south.

9.5 Of the 10 slight accidents, four were shunts, one involved a pedestrian, one was a loss of control, two were head on collisions, one involved an overtake, and one was a failure to give way.

9.6 Overall, it is noted that there is an existing accident problem at the B430/Akeman Street junction, however, in the wider study area all of the accidents can be attributed to human error or circumstances out of a person's control and there is no evidence of an underlying highways safety problem.

10.0 B4030

10.1 The study area for the B4030 is shown in **Figure 21.** This study area covers the B4030 between the A4095 and Middleton Stoney. Seven accidents occurred in this study area and were all slight in nature. Of these, two involved overtakes, two were rear end shunts, two were a loss of control, and one was a failure to give way.

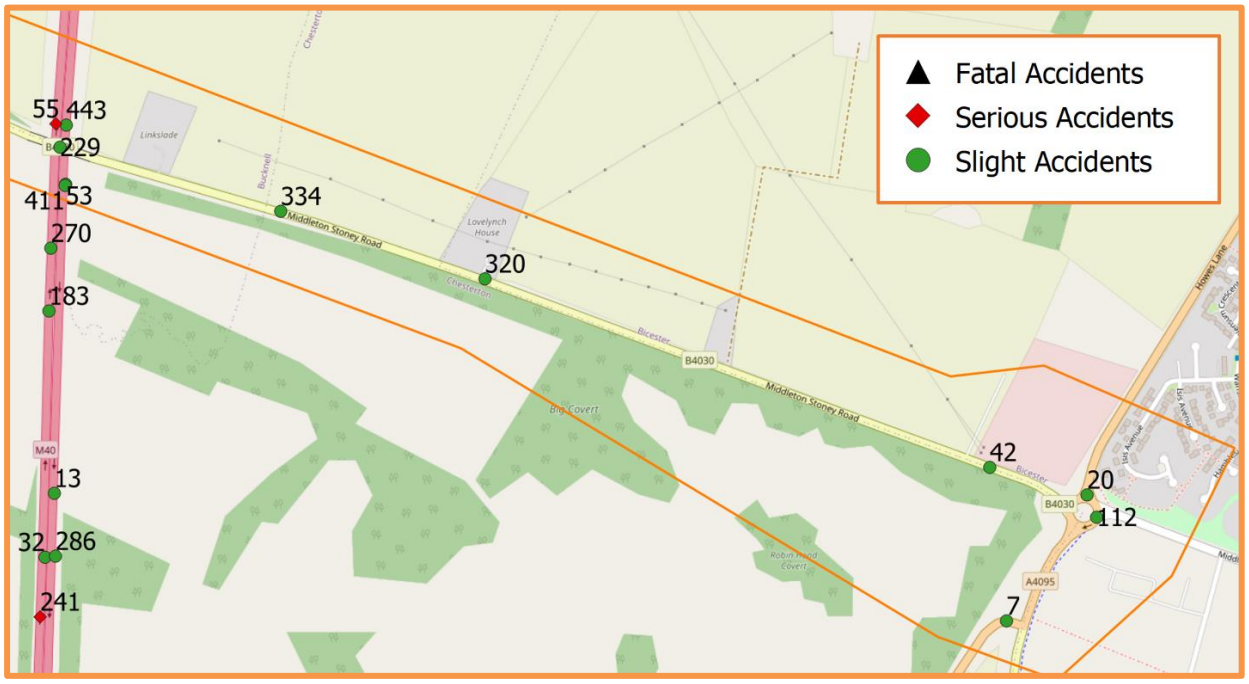


Figure 21: B4030

10.2 There is no trend in accident type or location, and all accidents can be attributed to human error. Therefore, there is no underlying accident problem in this study area.

11.0 BICESTER SOUTH

11.1 The study area for Bicester South is shown in **Figure 22** below. This study area covers all of south Bicester, including Bicester Village, as well as Chesterton and the A41 extending as far south as the M40 Junction 9. The M40, while within the study area, is considered serperately. A total of 94 total accidents occurred within the study area.

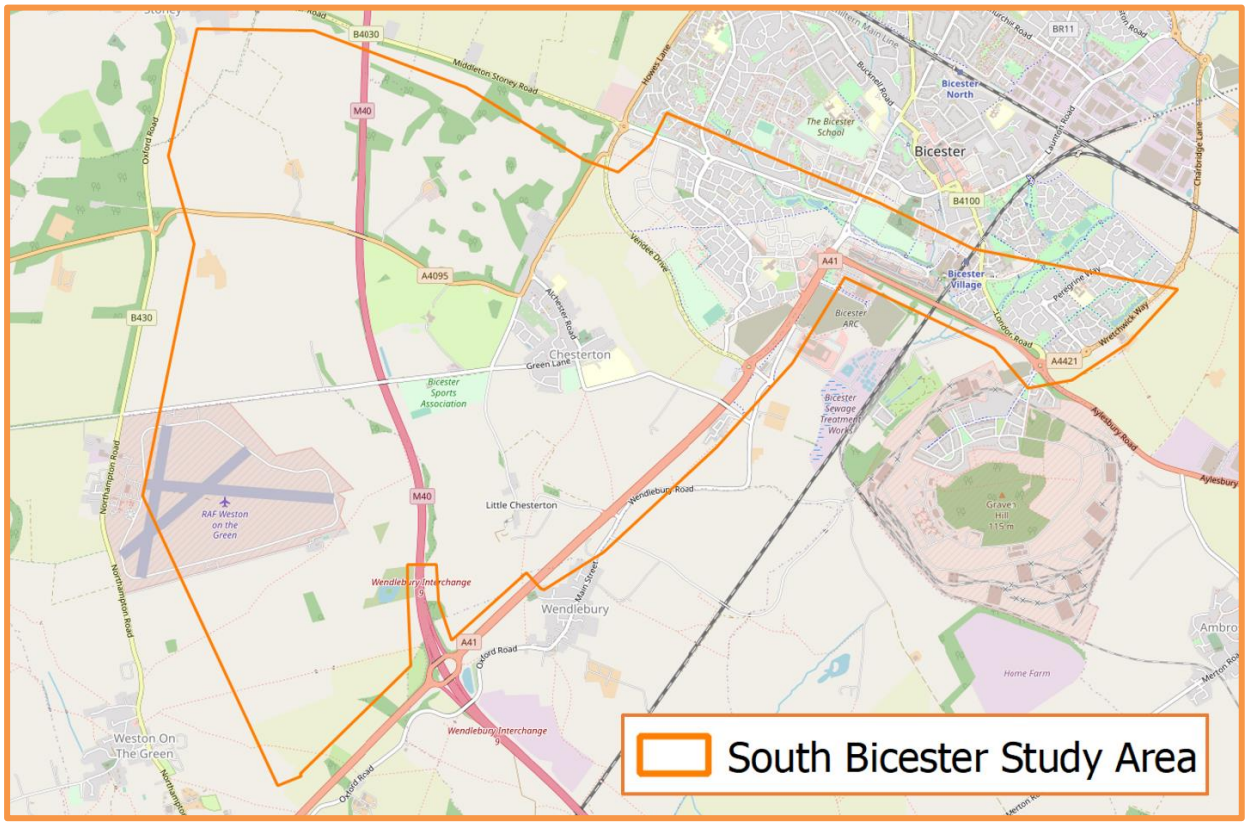


Figure 22: South Bicester study area

Chesterton and Little Chesterton

11.2 In this rural section of the study area to the south west of Bicester, there were 13 accidents during the assessment period. Of these, one was fatal in nature, two were serious, and the remaining nine accidents were slight. **Figure 23** below shows the locations of all the accidents with the exception of accident 207, which occurred significantly further west and accident 5, which occurred further south.

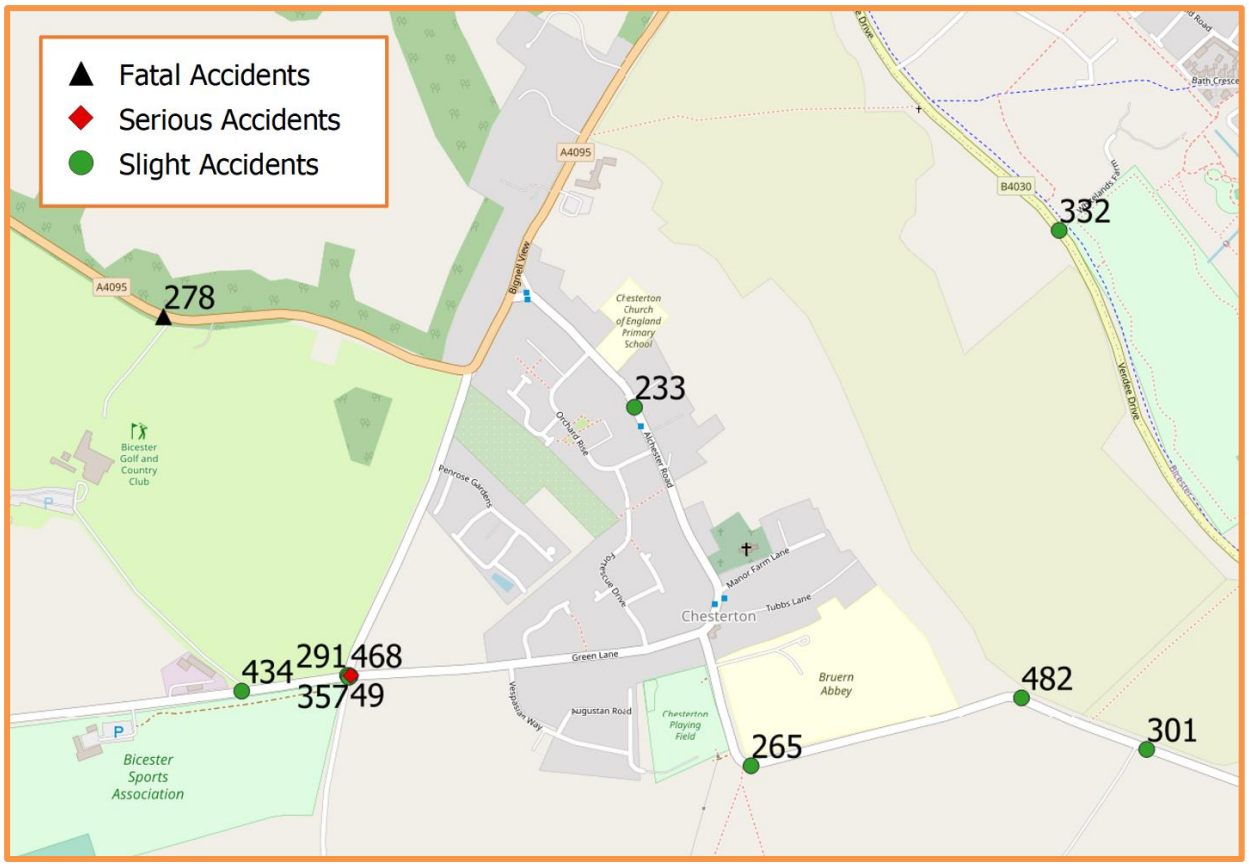


Figure 23: Chesterton

11.3 The fatal accident (278) occurred at the entrance to Bicester Golf and Country club and involved a motorcycle losing control and leaving the carriageway to the inside after breaking sharply on the approach to the right hand bend. The accident occurred in dry and light conditions.

11.4 One serious accident (207) occurred on Green Lane, to the west of the bridge over the M40 and involved a single car which lost control and exited the carriageway to the inside. The accident occurred in dry and dark conditions, with no street lighting present.

11.5 The second serious accident (468) occurred at the Green Lane/The Hale priority-controlled crossroads at the south eastern corner of Bicester Golf and Country Club. The accident involved a car travelling south on The Hale entering the junction into the path of a car travelling east on Green Lane. The accident occurred in wet and light conditions. This accident is part of a cluster which also involved three other slight accidents, examined below:

- 49 – car travelling south entered the junction into the path of a car travelling east on Green Lane.
- 291 – car travelling south entered the junction into the path of a car travelling east on Green Lane.
- 357 – car travelling south entered the junction into the path of a car travelling east on Green Lane, colliding with this car and then a third car travelling west on Green Lane.

11.6 As shown, there is a notable accident concern at this crossroads with vehicles entering the junction from the northern minor arm into the path of vehicles travelling west on the mainline flow.

11.7 The remaining seven slight accidents did not display a locational or causal trend. Three were head-on collisions, one was a rear-end shunt, one was a car door opened into traffic, one was a failure to give way, and one was a failure to negotiate a bend.

Middleton Stoney Road and Whitelands Way

11.8 Seven accidents occurred along Middleton Stoney Road, and Whitelands Way within Bicester. Of these, two were serious in nature and five were slight in nature.

11.9 One serious accident (448) involved a driver entering the Middleton Stoney Road/Whitelands Way/Shakespeare Drive roundabout into the path of a cyclist. The second serious accident (374) involved a moped colliding with the rear of a car waiting to enter the Middleton Stoney Road/Oxford Road roundabout.

11.10 Of the remaining five accidents, three occurred at the Whitelands Way/Ascot Way/Kempton Close junction. Two were failures to give way by right turners to Ascot Way, and one was a failure to give way by a car entering the junction from Ascot Way.

11.11 The remaining two slight accidents occurred on Middleton Stoney Road and involved a loss of control and a pedestrian in the carriageway respectively. Overall, there is no trend in location or type that indicates an underlying road safety issue.

A41 North East of Junction 9

11.12 Nine accidents are examined in this section but only seven accidents occurred on or around the A41 between the M40 Junction 9 and the Bicester Park and Ride roundabout. Of these two were serious and five were slight in nature. The accident locations are shown in **Figure 24** below.

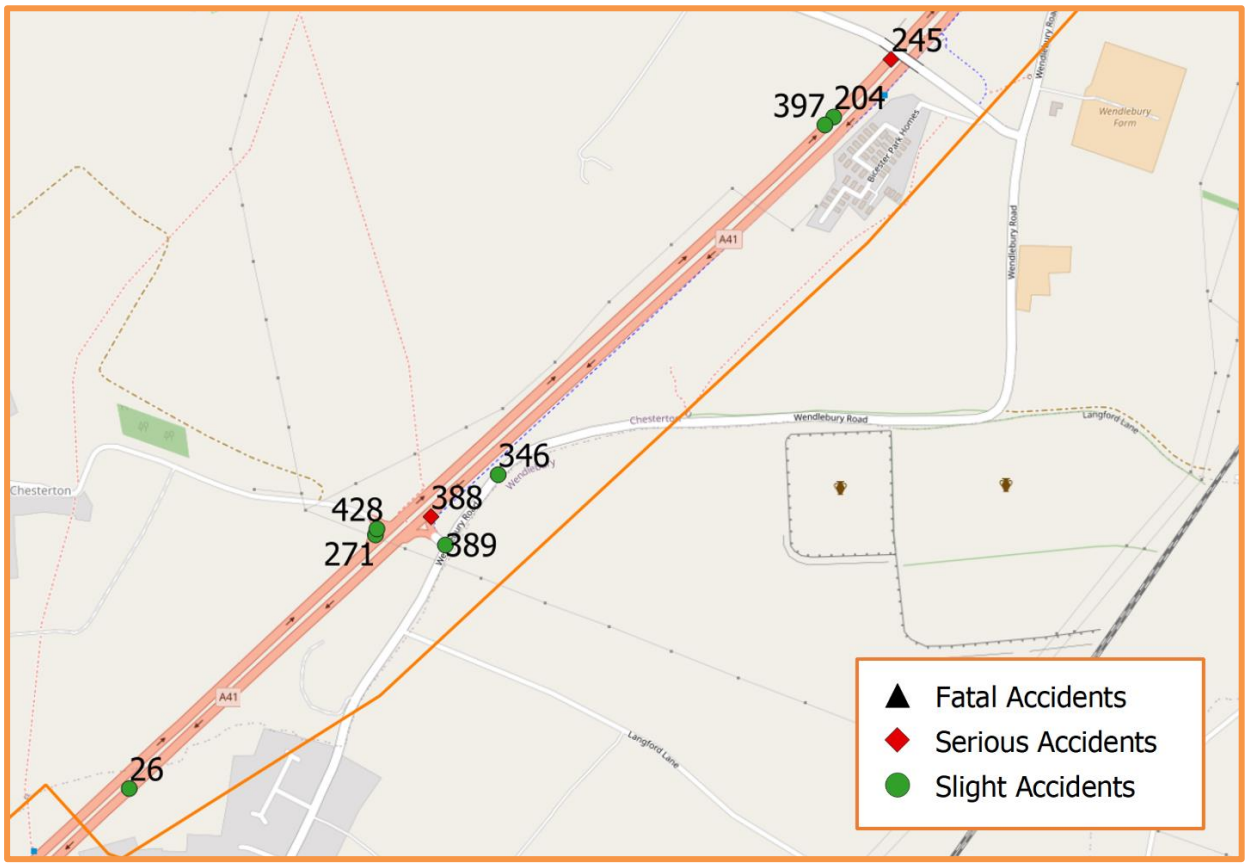


Figure 24: A41 north east of M40 J9

11.13 One serious accident (245) occurred at the Chesterton Road overbridge and involved a car drifting to the offside, where it exited the carriageway. No other vehicles were involved and the accident occurred in dry and dark conditions, with no street lighting present.

11.14 The second serious accident (398) occurred at the A41/Wendlebury road junction on the off-slip. The accident involved a car taking the exit too fast, losing control and exiting the carriageway in light and dry conditions.

11.15 The remaining five slight accidents did not display a locational or causal trend. Two were rear end shunts, one was a failure to negotiate the off-slip, one was a loss of control, and one was a road rage incident where a car was forced off the road.

11.16 Two slight accidents were included in the study data (389/346) as they occurred on Wendlebury Road, adjacent to the A41 and close to the A41 on/off-slips with Wendlebury Road. They are examined below:

- 389 – car turned right from the A41 to travel south to Wendlebury, failing to give way to a second car travelling south.
- 346 – car travelling north lost control and exited the carriageway. No other vehicles were involved.

Park and Ride Roundabout

11.17 A total of 19 accidents are examined within this study area. The Bicester Park and ride roundabout in south Bicester represents a significant cluster of accidents. During the study period 18 accidents occurred at the junction. Of these, two accidents were fatal, five were serious, and 11 were slight. The majority of accidents occurred at the A41 northbound entry to the junction. **Figure 25** below shows the locations of all accidents at this junction excepting accidents 267 and 310, which occurred on the northern A41 and Vendee Drive arms respectively.

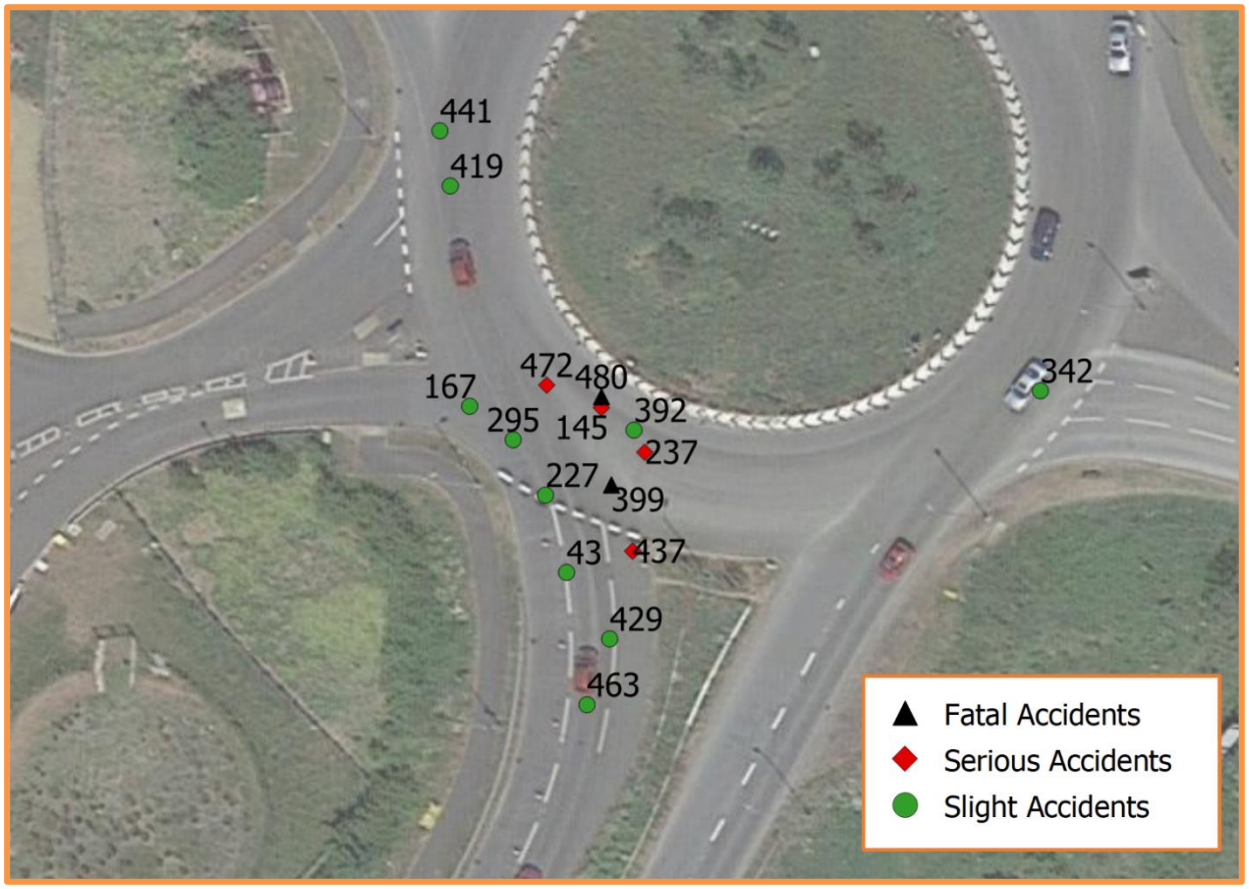


Figure 25: Bicester Park and Ride roundabout

11.18 One fatal accident (399) involved a car travelling north on the A41 entering the junction, failing to give way to an LGV travelling from the A41 north to Vendee Drive. The second fatal accident (480) involved a single vehicle travelling north on the A41 entering the roundabout at speed and colliding with the central island. No other vehicles were involved.

11.19 Of the five serious accidents, one accident (310) involved a car travelling south east on Vendee Drive colliding with a pedal cycle crossing at the uncontrolled pedestrian crossing with refuge to the north west of the roundabout. The remaining four serious accidents occurred at the A41 northbound entry and are described below.

- 145 – car travelling north on the A41 failed to negotiate the roundabout and collided with the central island. No other vehicles were involved.
- 237 – car travelling north on the A41 clipped the offside kerb on approach to the roundabout, lost control and collided with the central island.
- 437 – motorcycle travelling north on the A41 lost control on the approach and collided with the central island.
- 472 – tractor negotiating the roundabout from the A41 north to Vendee Drive clipped the central island and overturned.

11.20 Of the slight accidents, nine occurred at the A41 northbound entry to the junction, summarised below:

- two were rear-end shunts;
- one was a poor change of lane;
- one was a failure to give way;
- one was a car failing to negotiate the exit to the park and ride;
- one involved a motorbike clipping the offside kerb and;
- three involved vehicles clipping the central island.

11.21 Two other slight accidents, 267 and 342, occurred at the Vendee Drive and Charles Shouler Way arms of the junction respectively. Accident 267 involved a car moving to the offside at the A41 northbound exit and colliding with a motorcycle. Accident 342 involved a car entering the junction from Charles Shouler Way, failing to give way to a car already on the circulatory travelling south.

11.22 Away from this junction, but included in the study area is slight accident 396, which occurred on the Wendlebury Road adjacent to the A41 to the north east of the park and ride roundabout. The accident involved a car exiting the garden centre failing to give way to a car travelling south west.

11.23 It is clear from the analysis that there is an accident problem at this junction. Although a cluster of accidents occurred at the A41 northbound entry, they did not all take the same form. It is likely that the high approach speed and geometric form of the junction is a contributing factor.

Pioneer Way and Lakeview Drive Signals

11.24 Ten accidents are examined in this study area.

11.25 Seven accidents occurred close to the A41/Pioneer Way signal-controlled junction, as shown in **Figure 26**. All seven accidents were slight in nature and display in two small clusters of three accidents each, as well as one isolated accident on the A41. The isolated accident (258) was a rear end shunt involving three cars at the approach to the lights on the A41 northbound.

11.26 One cluster occurred at the A41 southbound entrance to the signal junction and all of the accidents (293, 356, and 395) were rear end shunts between two cars.

11.27 The second cluster occurred within the junction at the right turn from the A41 north to Pioneer Way. All of the accidents (249, 287, and 328) involved cars failing to stop at the red light and proceeding from the south west to north east across the junction, colliding with cars turning right.

11.28 Three accidents occurred at the A41/Lakeview Drive signals, all of which were slight in nature. Accidents 306 and 466 were both rear end shunts between cars at the signals. Accident 198 involved a car travelling north on the A41 failing to stop at the red light and proceeding to turn right to Lakeview Drive across oncoming traffic.

11.29 In conclusion, there are two clusters of accidents at the A41/Pioneer Way signals, at the A41 southbound stopline and at the A41 southbound to Pioneer Way right turn. All of the accidents were of similar types, being rear-end shunts and failures to stop at a red-light respectively, and therefore there is evidence of an underlying issue that may warrant further investigation.

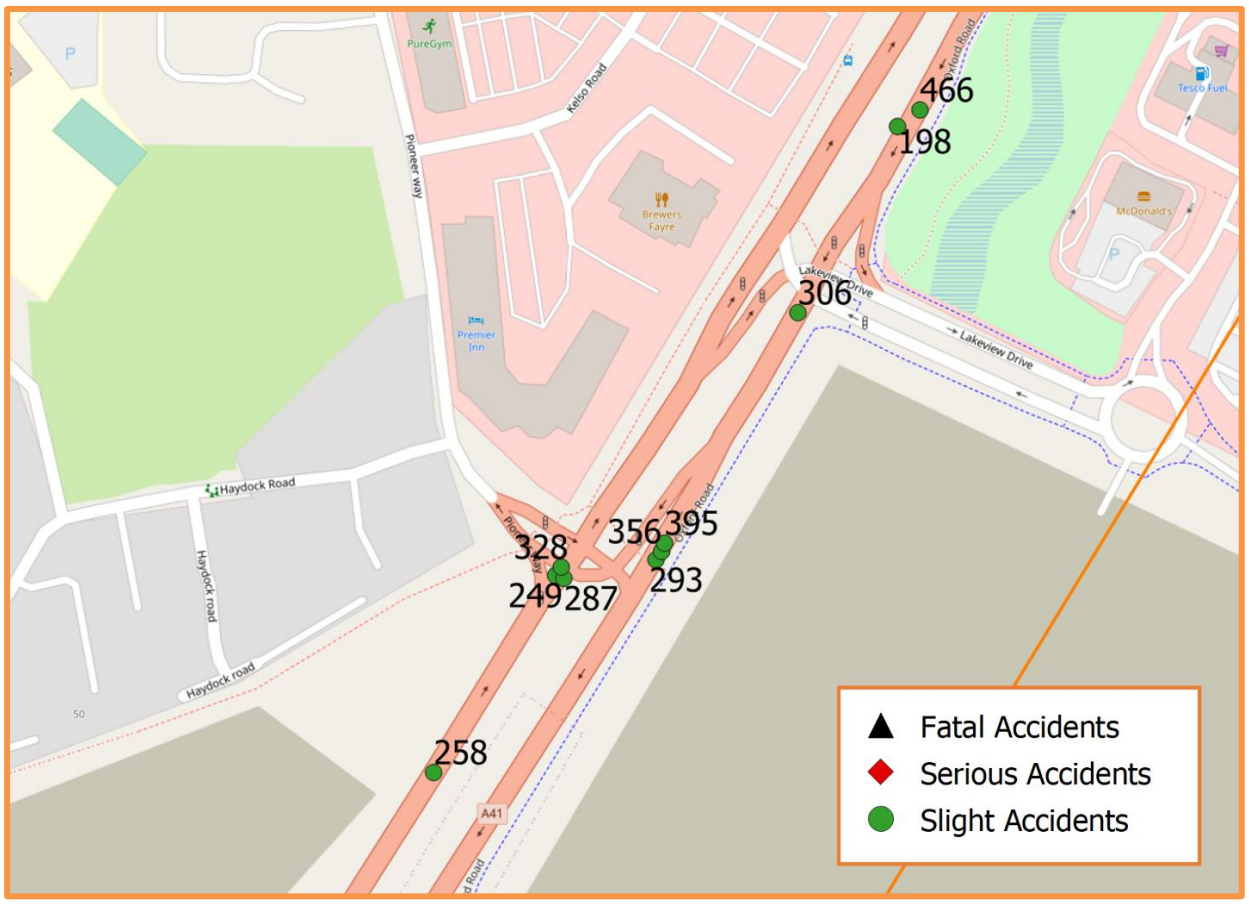


Figure 26: Pioner Way and Lakeview Drive signals

Esso Roundabout

11.30 15 accidents occurred at the A41/Oxford Road/Services signal controlled throughabout, generally referred to as the Esso Roundabout. Of these, four accidents were serious and 11 were slight in nature. The location of the accidents is shown on **Figure 27**.

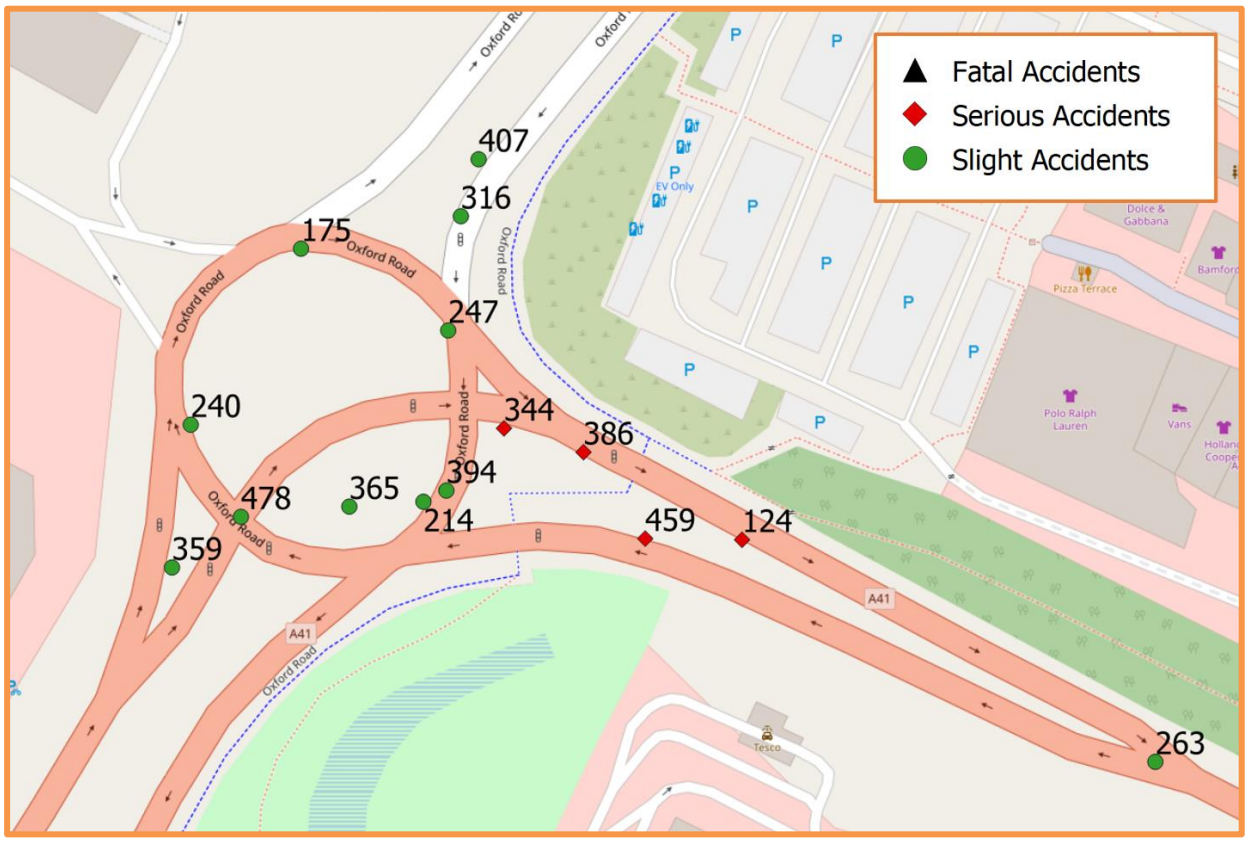


Figure 27: Esso roundabout

11.31 As shown, the serious accidents all occurred on the A41 south eastern arm of the junction and are described below.

- 124 – accidents involved a car travelling through a green signal at the pedestrian crossing colliding with a pedal cycle crossing from the northern side of the carriageway to the central island in dark conditions with no street lighting.
- 344 – two pedal cycles entered the carriageway, disobeying a red traffic signal, and were struck by two cars respectively. The conditions were dry and light.
- 386 – car exiting the roundabout in wet and dark conditions collided with a pedestrian crossing from the offside, near but not on the pedestrian crossing. The traffic signal was green to traffic.
- 459 – pedal cycle crossing the carriageway from the nearside, disobeying the pedestrian crossing facility, was struck by a car travelling west on the junction approach.

11.32 As shown, all of the serious accidents involved NMU's crossing the carriageway at the eastern arm of the junction, however, there are no common factors in cause and all of the accidents involved either driver or NMU human error. It should be noted that during the study period (2016/2017 installation), Toucan crossings were installed at this junction.

11.33 The 11 slight accidents do not display any locational or causal trends. Of these, one was vehicular assault, four were failures to give way, one was a loss of control, one was a poor lane change, and four were rear end shunts.

11.34 Overall, there were a number serious accidents involving NMU's however there were no common factors in cause and all of the accidents involved human error. There were a moderate number of accidents that did not involve NMUs recorded at the junction commensurate with the high traffic volumes, which did not display any common locational or causal trends. There is no evidence of an underlying road safety issue.

A41 at southeast Bicester and Bicester Village

11.35 Sixteen accidents occurred in this study area, which examines the stretch of the A41 running north west to south east at the south eastern extent of Bicester between the Esso Roundabout and Rodney House Roundabout and the adjacent local roads. During the study period, 12 accidents occurred on the A41, of which one was fatal, two were serious and nine were slight in nature. The location of the accidents is shown in **Figure 28**.

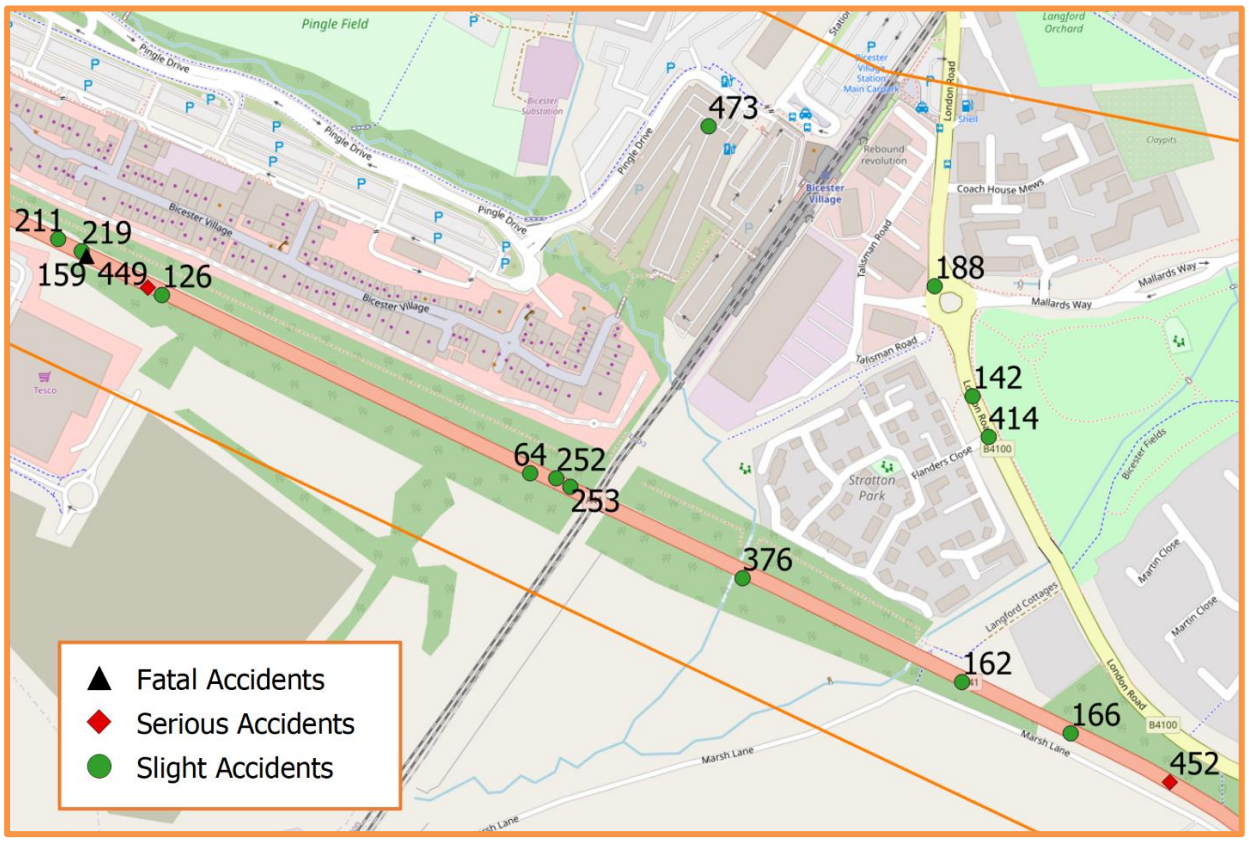


Figure 28: A41 south east of Bicester Village

11.36 The fatal accident was a rear end shunt involving a car travelling north west colliding with the rear of an HGV that was stationary on the A41 at temporary traffic lights in place during highway engineering works.

11.37 One serious accident (449) was a rear end shunt involving a car and a pedal cycle travelling north west on the A41. The second serious accident (452) involved a car travelling north west crossing the centreline of the carriageway and colliding with a second car.

11.38 Two slight accidents involved the A41 southbound layby (211 and 219). Both involved cars U-turning from the layby. One was a failure to give way and one was a rear end shunt caused by hard braking to avoid a failure to give way.

11.39 The remaining seven slight accidents did not display a locational or causal trend. Of these, five were rear end shunts, one was a poor overtaking manoeuvre, and one was a poor U-turn manoeuvre.

11.40 Also shown in **Figure 28**, four accidents occurred on roads away from the A41. All of the accidents were slight in nature and are described below.

- 142 – rear end shunt involving two cars at temporary traffic lights in place during highway engineering works.

- 188 – car turning travelling north around the roundabout to the right at the B4100 London Road/Mallards Way/Talisman Road roundabout instead exited straight on, colliding with the offside of a second car.
- 414 – car turned right onto London Road from Flanders close, failing to give way to a pedal cycle travelling north west on London Road.
- 473 – vehicle in the Bicester Village Car Park collided with a concrete Pillar. No other vehicles were involved.

11.41 Overall, there is no trend in location or type that indicates an underlying road safety issue.

Rodney House Roundabout

11.42 Seven accidents occurred at the A41/Graven Hill Road/B4100 London Road/ A4421 Seelschild (Neunkirchen) Way signal controlled gyratory, commonly referred to as Rodney House Roundabout. One accident was serious and the remaining six were slight in nature. The location of the accidents at this junction is shown in **Figure 29**.

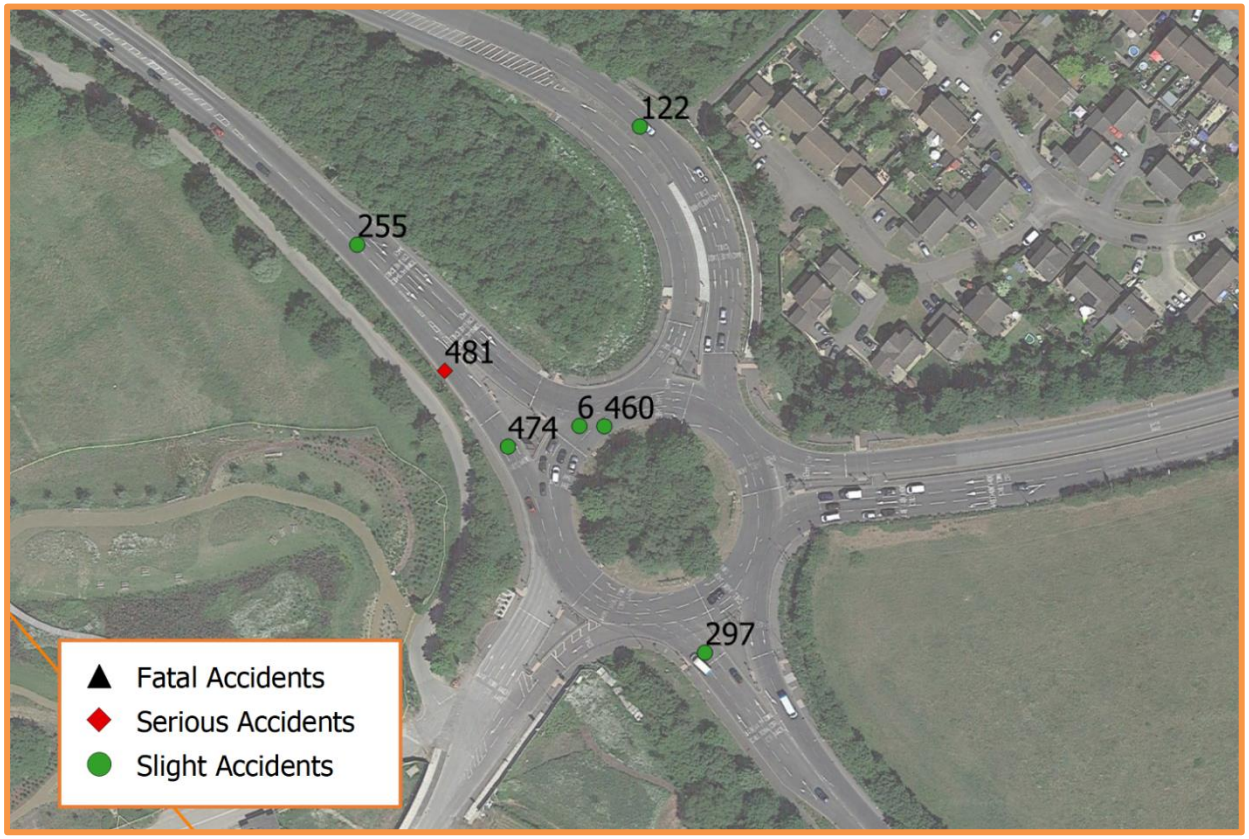


Figure 29: Rodney House Roundabout

11.43 The serious accident (481) occurred on the A41 north western exit and involved a car merging to the left after exiting, failing to see a motorcycle travelling on the inside.

11.44 Of the remaining six slight accidents, two were rear end shunts, one was a poor merging manoeuvre, one was a failure to give way, two were a loss of control, and one was a poor U-turn manoeuvre. Overall, there is no trend in location or type that indicates an underlying road safety issue.

A4421

11.45 Six accidents occurred in the study area at south east Bicester, at or close to the A4421 Wretchwick Way, as shown in **Figure 30**. Two of the accidents were serious and four were slight in nature.

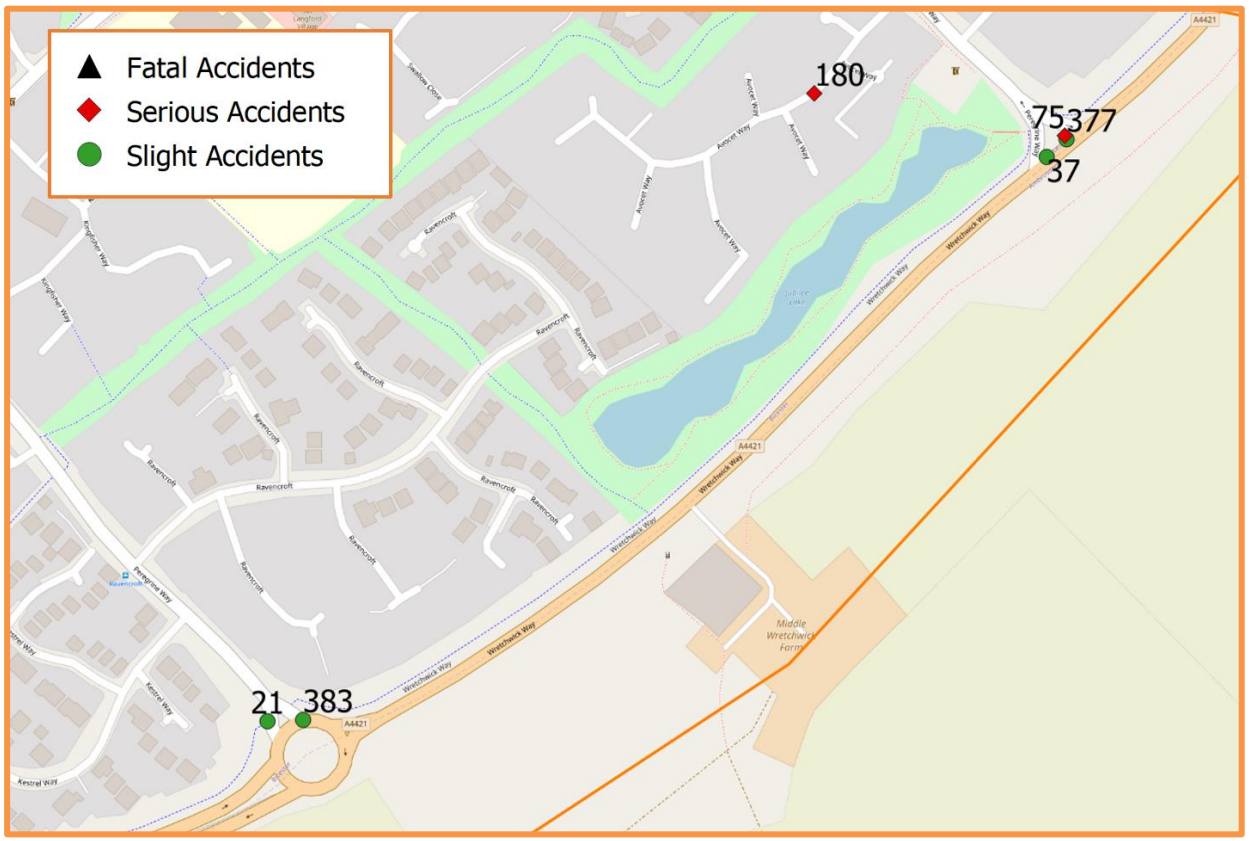


Figure 30: A4421

11.46 One serious accident (180) occurred away from the A4421 on Avocet Way, and involved a motorcycle overtaking a parked car, at which point it sharply braked to avoid a second oncoming car. The motorcycle lost control and collided with the front of the oncoming car.

11.47 The second serious accident (75) involved a car turning right from Peregrine Way to travel south west on the A4421, failing to give way to a motorcycle travelling north east on the A4421. This accident occurred close to two other slight accidents at the northern A4421/Peregrine Way junction (T-Junction), detailed below.

- 37 – car turned right from Peregrine Way to travel south west on the A4421, failing to give way to a second car travelling north east on the A4421.
- 377 – car turning right from Peregrine Way to travel south west on the A4421, failing to give way to a motorcycle travelling north east on the A4421.

11.48 Two other slight accidents occurred at the A4421/Peregrine Way junction (Roundabout). Accident 21 involved a car turning left into Peregrine Way from the A4421 south west colliding with a pedestrian crossing the carriageway. Accident 383 involved a car entering the junction from Peregrine Way, failing to give way to a pedal cycle travelling on the circulatory. Overall, there is no trend in location or type that indicates an underlying road safety issue.

12.0 BICESTER NORTH

12.1 The study area for Bicester North is shown in **Figure 31** below and covers a length of the A4095 between the B4030 Middleton Stoney Road and the A4421 Buckingham Road. The study area includes Bucknell to the north west, and excludes the B4100/A4095 roundabout, which is examined separately as part of the B4100 study area. A total of 31 accidents occurred in the study area during the assessment period, of which none were fatal, 10 were serious, and 21 were slight in nature.

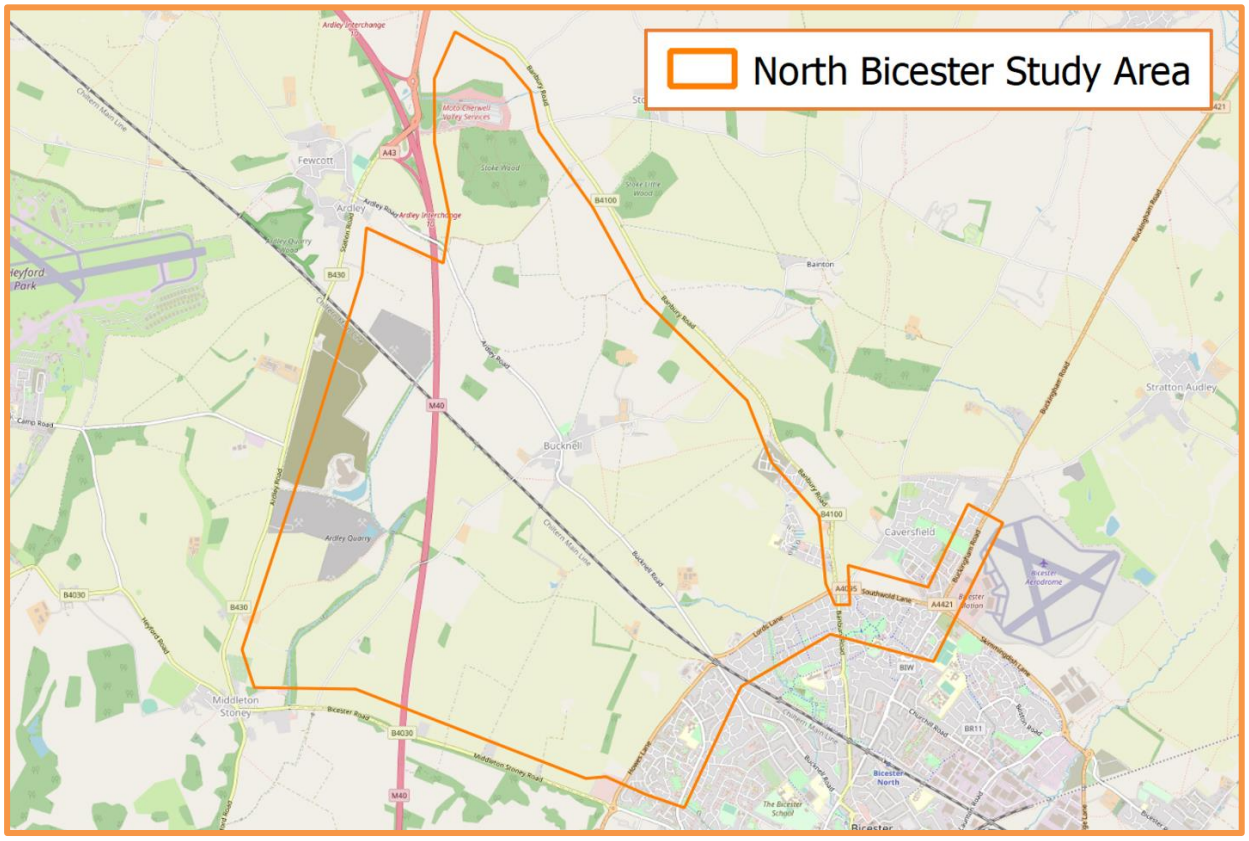


Figure 31: North Bicester study area

Bucknell

12.2 Three accidents occurred in isolated locations around Bucknell, all of which were slight in nature and detailed as follows:

- Accident 56 involved a car travelling south east on Ardley Road to the north of Bucknell colliding with a traffic calming build out, with no other vehicles involved.
- Accident 215 involved a car travelling North on Bicester Road turning left to New Row, losing control and exiting the carriageway. No other vehicles were involved.
- Accident 108 involved a car travelling south east on Bucknell Road rounding a right hand bend in wet conditions and colliding with standing water. This caused a loss of control, and the car exited the carriageway to the inside. No other vehicles were involved.

12.3 Overall, there is no trend in location or type that indicates an underlying road safety issue in this location

Howes Lane

12.4 Six accidents occurred on or close to the A4095 Howes Lane.

12.5 Four accidents occurred on the A4095 Howes Lane, as shown in **Figure 32**. Of these two were serious in nature and two were slight. One serious accident (132) involved a motorcycle turning right from the police station access road onto Howes Lane losing control, causing the rider to fall. No other vehicles were involved.

12.6 The second serious accident (209) involved a car travelling south on the A4095 Howes Lane disobeying a red traffic signal and proceeding into the path of a second car turning right from the A4095 Howes Lane to Shakespeare Drive. The remaining two slight accidents (181 and 378) were both rear end shunts.

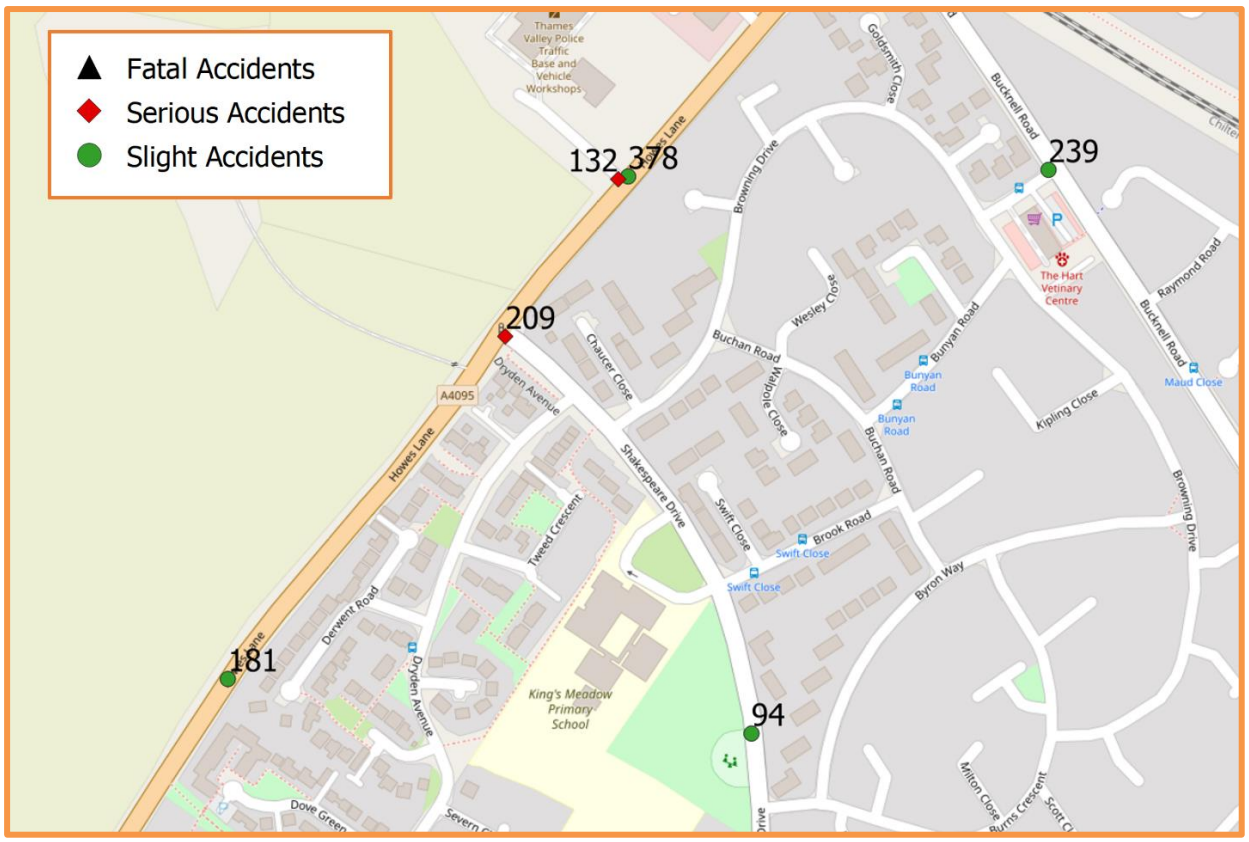


Figure 32: Howes Lane

12.7 Also shown in **Figure 32**, two slight accidents (94 and 239) occurred on roads to the south east of the A4095 Howes Lane. One was a collision with a parked car, and one involved a cyclist entering the carriageway from the footway. Overall, there is no trend in location or type that indicates an underlying road safety issue.

Lords Lane

12.8 Five accidents occurred on the A4095 Lords Lane, as shown in **Figure 33**. As shown, three were serious in nature and two were slight. The serious accidents are detailed below.

- 146 – a car travelling south west on Lords Lane moved to the offside, crossing the centreline of the carriageway and colliding with a second car travelling north east. A third car travelling north east then collided with the rear of the second.
- 445 – rear end shunt involving three cars travelling north east

- 490 – car travelling south west exited the carriageway to the inside. No other vehicles were involved.

12.9 The remaining two slight accidents (2 and 50) were both failures to give way. Overall, there is no trend in location or type that indicates an underlying road safety issue.

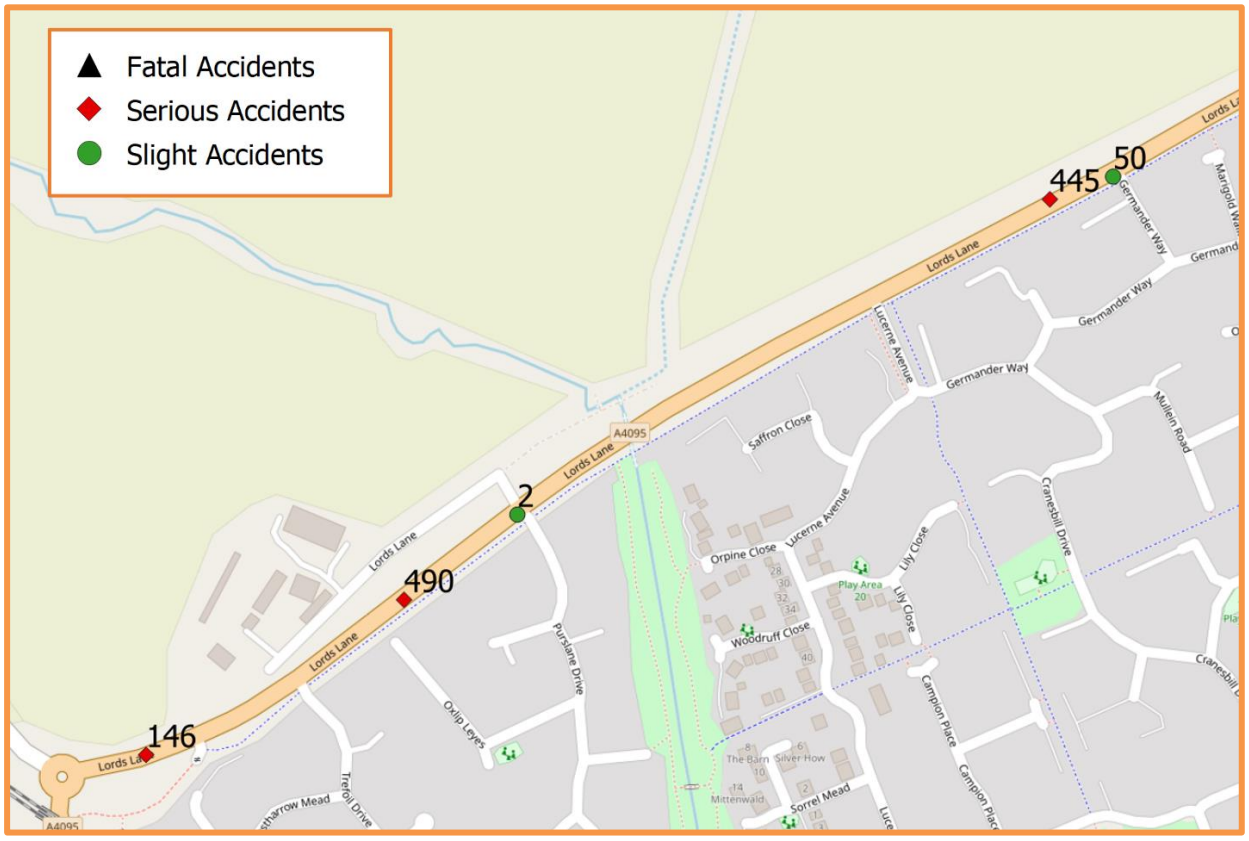


Figure 33: Lords Lane

Southwold Lane

12.10 Along the length of Southwold Road, and including a short length of Fringford Road, there were nine accidents during the assessment period. Of these, two were serious and seven were slight in nature. The accident locations are shown in **Figure 34** below.

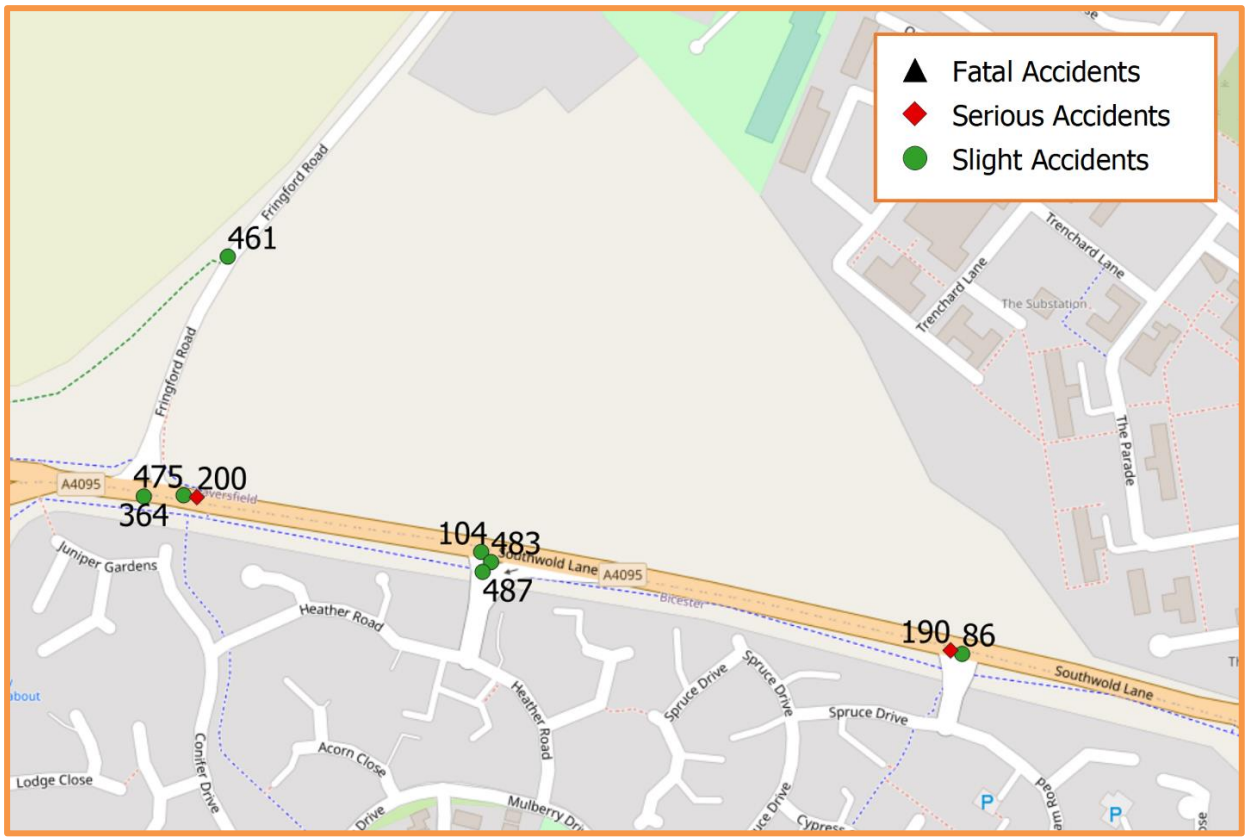


Figure 34: Southwold Lane

12.11 One serious accident (190) occurred at the Southwold Lane/Hornbeam Road junction and involved a car turning right out of Hornbeam Road and failing to give way to a pedal cycle travelling west on Hornbeam Road. The accident occurred in wet and dark, but street lit, conditions.

12.12 A second, slight, accident (86) occurred at this junction, also involving a car turning right out of Hornbeam Road, failing to give way to an oncoming car travelling west. This accident also occurred in wet, dark, street lit conditions.

12.13 The second serious accident (200) occurred close to the Southwold Lane/Fringford Road junction, and involved a car travelling east through a green signal at the Toucan crossing colliding with a pedestrian crossing from the offside. Two other slight accidents (364 and 475) occurred at this junction. One was a rear end shunt at the Toucan crossing and one was a failure to give way.

12.14 A cluster of three slight accidents occurred at the Southwold Road/Heather Road junction, described below.

- 104 – car turning right from Heather Road failed to give way to a car travelling west on Southwold Lane.
- 483 – car travelling north on Heather Drive collided with a pedal cycle crossing the carriageway from west to east.
- 487 – pedal cycle travelling east along the cycle path entered the carriageway into the path of a car travelling north on Heather Drive.

12.15 One additional slight accident (461) occurred on Fringford Road to the north of its junction with Southwold Lane. The accident involved a car travelling north around a right hand bend in the carriageway colliding with black ice, causing a loss of control and the vehicle to exit the

carriageway. No other vehicles were involved. Overall, there is no trend in location or type that indicates an underlying road safety issue.

A4095 /A4421 /Buckingham Road roundabout

12.16 Seven accidents are examined in this study area.

12.17 Six accidents occurred at the A4095/A4421/Buckingham Road roundabout, all of which were slight in nature. The locations of accidents are shown in **Figure 35**. Of these, one was an intentional vehicular assault during an argument, two were rear end shunts, two were losses of control, and one was a collision between a car and cyclist at the junction exit.

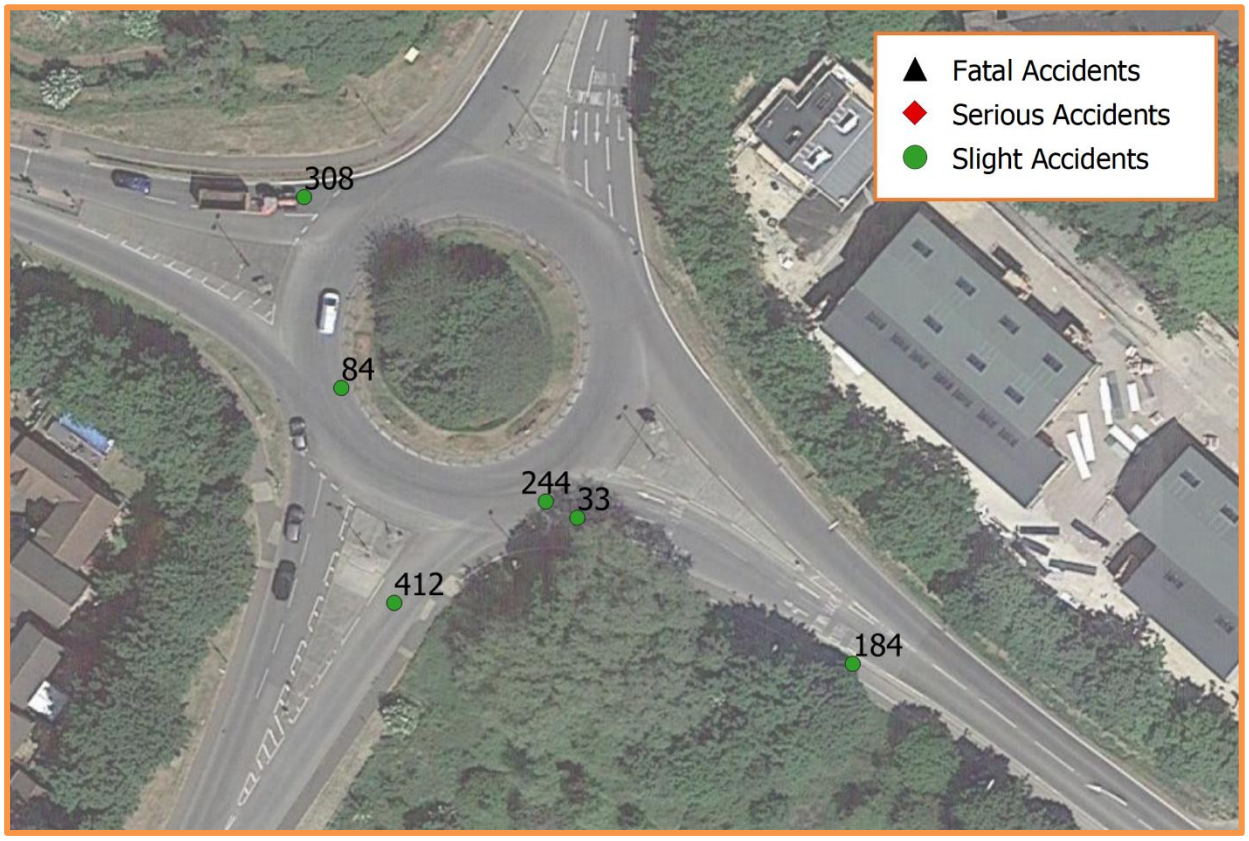


Figure 35: A4095 Southwold Lane/A442 Buckingham Road/A4095 Skimmingdish Lane/Buckingham Road roundabout

12.18 One additional serious accident (205) occurred on Buckingham Road to the south of this junction. The accident involved a motorcycle travelling south on Buckingham Road attempting to use a cycle bypass but colliding with the kerb causing a loss of control. No other vehicles were involved.

12.19 Overall, the recorded accidents do not display any locational or causal trend and can all be attributed to human error. Hence, there is no accident problem at this junction.

A4421 Buckingham Road

12.20 Six accidents occurred along the length of Buckingham Road between the A4095/A4421/Buckingham Road roundabout and the edge of the study area, close to the A4421/Cherwood Close junction. Of these, two were serious in nature and four were slight. The accident locations are shown in **Figure 36**.

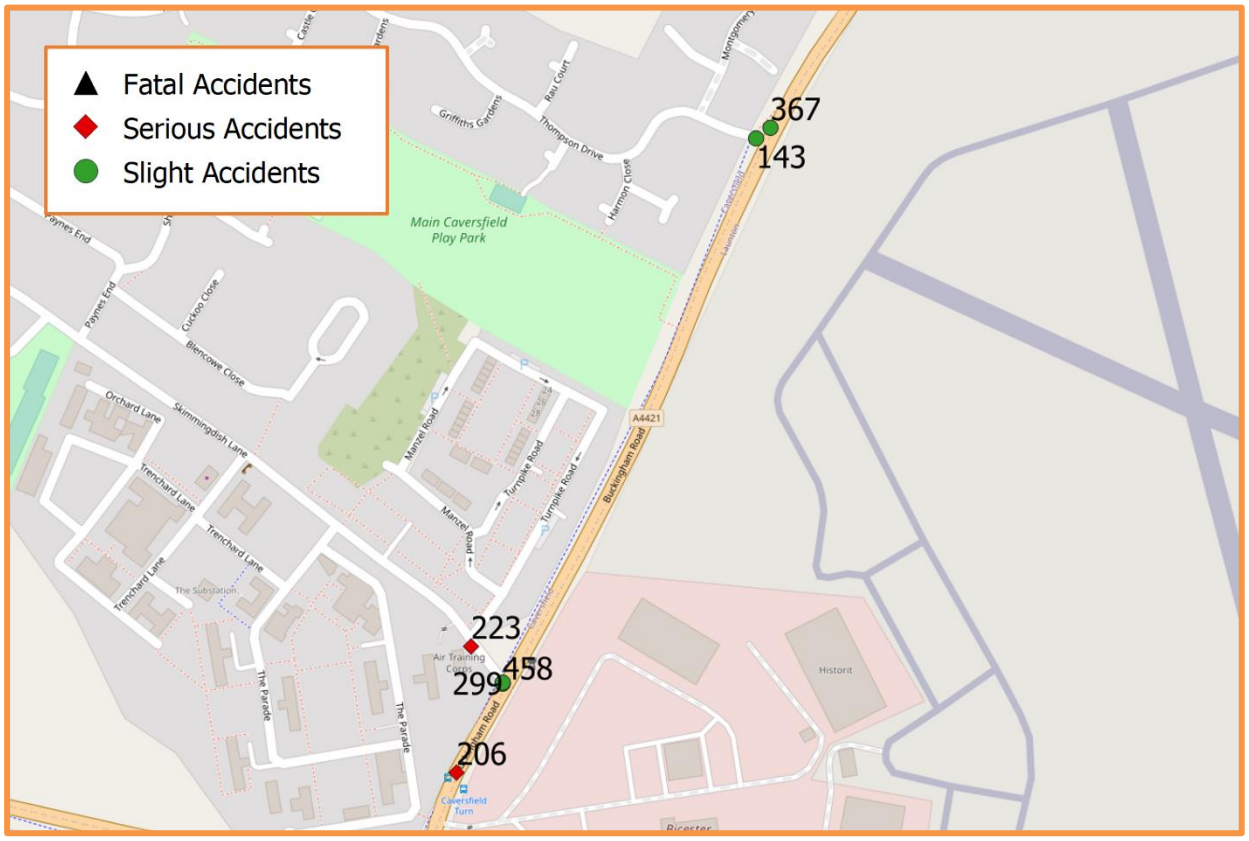


Figure 36: Buckingham Road

12.21 One serious accident (206) occurred closed to the 'Caversfield Turn' bus stops and involved a car travelling north east colliding with a pedestrian crossing the carriageway from the offside in dark and wet conditions. The pedestrian had previously alighted from a public service vehicle at the bus stop on the eastern side of the carriageway.

12.22 The second serious accident (223) occurred at the A4421 Buckingham Road/Skimmingdish Lane junction and involved a car travelling west away from the junction clipping the rear wheel of a pedal cycle also travelling west and positioning to turn right to Turnpike Road.

12.23 Two slight accidents also occurred at the A4421 Buckingham Road/Skimmingdish Lane junction, described below.

- 299 – rear end shunt involving a car and HGV as the car waited to turn right from A4421 Buckingham Road to Skimmingdish Lane.
- 458 – car turning left out of Skimmingdish Lane failed to give way to a motorcycle travelling north on A4421 Buckingham Road.

12.24 Two slight accidents occurred at the A4421 Buckingham Road/Thompson Drive junction, described below.

- 143 – car turning right out of Thompson Drive failed to give way to an LGV travelling north on A4421 Buckingham Road.

- 367 – rear end shunt between a car and pedal cycle travelling south on the A4421 Buckingham Road as the pedal cycle positioned to turn right to Thompson Drive.

12.25 Overall, the recorded accidents do not display any locational or causal trends and can be attributed to human error, therefore, there is no accident problem in this area.

13.0 SUMMARY AND CONCLUSIONS

13.1 ADC Infrastructure Limited are appointed by Oxfordshire Railfreight Limited (the Applicant) to assess the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire.

13.2 This report is the Personal Injury Accident (PIA) assessment, which has been undertaken as part of the Transport Assessment (TA), to analyse the accident history of the highway network in the vicinity of the site and to identify any potential accident trends that could be exacerbated by the proposed development. This report should be read in conjunction with the other highways documentation including the Transport Assessment and it is therefore assumed that the reader has an understanding of the highway network being examined.

13.3 The PIA records were obtained from Oxfordshire County Council (OCC) for an initial overall study area assessing all accidents within 5km of the site for the five-year period between 1 January 2015 and 30 November 2020. A total of 494 accidents were analysed, of which 14 were fatal, 74 were serious, and 406 were slight in nature. The accidents are sorted by OCC in line with government guidance[2]. In addition, ADC were provided with additional information to help inform the descriptions of each accident, which cannot be published in order to maintain data confidentiality.

13.4 The study area was subdivided into smaller study areas for analysis in this report, as follows:

- M40 Junction 10
- M40 Junction 9
- M40 Mainline Flow
- A4260/B4030 Hopcrofts Holt Junction
- A34/B430 Junction
- Site Surrounds
- B4100
- B4030
- Bicester South
- Bicester North

13.5 Existing accident issues were identified in the following locations:

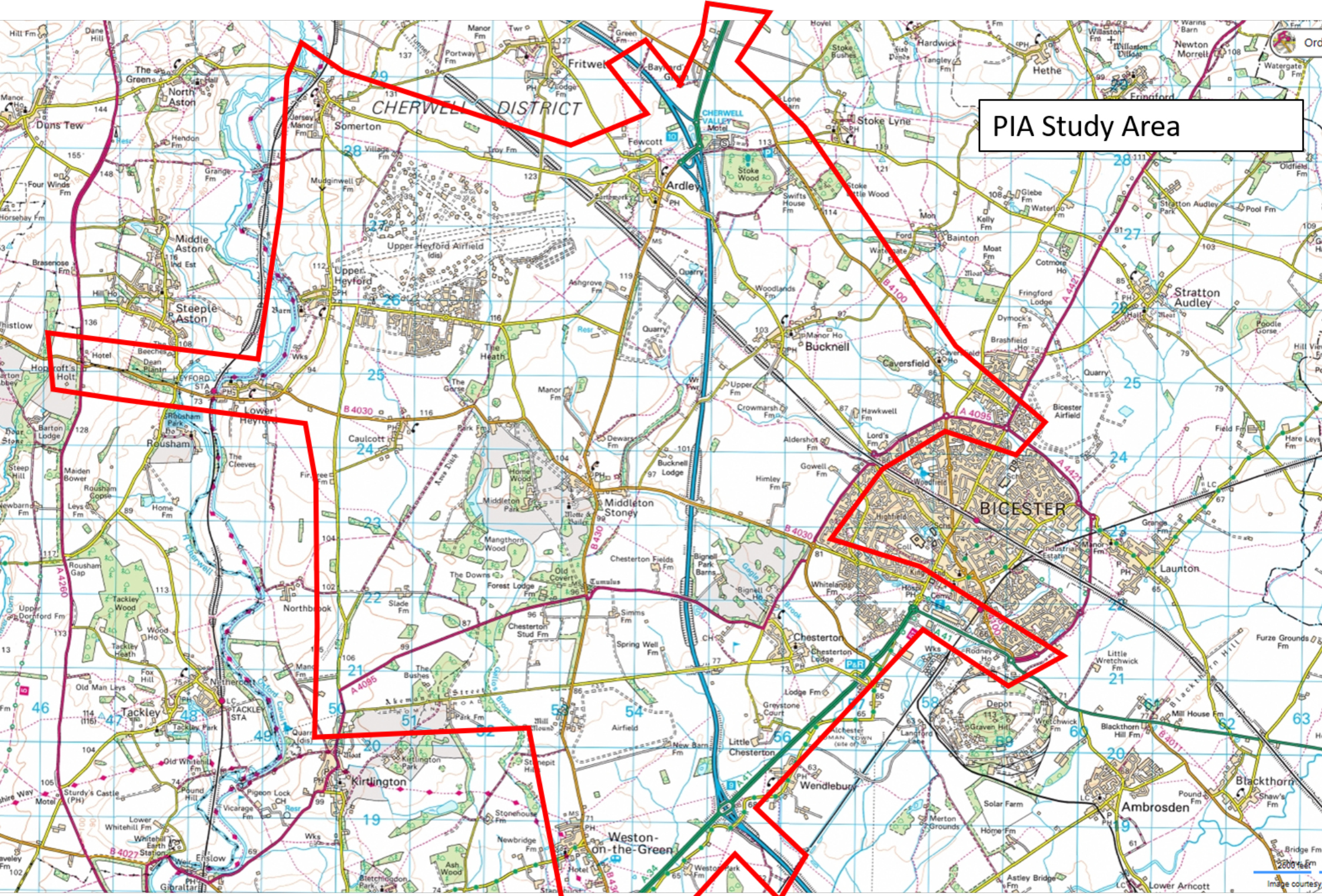
- The A34 approach to the M40 Junction 9
- B430/Akeman Street junction
- Green Lane/The Hale junction
- Bicester Park and Ride Roundabout
- A41/Pioneer Way junction

13.6 The accident analysis in this report shall be used in the detailed assessment of the impact of the proposed development on the local highway network, and the identification of mitigation measures where appropriate, as part of the Transport Assessment.

[2] *Reported road casualties in Great Britain: Guide to the Statistics and data sources (2017)*

APPENDIX A

STUDY AREA


PIA Study Area
CHERWELL DISTRICT
BICESTER
Ardley
Bucknell
Middleton Stoney
Chesterton
Kirtlington
Weston-on-the-Green
Wendlebury
Ambrosden
Stratton Audley
Launton
Blackthorn
Tackley
Steeple Aston
Middle Aston
Upper Heyford
Somerton
Fritwell
Stoke Lyne
Hethe
Caulcott
Lower Heyford
Rousham
Northbrook
Little Chesterton
Lower Arncott
Image courtesy

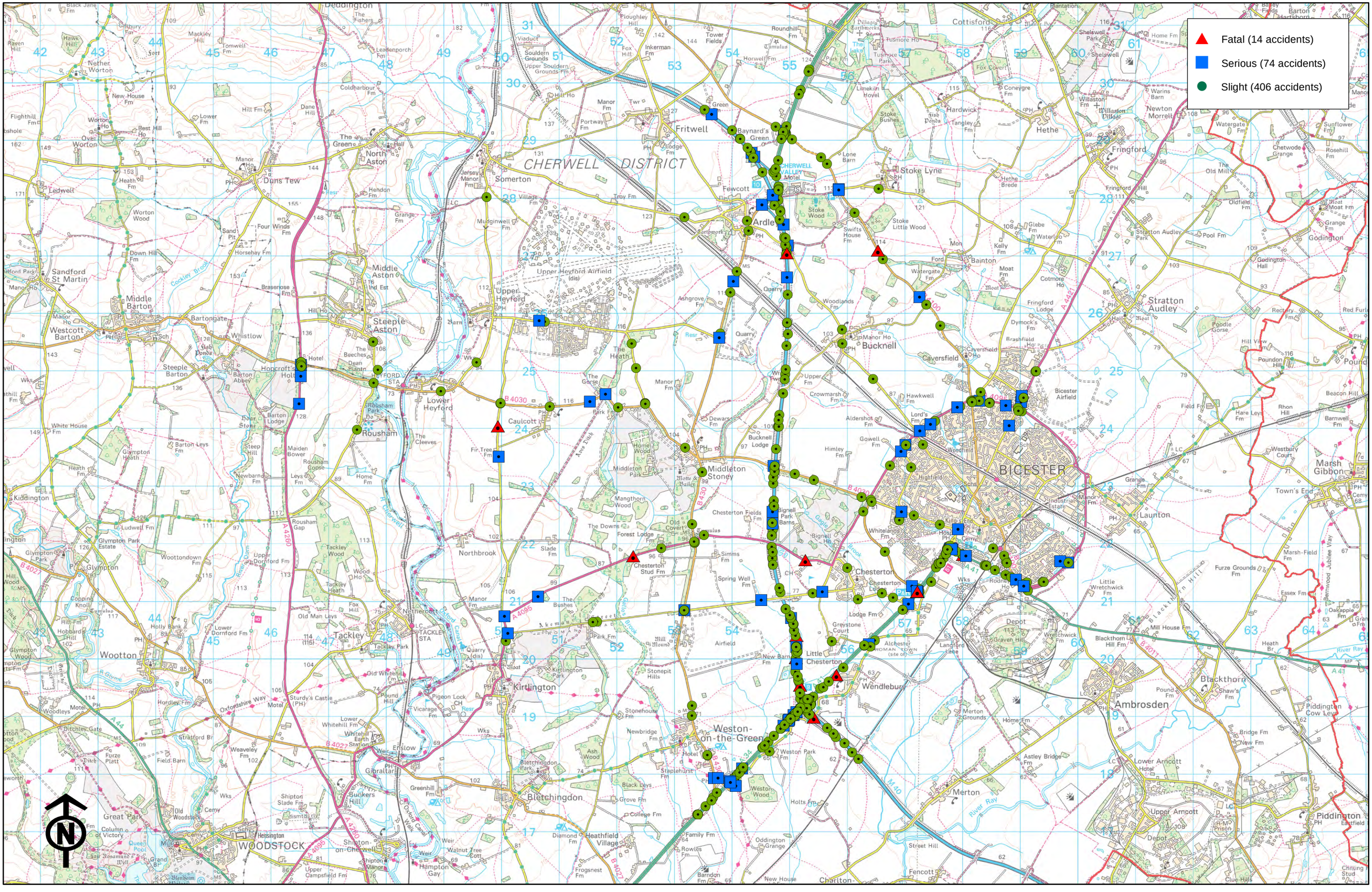
APPENDIX B

PIA DATA (ADC VERSION FOR PUBLICATION)

ACCIDENT DATA - NORTH WEST BICESTER AREA

OXFORDSHIRE COUNTY COUNCIL - COMMUNITY OPERATIONS

accidents between: 01/11/2015 - 30/11/2020


Fatal (14 accidents)
Serious (74 accidents)
Slight (406 accidents)
CHERWELL DISTRICT
BICESTER
WOODSTOCK
Deddington
Somerton
Fritwell
Ardley
Fewcott
Stoke Lyne
Hethe
Fringford
Stratton Audley
Bucknell
Caversfield
Bainton
Middle Aston
Steeple Aston
Upper Heyford
Lower Heyford
Upper Heyford Airfield (dis)
Middle Barton
Westcott Barton
Steeple Barton
Sandford St Martin
Duns Tew
North Aston
Ledwell
Over Worton
Nether Worton
Rousham
Caulcott
Middleton Stoney
Weston-on-the-Green
Bletchingdon
Kirtlington
Tackley
Northbrook
Glympton
Wootton
Woodleys
Great Park
Shipton-on-Cherwell
Hampton Gay
Gibraltar
Enslow
Stratford Br
Ditchley Gate
Sturdy's Castle (PH)
Hordley Fm
Tackley Park
Kirtlington Park
Chesterton
Little Chesterton
Wendlebury
Launton
Ambrosden
Blackthorn
Merton
Lower Arncott
Upper Arncott
Piddington
Marsh Gibbon
Town's End
Godington
Godington Hall
Stratton Audley Park
Pool Fm
Oldfield Fm
Fringford Lodge
Cotmore Ho
Dymock's Fm
Brashfield Ho
Bicester Airfield
Lord's Fm
Gowell Fm
Himley Fm
Aldershot Fm
Crowmarsh Fm
Hawkwell Fm
Upper Fm
Ashgrove Fm
Woodlands Fm
Quarry
Manor Ho
Swifts House Fm
Stoke Little Wood
Stoke Wood
Lone Barn
Stoke Bushes
Hardwick
Tangley Fm
Coneygre Fm
Limekiln Hovel
Tusmore Park
Tusmore Ho
Fox Covert
Shelswell
Shelswell Park
Willaston
Willaston Dilloe
Newton Morrell
Warins Barn
Watergate Fm
Sunflower Fm
Rosehill Fm
Chetwode Grange
The Old Mills
Moat Fm
Grange Fm
Rectory Fm
Foodle Gorse
Hill View Fm
Poundon Hill
Beacon Hill
Barnwell Fm
Hare Leys Fm
Rhon Hill
Field Fm
Westbury Court
Furze Grounds Fm
Marsh-Field Fm
Oakapple Fm
Essex Fm
Mill House Fm
Blackthorn Hill
Blackthorn Hill Fm
Piddington Cow Leys
Bridge Fm
New Fm
Shaw's Fm
Pound Fm
Merton Grounds
Astley Bridge Fm
Weston Park
Staplehurst
Weston Wood
Holts Fm
Bignell Park Barns
Bignell Ho
Bignell Lodge
Chesterton Fields Fm
Chesterton Stud Fm
Forest Lodge Fm
Simms Fm
Spring Well Fm
Greystone Court
Lodge Fm
Depot
Graven Hill
Langford Lane
Alchester Roman Town (site of)
Wretchwick Fm
Little Wretchwick Fm
Furze Grounds Fm
Barnwood Jubilee Way
Oakapple Fm
Rousham Park
Rousham Gap
Tackley Wood
Tackley Heath
Fox Hill
Old Man Leys
Lower Dornford Fm
Upper Dornford Fm
Woottondown Fm
Glympton Park Estate
Glympton Heath
Barton Leys Fm
Barton Abbey
Barton Lodge
Hopcroft's Holt
Whistlow
Bartongate
Braserose Fm
Down Hill Fm
Four Winds Fm
Sand Pit
Horsehay Fm
Heath Fm
Dane Hill
Hill Fm
Lower Fm
New House Fm
Rest Hill Ho
Worton Ho
Worton Wood
Cockley Brook
Mackley Hill
Tomwell Fm
Leadenporch Fm
Coldharbour Fm
Hill Ho
Manor Fm
Portway Fm
Troy Fm
Jersey Manor Fm
Village Fm
Hendon Fm
Grange Fm
Mudginwell Fm
Earthworks
Quarry (dis)
Ashgrove Fm
Dewars Fm
Manor Fm
Park Fm
Fir Tree Fm
Home Wood
Middleton Park
Mangthorn Wood
Northbrook
Slade Fm
Tackley Park
Pigeon Lock
Vicarage Fm
Old Whitehill Fm
Lower Whitehill Fm
Whitehill End Station
Weaveley Fm
Field Barn
Furze Platt
Ditch
Bletchingdon Park
Ash Wood
Black Leys
Grove Fm
College Fm
Greenhill Fm
Bunkers Hill
Shipton Slade Fm
Old Woodstock
Cemy
Hensington
Column of Victory
Queen's Pool
Grand Br
Blenheim
Upper Campsfield Fm
Shipton Manor
Walnut Tree Cott
Diamond Fm
Heathfield Village
Frogsnest Fm
Family Fm
Rowles Fm
Oddington Grange
Barndon Fm
Fencott
Street Hill
Charlton-
New House
Kiddington
Glympton Park
Hill Wood
Copping Knoll
Hobbard Hill
Holly Bank
Lower Dornford Fm
Ludwell Fm
Rousham Gap
Tackley Wood
Wood Ho
Fox Hill
Old Man Leys
Northbrook
Slade Fm
Manor Fm
The Bushes
Kirtlington Park
Stonepit Hills
Stonehouse Fm
Newbridge Fm
Ash Wood
Black Leys
Grove Fm
College Fm
Greenhill Fm
Bletchingdon
Gibraltar
Enslow
Stratford Br
Weaveley Fm
Field Barn
Furze Platt
Ditch
Ditchley Gate
Sturdy's Castle (PH)
Hordley Fm
Tackley Park
Kirtlington Park
Pigeon Lock
Vicarage Fm
Old Whitehill Fm
Lower Whitehill Fm
Whitehill End Station
Oxfordshire Way
Cockley Brook
R Glyme
R Cherwell
River Ray
Oxford Canal
Akeman Street
Roman Road
A4095
A4260
A4421
A41
A34
M40
B4030
B4027
B4031
B4011
B430
B4100
B4027
B4030
B4031
B4011
B430
B4100
B4027
B4030
B4031
B4011
B430
B4100
B4027
B4030

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Wednesday 07/01/2015 Time 1854 Slight at M40 SBOUND MP 103/1B BUCKNELL
E: 454927 N: 224946 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to S Changing lane to right

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

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

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other

Friday 09/01/2015 Time 0822 Slight at A4095 LORDS LANE J/W PURSLANE ROAD BICESTER
E: 457530 N: 224130 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Turning right

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

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 28 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 15/01/2015 Time 1435 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN
E: 455091 N: 219034 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to NE Stopping
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 23 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead but held up

Thursday 15/01/2015 Time 1521 Slight at B430 J/W AKEMAN STREET CHESTERTON
E: 453176 N: 220836 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 73 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 90 Moving from S to N Going ahead other

Sunday 18/01/2015 Time 0851 Slight at LITTLE CHESTERTON ROAD AT BEND BY ACCESS TO GRANGE FARM CHESTERTON
E: 455735 N: 220302 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to N Going ahead right bend
Vehicle Reference 2 Car Moving from N to E Going ahead left bend
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Friday 23/01/2015 Time 0826 Slight at A41 AT RODNEY HOUSE RBT J/W B4100 & A4421 BICESTER
E: 459104 N: 221246 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead but held up
Vehicle Reference 2 Pedal Cycle Moving from SE to N Turning right
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 26/01/2015 Time 0743 Slight at A34 NBOUND AT MP97/3A WESTON-ON-THE-GREEN
E: 454530 N: 218457 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 2 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 26/01/2015 Time 1355 Slight at A4095 20M W OF J/W A4095 / B4030 VENDEE DRIVE CHESTERTON
E: 456283 N: 222559 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to E Going ahead right bend
Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 05/02/2015 Time 0708 Serious at A4260 J/W B4030 AT HOPCROFTS HOLT STEEPLE ASTON
E: 446520 N: 225098 Junction Detail: 6 Control 2
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from N to W Turning right
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 2 Age: 53 Male Driver/rider Severity: Serious Injured by vehicle: 2

Thursday 05/02/2015 Time 1152 Slight at A43 AT J10 RBT J/W EXIT TO A43 NBOUND / CHERWELL VALLEY SERVICES (TEMP 30 MPH ROAD WORKS/
E: 454758 N: 228092 Junction Detail: 1 Control 4
Unknown Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Waiting to turn left
Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Waiting to turn left

Vehicle Reference 3 Car Moving from S to NE Changing lane to right

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 06/02/2015 Time 2157 Slight at M40 NBOUND AT MARKER POST 96/5 WENDLEBURY
E: 455804 N: 218643 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 22 Female Passenger Severity: Slight Injured by vehicle: 1

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

Saturday 07/02/2015 Time 1825 Slight at B430 APPROX 270M S OF J/W B4030 MIDDLETON STONEY
E: 453485 N: 223237 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Casualty Reference: 2 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to N Going ahead left bend
Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 10/02/2015 Time 0848 Slight at M40 SBOUND AT MP100/9B CHESTERTON
E: 454729 N: 222749 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead but held up
Casualty Reference: 2 Age: 42 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 10/02/2015 Time 0855 Slight at A4095 FROM B430 J/W PORT WAY/ A4095 FROM KIRTLINGTON KIRTLINGTON
E: 450048 N: 220731 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 12/02/2015 Time 0719 Slight at A41 NE BOUND CWAY APPROX 250M N OF M40 JUNCTION 9 BY WORKS ACCESS WENDLEBURY
E: 455533 N: 219483 Junction Detail: 9 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Changing lane to left
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 2 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Friday 13/02/2015 Time 1541 Slight at A34 SBOUND APPROX 40M NE OF J/W EXIT SLIP RD TO B430 WESTON ON THE GREEN
E: 454050 N: 217943 Junction Detail: 5 Control 4
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight Injured by vehicle: 1

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

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

Vehicle Reference 4 Car Moving from NE to S Going ahead other
Casualty Reference: 2 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 4
Casualty Reference: 3 Age: 10 Female Passenger Severity: Slight Injured by vehicle: 4

Vehicle Reference 5 Car Moving from NE to S Going ahead other
Casualty Reference: 4 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 5
Casualty Reference: 5 Age: 3 Male Passenger Severity: Slight Injured by vehicle: 5

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 14/02/2015 Time 0745 Fatal at M40 NBOUND AT MP98/1A WESTON ON THE GREEN
E: 455113 N: 220016 Junction Detail: 0 Control
Fog or mist Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 61 Female Driver/rider Severity: Serious Injured by vehicle: 1
Casualty Reference: 20 Age: 65 Male Passenger Severity: Fatal Injured by vehicle: 1

Vehicle Reference 10 Car Moving from S to N Going ahead other
Casualty Reference: 27 Age: 53 Female Passenger Severity: Slight Injured by vehicle: 10
Casualty Reference: 5 Age: 56 Male Driver/rider Severity: Slight Injured by vehicle: 10

Vehicle Reference 11 Car Moving from S to N Going ahead other

Vehicle Reference 12 Car Moving from S to N Going ahead other
Casualty Reference: 28 Age: 12 Male Passenger Severity: Slight Injured by vehicle: 12
Casualty Reference: 6 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 12

Vehicle Reference 13 Car Moving from S to N Going ahead other
Casualty Reference: 7 Age: 53 Male Driver/rider Severity: Serious Injured by vehicle: 13

Vehicle Reference 14 Car Moving from S to N Going ahead other
Casualty Reference: 8 Age: 67 Male Driver/rider Severity: Slight Injured by vehicle: 14

Vehicle Reference 15 Car Moving from S to N Going ahead other

Vehicle Reference 16 Car Moving from S to N Going ahead other
Casualty Reference: 9 Age: 69 Male Driver/rider Severity: Slight Injured by vehicle: 16

Vehicle Reference 17 Car Moving from S to N Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Vehicle Reference 18	Car				Moving from S to N		Going ahead other		
Casualty Reference:	10	Age:	27	Male	Driver/rider		Severity: Slight	Injured by vehicle:	18
Vehicle Reference 19	Car				Moving from S to N		Going ahead other		
Casualty Reference:	11	Age:	49	Male	Driver/rider		Severity: Slight	Injured by vehicle:	19
Vehicle Reference 2	Car				Moving from S to N		Going ahead other		
Casualty Reference:	21	Age:	90	Male	Passenger		Severity: Serious	Injured by vehicle:	2
Vehicle Reference 20	Car				Moving from S to N		Going ahead other		
Casualty Reference:	12	Age:	51	Male	Driver/rider		Severity: Slight	Injured by vehicle:	20
Casualty Reference:	29	Age:	29	Female	Passenger		Severity: Slight	Injured by vehicle:	20
Vehicle Reference 21	Car				Moving from S to N		Going ahead other		
Casualty Reference:	31	Age:	65	Female	Passenger		Severity: Slight	Injured by vehicle:	21
Casualty Reference:	32	Age:	25	Female	Passenger		Severity: Slight	Injured by vehicle:	21
Vehicle Reference 22	Car				Moving from S to N		Going ahead other		
Casualty Reference:	13	Age:	40	Male	Driver/rider		Severity: Slight	Injured by vehicle:	22
Casualty Reference:	30	Age:	6	Female	Passenger		Severity: Slight	Injured by vehicle:	22
Vehicle Reference 23	Car				Moving from S to N		Going ahead other		
Casualty Reference:	14	Age:	54	Male	Driver/rider		Severity: Slight	Injured by vehicle:	23
Vehicle Reference 24	Car				Moving from S to N		Going ahead other		
Casualty Reference:	15	Age:	59	Male	Driver/rider		Severity: Slight	Injured by vehicle:	24
Casualty Reference:	33	Age:	60	Female	Passenger		Severity: Slight	Injured by vehicle:	24

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference 25 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other
Casualty Reference: 16 Age: 60 Male Driver/rider Severity: Slight Injured by vehicle: 25

Vehicle Reference 26 Car Moving from S to N Going ahead other
Casualty Reference: 34 Age: 61 Female Passenger Severity: Slight Injured by vehicle: 26

Vehicle Reference 27 Car Moving from S to N Going ahead other
Casualty Reference: 17 Age: 50 Male Driver/rider Severity: Slight Injured by vehicle: 27
Casualty Reference: 35 Age: 29 Male Passenger Severity: Slight Injured by vehicle: 27
Casualty Reference: 36 Age: 29 Male Passenger Severity: Slight Injured by vehicle: 27

Vehicle Reference 28 Car Moving from S to N Going ahead other
Casualty Reference: 18 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 28

Vehicle Reference 29 Goods 7.5 tonnes mgw and over Moving from S to N Going ahead other

Vehicle Reference 3 Car Moving from S to N Going ahead other
Casualty Reference: 24 Age: 52 Female Passenger Severity: Slight Injured by vehicle: 3

Vehicle Reference 30 Goods 7.5 tonnes mgw and over Moving from S to N Going ahead other

Vehicle Reference 31 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other

Vehicle Reference 32 Car Moving from S to N Going ahead other
Casualty Reference: 19 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 32

Vehicle Reference 33 Car Moving from S to N Going ahead other

Vehicle Reference 34 Car Moving from S to N Going ahead other

Vehicle Reference 35 Car Moving from S to N Going ahead other

Vehicle Reference 36 Car Moving from S to N Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference 37 Car Moving from S to N Going ahead other

Vehicle Reference 4 Car Moving from S to N Going ahead other
Casualty Reference: 2 Age: 59 Male Driver/rider Severity: Serious Injured by vehicle: 4
Casualty Reference: 22 Age: 51 Male Passenger Severity: Slight Injured by vehicle: 4

Vehicle Reference 5 Car Moving from S to N Going ahead other
Casualty Reference: 23 Age: 25 Male Passenger Severity: Slight Injured by vehicle: 5

Vehicle Reference 6 Car Moving from S to N Going ahead other
Casualty Reference: 3 Age: 44 Female Driver/rider Severity: Serious Injured by vehicle: 6

Vehicle Reference 7 Car Moving from S to N Going ahead other
Casualty Reference: 25 Age: 47 Female Passenger Severity: Slight Injured by vehicle: 7

Vehicle Reference 8 Car Moving from S to N Going ahead other
Casualty Reference: 26 Age: 74 Male Passenger Severity: Slight Injured by vehicle: 8

Vehicle Reference 9 Car Moving from S to N Going ahead other
Casualty Reference: 4 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 9

Tuesday 17/02/2015 Time 1214 Slight at A34 NBOUND AT MP 98/1A APPROX 200M SW OF RBT WESTON ON THE GREEN
E: 455063 N: 219005 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 78 Male Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 27/02/2015 Time 1221 Slight at M40 SBOUND AT MP100/3 CHESTERTON
E: 454713 N: 222250 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 33 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other
Vehicle Reference 3 Car Moving from N to S Going ahead other
Vehicle Reference 4 Car Moving from N to S Going ahead other

Monday 16/03/2015 Time 0808 Slight at A4095 HOWES LANE RBT J/W A4095 VENDEE DRIVE & B4030 MIDDLETON STONEY ROAD CHESTE
E: 456412 N: 222765 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 25/03/2015 Time 0630 Slight at A4421 NEUNKIRCHEN WAY RBT J/W PEREGRINE WAY BICESTER
E: 459396 N: 221337 Junction Detail: 1 Control 4
Fine without high winds Road surface Frost/Ice Daylight
Vehicle Reference 1 Car Moving from S to N Turning left
Casualty Reference: 1 Age: 30 Female Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 31/03/2015 Time 0517 Slight at A4095 J/W FARM ENTRANCE APPROX 590M W OF J/W B430 CHESTERTON
E: 452775 N: 221918 Junction Detail: 8 Control 4
Raining with high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Motorcycle over 500cc Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight Injured by vehicle: 1

Friday 03/04/2015 Time 1415 Serious at B430 XRDS J/W AKEMAN STREET CHESTERTON
E: 453176 N: 220842 Junction Detail: 6 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from W to E Going ahead other
Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 2 Age: 56 Male Driver/rider Severity: Serious Injured by vehicle: 2
Casualty Reference: 3 Age: 52 Female Passenger Severity: Serious Injured by vehicle: 2
Casualty Reference: 4 Age: 17 Female Passenger Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 06/04/2015 Time 1614 Slight at A34 NBOUND AT MP97/9 WESTON ON THE GREEN
E: 454937 N: 218877 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Vehicle Reference 3 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 42 Female Passenger Severity: Slight Injured by vehicle: 3
Vehicle Reference 4 Car Moving from S to NE Going ahead other

Wednesday 15/04/2015 Time 1910 Serious at ARDLEY ROAD AT BEND IMMEDIATELY E OF BRIDGE OVER M40 ARDLEY
E: 454970 N: 227171 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle 50cc and under Moving from W to SE Going ahead right bend
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Serious Injured by vehicle: 1

Friday 17/04/2015 Time 0548 Slight at A41 SBOUND APPROX 750M N OF M40 J9 WENDLEBURY - CONSIDERABLE UNCERTIANTY OVER EXA
E: 455934 N: 219844 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Saturday 18/04/2015 Time 1530 Slight at A34 WENDLEBURY INTERCHANGE RBT J/W M40 SBOUND ENTRY SLIP ROAD WENDLEBURY
E: 455369 N: 219204 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Turning left
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 24/04/2015 Time 1714 Slight at B430 XRDS J/W AKEMAN ST CHESTERTON
E: 453174 N: 220838 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to E Going ahead other
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 28/04/2015 Time 1408 Slight at A34 NBOUND MP 97/8 WESTON ON THE GREEN
E: 454872 N: 218811 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Changing lane to right
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 02/05/2015 Time 1453 Slight at A34 NBOUND AT MP 98/2 APPROX 100M SW OF J/W M40 WENDLEBURY
E: 455129 N: 219069 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Changing lane to left
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 10/05/2015 Time 1803 Slight at M40 SBOUND J/W M40 ENTRY SLIP RD FROM J10 STOKE LYNE
E: 454840 N: 227790 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 30 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 3 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 4 Age: 41 Female Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Motorcycle - unknown cc Moving from N to S Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Friday 22/05/2015 Time 2015 Slight at M40 NBOUND AT MP100/8 CHESTERTON
E: 454715 N: 222645 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to N Stopping

Vehicle Reference 2 Car Moving from S to N Stopping

Casualty Reference: 1 Age: 34 Female Passenger Severity: Slight Injured by vehicle: 2

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

Wednesday 03/06/2015 Time 1751 Slight at A4421 SKIMMINGDISH LANE RBT J/W A4421 BUCKINGHAM ROAD LAUNTON
E: 458999 N: 224316 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Pedal Cycle Moving from SE to N Overtaking moving vehicle O/S

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

Friday 05/06/2015 Time 0755 Slight at M40 SBOUND AT MP 105/2B STOKE LYNE
E: 454950 N: 227139 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

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

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 11/06/2015 Time 1520 Slight at B430 APPROX 150M N OF J/W KNOWLE LANE WESTON ON THE GREEN
E: 453577 N: 218325 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Overtaking stat vehicle O/S
Casualty Reference: 1 Age: 70 Male Pedestrian Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from SE to Parked

Sunday 14/06/2015 Time 1933 Slight at A34 NBOUND NEAR MP 98/1A WESTON ON THE GREEN
E: 455070 N: 219015 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up

Wednesday 17/06/2015 Time 2044 Slight at A4421 WRETCHWICK WAYJ/W PEREGRINE WAY BICESTER
E: 459830 N: 221658 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from NE to N Turning right
Casualty Reference: 2 Age: 38 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 60 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 20/06/2015 Time 2021 Serious at A4260 AT BEND APPROX 600M S OF J/W B4030 AT HOPCROFTS HOLT ROUSHAM
E: 446488 N: 224423 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from N to S Going ahead right bend

Casualty Reference:	1	Age:	15	Female	Passenger	Severity: Serious	Injured by vehicle: 1
Casualty Reference:	2	Age:	19	Male	Passenger	Severity: Serious	Injured by vehicle: 1
Casualty Reference:	3	Age:	15	Female	Passenger	Severity: Slight	Injured by vehicle: 1

Sunday 21/06/2015 Time 1501 Slight at A34 NBOUND MP 97/8 WESTON ON THE GREEN
E: 454880 N: 218819 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other

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

Casualty Reference:	1	Age:	25	Female	Passenger	Severity: Slight	Injured by vehicle: 2
Casualty Reference:	2	Age:	16	Female	Passenger	Severity: Slight	Injured by vehicle: 2

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 29/06/2015 Time 1139 Slight at M40 NBOUND BETWEEN J10 & J9 AT MP 102/2 BUCKNELL
E: 454800 N: 224029 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other

Sunday 05/07/2015 Time 1054 Slight at A34 NBOUND AT MP 98/1A APPROX 100M S OF M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455077 N: 219021 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Stopping

Friday 10/07/2015 Time 1405 Slight at B4030 MIDDLETON STONEY ROAD APPROX 200M W OF RBT J/W A4095 HOWES LANE & VENDEE DRIVE
E: 456253 N: 222808 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 60 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to SE Going ahead but held up
Vehicle Reference 3 Car Moving from N to SE Going ahead but held up

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 11/07/2015 Time 0604 Slight at A41 NBOUND RBT J/W B4030 VENDEE DRIVE & WENDLEBURY ROAD BICESTER
E: 457217 N: 221155 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1

Sunday 12/07/2015 Time 1527 Fatal at A34 NBOUND AT MARKER POST 96/6A WENDLEBURY
E: 454032 N: 217948 Junction Detail: 0 Control
Unknown Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 73 Female Driver/rider Severity: Fatal Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead other
Casualty Reference: 2 Age: 53 Female Driver/rider Severity: Slight Injured by vehicle: 3
Vehicle Reference 4 Car Moving from S to NE Going ahead other
Casualty Reference: 3 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 4
Vehicle Reference 5 Car Moving from S to NE Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 13/07/2015 Time 1000 Slight at A43 SBOUND APPROX 200M N OF RBT J/W M40 SBOUND SLIP RD STOKE LYNE - EXACT LOCATIO
E: 454804 N: 228655 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead but held up

Monday 13/07/2015 Time 1044 Slight at A43 SBOUND AT LAYBY APPROX 760M NE OF RBT J/W B4100 STOKE LYNE
E: 455197 N: 229874 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 2 Age: 66 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 63 Female Passenger Severity: Slight Injured by vehicle: 2

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

Vehicle Reference 4 Goods 7.5 tonnes mgw and over Moving from NE to Parked

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 26/07/2015 Time 1825 Slight at M40 SLIP RD TO NBOUND CWAY FROM A43 APPROX 100M S OF MAIN M40 CWAY STOKE LYNE
E: 454748 N: 227899 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Vehicle Reference 2 Car Moving from S to N Going ahead left bend
Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 27/07/2015 Time 2044 Fatal at M40 SBOUND AT MP98/5 WESTON ON THE GREEN
E: 455122 N: 220399 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Fatal Injured by vehicle: 1
Casualty Reference: 2 Age: 33 Male Passenger Severity: Fatal Injured by vehicle: 1

Wednesday 12/08/2015 Time 1715 Slight at GREEN LANE / AKEMAN STREET AT XRDS JUNCTION WITH ROAD TO LITTLE CHESTERTON
E: 455571 N: 221163 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to E Going ahead other
Casualty Reference: 1 Age: 51 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Starting

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 13/08/2015 Time 1235 Slight at A4095 LORDS LANE J/W GERMANDER WAY BICESTER
E: 457962 N: 224381 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to NE Turning right
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 15/08/2015 Time 1903 Slight at A4260 APPROX 100M S OF J/W B4030 AT HOPCROFTS HOLT STEEPLE ASTON
E: 446520 N: 224952 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Overtaking moving vehicle O/S
Casualty Reference: 1 Age: 69 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 50 Male Passenger Severity: Slight Injured by vehicle: 1

Sunday 16/08/2015 Time 1400 Serious at A34 NBOUND APPROX 300M SW OF J/W M40 / A41 AT WENDLEBURY INTERCHANGE WESTON ON T
E: 454980 N: 218923 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Thursday 27/08/2015 Time 1822 Serious at M40 NBOUND MP 101/5A BUCKNELL
E: 454725 N: 223349 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 45 Male Passenger Severity: Serious Injured by vehicle: 1

Thursday 27/08/2015 Time 1951 Slight at M40 SBOUND MP 101/4B BUCKNELL
E: 454742 N: 223251 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Stopping

Thursday 27/08/2015 Time 2100 Serious at A34 NBOUND APPROX 300M SW OF J/W M40 / A41 AT WENDLEBURY INTERCHANGE WESTON ON T
E: 454996 N: 218941 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 40 Female Passenger Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 28/08/2015 Time 1704 Slight at ARDLEY ROAD AT TRAFFIC CALMING BUILD OUT BUCKNELL
E: 455915 N: 225717 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Stopping
Casualty Reference: 1 Age: 90 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 29/08/2015 Time 1312 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455164 N: 219109 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Taxi/Private hire car Moving from S to NE Going ahead but held up

Saturday 29/08/2015 Time 1822 Slight at B4100 APPROX 1.5KM SE OF STOKE LYNE TURN STOKE LYNE
E: 456622 N: 226939 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Vehicle Reference 2 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 31/08/2015 Time 1458 Slight at A43 AT RBT J/W B4100 AT BAYNARDS GREEN STOKE LYNE
E: 454912 N: 229156 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to E Going ahead other
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead other

Friday 04/09/2015 Time 1700 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455158 N: 219100 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Changing lane to left
Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Overtaking stat vehicle O/S
Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 07/09/2015 Time 1120 Slight at A34 AT J/W M40 / A41 WENDLEBURY INTERCHANGE RBT - NO OTHER LOCATION DETAILS SUPPLIED AS
E: 455178 N: 219130 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from to Going ahead other
Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from to Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 10/09/2015 Time 1652 Slight at M40 SBOUND JUST S OF J9 WENDLEBURY
E: 455766 N: 218701 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Changing lane to right
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to SE Going ahead other
Casualty Reference: 2 Age: 53 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 23/09/2015 Time 0730 Slight at B4100 AT J/W ROAD TO HARDWICK STOKE LYNE
E: 455652 N: 228593 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from SE to N Waiting to turn right
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 26/09/2015 Time 1057 Slight at A41 BICESTER BYPASS APPROX 450M SE OF RBT J/W A41 TO M40 / B4030 OXFORD ROAD
E: 458388 N: 221629 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from SE to N Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 29/09/2015 Time 0812 Slight at A43 AT RBT J/W B4100 AT BAYNARDS GREEN STOKE LYNE
E: 454943 N: 229117 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to SE Turning right
Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other

Wednesday 30/09/2015 Time 0727 Slight at B4030 J/W PORT WAY LOWER HEYFORD
E: 449982 N: 224435 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to E Turning right
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from E to W Going ahead other

Saturday 03/10/2015 Time 1957 Slight at A43 AT J10 RBT J/W EXIT TO A43 NBOUND / CHERWELL VALLEY SERVICES (TEMP 30 MPH ROAD WORKS/
E: 454797 N: 228085 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 04/10/2015 Time 1419 Slight at A34 NBOUND NEAR MP 98/1A 200M S OF J9 WESTON ON THE GREEN
E: 455067 N: 219010 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 2 Age: 38 Male Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Stopping

Vehicle Reference 4 Car Moving from S to NE Stopping
Casualty Reference: 3 Age: 40 Female Driver/rider Severity: Slight Injured by vehicle: 4

Casualty Reference: 4 Age: 47 Female Passenger Severity: Slight Injured by vehicle: 4

Tuesday 06/10/2015 Time 1717 Slight at A34 NBOUND AT MP 98/1A APPROX 100M S OF A40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455074 N: 219017 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 1

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

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Wednesday 07/10/2015 Time 0632 Slight at A4095 FROM B430 J/W PORT WAY/A4095 FROM KIRTLINGTON KIRTLINGTON
E: 450052 N: 220733 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Taxi/Private hire car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight Injured by vehicle: 1

Friday 09/10/2015 Time 1351 Slight at M40 NBOUND AT MP100/1A CHESTERTON
E: 454691 N: 221948 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead but held up
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Stopping
Vehicle Reference 3 Car Moving from S to N Stopping

Tuesday 13/10/2015 Time 2322 Slight at A4095 BICESTER ROAD AT BEND APPROX 200M NE OF J/W B430 CHESTERTON
E: 453515 N: 222152 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to E Going ahead right bend
Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 13/10/2015 Time 1223 Slight at SOMERTON ROAD J/W PRIVATE FRIELD ENTRANCE SOMERTON - SOME UNCERTAINTY AS TO
E: 449745 N: 228022 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to W Turning right
Casualty Reference: 2 Age: 61 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 14/10/2015 Time 1630 Slight at A34 NBOUND AT MP97/4 APPROX 1KM NE OF J/W B430 WESTON-ON-THE-GREEN
E: 454535 N: 218461 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 2 Age: 56 Male Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 22/10/2015 Time 1926 Serious at A4421 WRETCHWICK WAY AT J/W PEREGRINE WAY BICESTER
E: 459840 N: 221670 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to S Turning right
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 26/10/2015 Time 0725 Slight at M40 SBOUND AT MP 98/2B WESTON-ON-THE-GREEN
E: 455140 N: 220117 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to S Changing lane to right
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 28/10/2015 Time 1250 Slight at A34 NBOUND AT MP 95/6 APPROX J/W EXIT FROM FAMILY FARM SERVICES WESTON-ON-THE-GREEN
E: 453398 N: 217303 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 2 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead other
Vehicle Reference 4 Car Moving from S to NE Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Thursday 29/10/2015 Time 1530 Slight at A34 SBOUND ON APPROACH TO EXIT TO B430 WESTON-ON-THE-GREEN
E: 454026 N: 217917 Junction Detail: 3 Control 4
Other Road surface Wet/Damp Daylight

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from NE to S Changing lane to left

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

Casualty Reference: 1 Age: 32 Female Passenger Severity: Slight Injured by vehicle: 2

Thursday 29/10/2015 Time 2055 Serious at M40 NBOUND MP98/3 CHESTERTON
E: 455120 N: 220205 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting

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

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Serious Injured by vehicle: 1

Friday 30/10/2015 Time 1740 Slight at A4260 ATS J/W B4030 AT HOPCROFTS HOLT STEEPLE ASTON
E: 446527 N: 225074 Junction Detail: 3 Control 2
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from S to E Turning right

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

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 01/11/2015 Time 1500 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN
E: 455095 N: 219039 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 3 Age: 25 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 9 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 03/11/2015 Time 1454 Slight at A34 NBOUND AT MP 98/0 APPROX 250M SW OF J/W M40 / A41 WENDLEBURY INTERCHANGE WEST
E: 455013 N: 218956 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight

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

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 08/11/2015 Time 0729 Slight at M40 NBOUND AT MP97/7 BY J9 WESTON ON THE GREEN
E: 455105 N: 219921 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Changing lane to right
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 62 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 10/11/2015 Time 0355 Slight at A4421 BUCKINGHAM ROAD RBT J/W A4095 SOUTHWOLD LANE BICESTER
E: 458969 N: 224332 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 22/11/2015 Time 1220 Slight at A34 NBOUND AT MP 98/1A APPROX 200M SW OF RBT AT J9 WESTON ON THE GREEN
E: 455059 N: 219004 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 7 Male Passenger Severity: Slight Injured by vehicle: 3
Casualty Reference: 2 Age: 10 Male Passenger Severity: Slight Injured by vehicle: 3
Vehicle Reference 4 Car Moving from S to NE Going ahead but held up
Vehicle Reference 5 Car Moving from S to NE Going ahead but held up

Wednesday 25/11/2015 Time 1832 Slight at A4095 SOUTHWOLD LANE J/W HORNBEAM ROAD BICESTER
E: 458764 N: 224392 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from W to S Turning right
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from E to W Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 28/11/2015 Time 1138 Slight at A34 NBOUND AT MP 98/1A APPROX 200M S OF M40 INTERCHANGE WENDLEBURY
E: 455079 N: 219027 Junction Detail: 0 Control
Raining with high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 64 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 72 Female Passenger Severity: Slight Injured by vehicle: 2

Sunday 29/11/2015 Time 1654 Slight at A43 SBOUND APPROX 170M S OF RBT J/W SLIP TO M40 STOKE LYNE
E: 454813 N: 228199 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to S Changing lane to left
Vehicle Reference 2 Motorcycle over 500cc Moving from N to S Going ahead but held up
Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 30/11/2015 Time 1906 Slight at M40 SBOUND MP 102/8 BUCKNELL
E: 454890 N: 224610 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 21 Female Passenger Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 01/12/2015 Time 0358 Slight at M40 NBOUND MP98/3 CHESTERTON
E: 455119 N: 220217 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 14 Male Passenger Severity: Slight Injured by vehicle: 1

Friday 04/12/2015 Time 1116 Serious at B430 STATION ROAD APPROX 200M S OF RAIL BRIDGE ARDLEY
E: 454024 N: 226551 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 2 Age: 65 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 2 Male Passenger Severity: Slight Injured by vehicle: 2

Friday 04/12/2015 Time 2021 Slight at B4030 STATION ROAD APPROX 500M NE OF J/W FREEHOLD STREET LOWER HEYFORD
E: 449567 N: 225148 Junction Detail: 0 Control
Fine with high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 09/12/2015 Time 0155 Slight at M40 NBOUND BETWEEN J10 & J9 AT MP103/9 BUCKNELL
E: 454960 N: 225835 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other
Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from S to N Going ahead other
Casualty Reference: 2 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 09/12/2015 Time 0818 Slight at SHAKESPEARE DRIVE APPROX 50M N OF J/W BURNS CRESCENT BICESTER
E: 457114 N: 223321 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to Parked

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 11/12/2015 Time 1835 Serious at PORTWAY APPROX 150M S OF J/W GREENWAY LOWER HEYFORD
E: 449951 N: 223509 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 2 Age: 38 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Bus or coach Moving from N to S Going ahead other
Casualty Reference: 3 Age: 31 Female Passenger Severity: Slight Injured by vehicle: 3

Saturday 12/12/2015 Time 1642 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN
E: 455067 N: 219012 Junction Detail: 0 Control
Fine with high winds Road surface Wet/Damp Darkness: street lights present and lit

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

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 25 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 29 Female Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Casualty Reference: 3 Age: 28 Female Passenger Severity: Slight Injured by vehicle: 3

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 13/12/2015 Time 1214 Slight at A34 NBOUND MP 97/8 WESTON ON THE GREEN
E: 454860 N: 218798 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up

Sunday 13/12/2015 Time 1527 Slight at A34 NBOUND AT MP 98/1A APPROX 200M SW OF RBT WESTON ON THE GREEN
E: 455060 N: 219005 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up

Wednesday 16/12/2015 Time 2326 Slight at STRATTON AUDLEY ROAD APPROX 160M W OF J/W SCHOOL LANE STOKE LYNE
E: 456549 N: 228162 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 16/12/2015 Time 1027 Slight at A34 NBOUND AT MP98/3 ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEB
E: 455168 N: 219110 Junction Detail: 0 Control
Other Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Changing lane to left
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up

Thursday 17/12/2015 Time 1423 Slight at A34 SBOUND J/W A34 SLIP ROAD FROM B430 AT MP 96/5A WESTON-ON-THE-GREEN
E: 453993 N: 217881 Junction Detail: 5 Control 4
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from SE to S Going ahead left bend
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 1

Friday 18/12/2015 Time 1245 Slight at A34 NBOUND AT MP 98/1A APPROX 200M S OF A40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455079 N: 219023 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 2 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 49 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 21/12/2015 Time 1237 Slight at A41 SBOUND AT APPROACH TO A34 WENDLEBURY INTERCHANGE RBT AT JCT 9 M40 WENDLEBU
E: 455383 N: 219297 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Stopping
Vehicle Reference 2 Car Moving from NE to S Stopping
Casualty Reference: 1 Age: 23 Male Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from NE to S Stopping

Sunday 27/12/2015 Time 1645 Slight at A4095 SOUTHWOLD LANE J/W HEATHER ROAD BICESTER
E: 458473 N: 224450 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to E Turning right
Vehicle Reference 2 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 53 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 29/12/2015 Time 1207 Slight at M40 NBOUND BETWEEN J10 & J9 AT MP104/0 BUCKNELL
E: 454957 N: 225838 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 63 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other
Vehicle Reference 3 Car Moving from S to N Going ahead but held up
Vehicle Reference 4 Car Moving from S to N Going ahead but held up

Thursday 07/01/2016 Time 1856 Slight at A34 WENDLEBURY INTERCHANGE RBT AT EXIT INTO A34 SBOUND WENDLEBURY
E: 455225 N: 219120 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from E to S Changing lane to right
Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from E to S Going ahead left bend
Vehicle Reference 3 Car Moving from E to S Going ahead left bend

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Saturday 09/01/2016 Time 2211 Slight at M40 NBOUND AT MP99/9A CHESTERTON
E: 454703 N: 221747 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 28 Female Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 3 Age: 6 Female Passenger Severity: Slight Injured by vehicle: 1

Monday 11/01/2016 Time 0838 Slight at BUCKNELL ROAD APPROX 620M N OF J/W ACCESS TO HAWKSWELL FARM CAVERSFIELD
E: 456453 N: 224862 Junction Detail: 0 Control
Raining without high winds Road surface Flood Daylight
Vehicle Reference 1 Car Moving from W to SE Going ahead right bend
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 12/01/2016 Time 1710 Serious at A4260 APPROX 150M S OF J/W B4030 AT HOPCROFTS HOLT STEEPLE ASTON
E: 446519 N: 224901 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to N Stopping
Vehicle Reference 2 Motorcycle over 500cc Moving from S to N Stopping
Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 14/01/2016 Time 1530 Serious at A34 NBOUND AT MP96/8 WESTON ON THE GREEN
E: 454180 N: 218092 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Stopping
Casualty Reference: 1 Age: 58 Male Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 2 Age: 41 Male Driver/rider Severity: Serious Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Casualty Reference: 3 Age: 64 Male Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Car Moving from S to NE Going ahead but held up

Vehicle Reference 5 Car Moving from S to NE Going ahead but held up
Casualty Reference: 4 Age: 48 Female Passenger Severity: Slight Injured by vehicle: 5

Tuesday 19/01/2016 Time 2121 Slight at A43 AT RBT J/W B4100 AT BAYNARDS GREEN STOKE LYNE
E: 454930 N: 229157 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

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

Vehicle Reference 2 Car Moving from N to S Waiting to turn left
Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 28/01/2016 Time 1015 Slight at B4030 J/W A4095 HOWES LANE CHESTERTON
E: 456428 N: 222729 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 29/01/2016 Time 0828 Slight at A34 SBOUND AT MP96/9 WESTON ON THE GREEN
E: 454186 N: 218084 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods vehicle - unknown weight Moving from NE to S Changing lane to left
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 04/02/2016 Time 1401 Serious at A34 NBOUND APPROX 300M SW OF J/W M40 / A41 AT WENDLEBURY INTERCHANGE WESTON ON T
E: 454987 N: 218929 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 66 Female Driver/rider Severity: Serious Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Vehicle Reference 4 Car Moving from S to NE Going ahead but held up

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Sunday 07/02/2016 Time 0715 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455178 N: 219135 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 64 Male Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 09/02/2016 Time 0810 Slight at M40 NBOUND MP98/5A CHESTERTON
E: 455104 N: 220405 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 11/02/2016 Time 1635 Slight at B430 AT J/W A4095 CHESTERTON
E: 453353 N: 222011 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to W Turning left
Vehicle Reference 2 Pedal Cycle Moving from S to N Going ahead other
Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 13/02/2016 Time 1927 Slight at M40 SBOUND MP 96/3B WENDLEBURY
E: 455956 N: 218532 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to SE Going ahead other
Casualty Reference: 2 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from N to SE Going ahead other

Tuesday 16/02/2016 Time 1501 Slight at OXFORD ROAD AT BEND JUST S OF WESTON PARK FARM WESTON-ON-THE-GREEN
E: 454655 N: 218393 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 20/02/2016 Time 1506 Slight at A34 NBOUND AT MP 98/2 APPROX 90M SW OF J/W M40 WENDLEBURY
E: 455135 N: 219081 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

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

Casualty Reference:	1	Age: 27	Male	Driver/rider	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	4	Age: 26	Female	Passenger	Severity: Slight	Injured by vehicle: 1

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

Casualty Reference:	2	Age: 34	Female	Driver/rider	Severity: Slight	Injured by vehicle: 2
Casualty Reference:	3	Age: 40	Male	Passenger	Severity: Slight	Injured by vehicle: 2

Sunday 21/02/2016 Time 1134 Slight at A4260 J/W ACCESS TO PETROL STATION APPROX 40M N OF J/W B4030 STEEPLE ASTON
E: 446526 N: 225154 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from W to S Turning right

Casualty Reference:	1	Age: 35	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	2	Age: 6	Male	Passenger	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	3	Age: 8	Male	Passenger	Severity: Slight	Injured by vehicle: 1

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 24/02/2016 Time 1600 Slight at B4100 LONDON ROAD APPROX 80M N OF A41 RODNEY HOUSE RBT BICESTER
E: 459120 N: 221330 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to SE Going ahead right bend
Casualty Reference: 1 Age: 12 Male Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 40 Female Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 3 Age: 11 Female Passenger Severity: Slight Injured by vehicle: 1

Sunday 28/02/2016 Time 2033 Slight at U/C WHITELANDS WAY J/W ASCOT WAY/KEMPTON CLOSE BICESTER
E: 456904 N: 222418 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from E to N Turning right
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 73 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 73 Female Passenger Severity: Slight Injured by vehicle: 2

Wednesday 02/03/2016 Time 2335 Serious at A41 BICESTER BYPASS AT TOUCAN CROSSING APPROX 70M E OF J/W A41 / B4030 RBT BICESTER
E: 457832 N: 221897 Junction Detail: 0 Control
Fine with high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 06/03/2016 Time 0537 Slight at M40 NBOUND AT MP99/0A CHESTERTON
E: 454932 N: 220868 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from SE to N Going ahead other

Tuesday 08/03/2016 Time 1801 Slight at A41 BICESTER BYPASS APPROX 340M SE OF RBT J/W A41 OXFORD ROAD BICESTER
E: 458076 N: 221775 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from SE to N Going ahead but held up
Casualty Reference: 1 Age: 53 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from SE to N Going ahead but held up

Sunday 13/03/2016 Time 1839 Slight at A34 NBOUND APPROX 100M S OF J/W A34 / M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455129 N: 219075 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Thursday 24/03/2016 Time 1750 Slight at B4030 APPROX 300M NW OF J/W B430 MIDDLETON STONEY
E: 453192 N: 223667 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight Injured by vehicle: 1

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

Thursday 24/03/2016 Time 2121 Slight at M40 NBOUND AT MP100/3A CHESTERTON
E: 454694 N: 222143 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to N Going ahead other

Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 26/03/2016 Time 1107 Slight at A34 NBOUND APPROX 300M SW OF J/W M40 / A41 AT WENDLEBURY INTERCHANGE WESTON ON T
E: 455016 N: 218959 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 12 Male Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead other

Sunday 27/03/2016 Time 1459 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT BY OVERHEAD GANTRY
E: 455152 N: 219096 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Stopping

Tuesday 29/03/2016 Time 1210 Serious at A4095 HOWES LANE J/W ACCESS TO POLICE STATION BICESTER
E: 457016 N: 223708 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle over 500cc Moving from N to S Turning right
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 30/03/2016 Time 1425 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN
E: 455116 N: 219063 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up

Friday 01/04/2016 Time 1428 Slight at M40 NBOUND BETWEEN J10 & J9 AT MP 102/4 BUCKNELL
E: 454825 N: 224233 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Car Moving from S to N Going ahead but held up
Casualty Reference: 1 Age: 8 Male Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 28 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 06/04/2016 Time 1641 Slight at B4030 J/W PORT WAY LOWER HEYFORD
E: 449989 N: 224437 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Stopping
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 3 Age: 18 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from E to W Going ahead other
Casualty Reference: 2 Age: 44 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 08/04/2016 Time 1624 Slight at A4260 J/W ACCESS TO PETROL STATION APPROX 40M N OF J/W B4030 STEEPLE ASTON
E: 446524 N: 225151 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to W Turning right
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 08/04/2016 Time 0815 Slight at B430 AT J/W PRIVATE DRIVE TO PROPERTY (CAERLEON) APPROX 200M N OF NORTH LANE WE
E: 453308 N: 219190 Junction Detail: 8 Control 4
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 2 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to N Waiting to turn right
Casualty Reference: 1 Age: 59 Female Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 09/04/2016 Time 1804 Slight at A34 NBOUND APPROX 40M SW OF RBT J/W M40 AT J9 WENDLEBURY
E: 455174 N: 219123 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 16/04/2016 Time 1228 Slight at A34 NBOUND APPROX 300M SW OF J/W M40 / A41 AT WENDLEBURY INTERCHANGE WESTON ON T
E: 454990 N: 218933 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Goods 7.5 tonnes mgw and over					Moving from	S	to	NE	Stopping
Vehicle Reference 2	Car					Moving from	S	to	NE	Going ahead but held up
Casualty Reference:	1	Age:	58	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	2	
Casualty Reference:	2	Age:	36	Female	Passenger	Severity:	Slight	Injured by vehicle:	2	
Casualty Reference:	3	Age:	9	Female	Passenger	Severity:	Slight	Injured by vehicle:	2	

Tuesday 26/04/2016 Time 1622 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN
E: 455087 N: 219030 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car					Moving from	S	to	NE	Going ahead other
Vehicle Reference 2	Car					Moving from	S	to	NE	Going ahead but held up
Casualty Reference:	1	Age:	38	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	2	
Vehicle Reference 3	Car					Moving from	S	to	NE	Going ahead but held up
Vehicle Reference 4	Car					Moving from	S	to	NE	Going ahead but held up
Vehicle Reference 5	Car					Moving from	S	to	NE	Going ahead but held up
Vehicle Reference 6	Car					Moving from	S	to	NE	Going ahead but held up
Vehicle Reference 7	Car					Moving from	S	to	NE	Going ahead but held up

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Wednesday 27/04/2016 Time 1645 Slight at CAMP ROAD APPROX 175M W OF RBT J/W DACEY DRIVE UPPER HEYFORD
E: 450757 N: 225856 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to E Going ahead other
Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 1

Wednesday 11/05/2016 Time 0720 Slight at B4100 LONDON ROAD APPROX 50M S OF RBT J/W MALLARDS WAY BICESTER
E: 458760 N: 221698 Junction Detail: 0 Control
Unknown Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 12/05/2016 Time 0023 Slight at A4421 BUCKINGHAM ROAD J/W THOMPSON ROAD CAVERSFIELD
E: 459270 N: 224988 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from W to S Turning right
Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 15/05/2016 Time 1840 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN
E: 455098 N: 219040 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other

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

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

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

Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other

Casualty Reference: 3 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 3

Monday 16/05/2016 Time 0452 Serious at A41 RBT AT J/W B4030 VENDEE DRIVE CHESTERTON
E: 457220 N: 221170 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lighting unknown

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 18/05/2016 Time 1429 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN
E: 455098 N: 219043 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other

Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 52 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Casualty Reference: 2 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Car Moving from S to NE Going ahead but held up

Vehicle Reference 5 Car Moving from S to NE Going ahead but held up

Wednesday 18/05/2016 Time 1608 Serious at A4095 LORDS LANE APPROX 50M E OF RBT J/W BUCKNELL ROAD BICESTER
E: 457261 N: 223952 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 51 Female Driver/rider Severity: Serious Injured by vehicle: 1

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

Vehicle Reference 3 Car Moving from S to NE Going ahead other
Casualty Reference: 2 Age: 28 Female Driver/rider Severity: Slight Injured by vehicle: 3

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Saturday 21/05/2016 Time 1843 Serious at M40 NBOUND AT MP108/1A ARDLEY
E: 453650 N: 229452 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Serious Injured by vehicle: 2

Wednesday 25/05/2016 Time 1520 Slight at M40 NBOUND AT MP99/8A CHESTERTON
E: 454715 N: 221636 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other

Wednesday 25/05/2016 Time 1505 Slight at A4095 FROM B430 J/W PORT WAY/A4095 FROM KIRTLINGTON KIRTLINGTON
E: 450048 N: 220734 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from NE to N Turning right
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Thursday 26/05/2016 Time 0710 Slight at M40 SBOUND ENTRY SLIP RD FROM J10 SERVICES STOKE LYNE
E: 454808 N: 227963 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods vehicle - unknown weight Moving from N to SE Going ahead other

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

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

Friday 27/05/2016 Time 1958 Slight at A43 NBOUND AT MP21/5 STOKE LYNE
E: 455344 N: 230233 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

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

Casualty Reference: 2 Age: 11 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Minibus Moving from S to Parked

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 30/05/2016 Time 1022 Slight at A34 NBOUND AT MP 98/2 APPROX 90M SW OF J/W M40 WENDLEBURY
E: 455140 N: 219085 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car					Moving from	S	to	NE	Stopping	
Casualty Reference:	1	Age:	50	Male	Driver/rider					Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Car					Moving from	S	to	NE	Stopping	
Vehicle Reference 3	Car					Moving from	S	to	NE	Going ahead but held up	
Vehicle Reference 4	Car					Moving from	S	to	NE	Going ahead but held up	

Monday 30/05/2016 Time 1432 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN
E: 455100 N: 219047 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car					Moving from	S	to	NE	Stopping	
Vehicle Reference 2	Car					Moving from	S	to	NE	Stopping	
Vehicle Reference 3	Car					Moving from	S	to	NE	Stopping	
Vehicle Reference 4	Car					Moving from	S	to	NE	Stopping	
Casualty Reference:	1	Age:	42	Female	Driver/rider					Severity: Slight	Injured by vehicle: 4
Vehicle Reference 5	Car					Moving from	S	to	NE	Going ahead other	
Casualty Reference:	2	Age:	24	Female	Driver/rider					Severity: Slight	Injured by vehicle: 5

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Monday 30/05/2016 Time 1630 Slight at A34 WENDLEBURY INTERCHANGE RBT BY J/W M40 SBOUND ENTRY SLIP / A41 WENDLEBURY
E: 455326 N: 219302 Junction Detail: 1 Control 2
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to SE Going ahead right bend
Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 30/05/2016 Time 1411 Slight at A34 SBOUND AT MP 95/7 AT J/W EXIT FROM SHELL PETROL FILLING STATION WESTON ON THE G
E: 453412 N: 217301 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from NE to S Going ahead other
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 30/05/2016 Time 1340 Serious at A34 NBOUND AT MP 98/2 APPROX 100M SW OF J/W M40 WENDLEBURY
E: 455124 N: 219069 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle over 500cc Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Tuesday 31/05/2016 Time 1345 Slight at M40 NBOUND ENTRY SLIP RD AT BEND APPROX 75M N OF EXIT FROM A34 / M40 WENDLEBURY INTERC
E: 455187 N: 219313 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to N Changing lane to left

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

Casualty Reference: 1 Age: 5 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 33 Female Passenger Severity: Slight Injured by vehicle: 2

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

Thursday 02/06/2016 Time 0019 Fatal at A41 BICESTER BYPASS APPROX 250M SE OF J/W A41 / B4030 RBT BICESTER
E: 458012 N: 221807 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

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

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

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from SE to N Going ahead but held up

Tuesday 14/06/2016 Time 1140 Slight at M40 SBOUND AT MP107/6 ARDLEY
E: 454003 N: 229176 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

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

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 14/06/2016 Time 1446 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY
E: 455378 N: 219224 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car					Moving from	NE	to	S	Changing lane to left
Vehicle Reference 2	Car					Moving from	NE	to	S	Going ahead other
Casualty Reference:	1	Age:	49	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	2	
Casualty Reference:	2	Age:	76	Female	Passenger	Severity:	Slight	Injured by vehicle:	2	

Wednesday 15/06/2016 Time 0815 Slight at A41 BICESTER BYPASS APPROX 400M NW OF RBT J/W A4421 / B4100 BICESTER
E: 458754 N: 221458 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car					Moving from	SE	to	N	Going ahead other
Casualty Reference:	1	Age:	6	Male	Passenger	Severity:	Slight	Injured by vehicle:	1	
Casualty Reference:	2	Age:	8	Female	Passenger	Severity:	Slight	Injured by vehicle:	1	
Casualty Reference:	3	Age:	34	Female	Driver/rider	Severity:	Slight	Injured by vehicle:	1	
Vehicle Reference 2	Car					Moving from	SE	to	N	Going ahead but held up
Vehicle Reference 3	Car					Moving from	SE	to	N	Going ahead but held up

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 19/06/2016 Time 1259 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY
E: 455366 N: 219194 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from NE to S Turning left

Wednesday 22/06/2016 Time 1238 Slight at B4030 AT EXIT FROM EXIT FROM LAYBY OPPOSITE CAULCOTT VILLAGE TURN (SOUTH ST) LOWE
E: 450842 N: 224378 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Starting
Vehicle Reference 2 Car Moving from W to E Going ahead other
Casualty Reference: 1 Age: 53 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 30/06/2016 Time 2237 Slight at M40 SOUTHBOUND OFF-SLIP RD J/W A34 WESTON ON THE GREEN
E: 455166 N: 219597 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to S Changing lane to right
Casualty Reference: 1 Age: 74 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 02/07/2016 Time 1210 Slight at A41 BICESTER BYPASS APPROX 380M NW OF RBT J/W A4421 / B4100 BICESTER
E: 458846 N: 221416 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from SE to SE U-turn
Casualty Reference: 2 Age: 33 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from SE to N Overtaking stat vehicle O/S
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 17/07/2016 Time 1915 Slight at A41 RBT AT J/W VENDEE DRIVE CHESTERTON
E: 457208 N: 221170 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to W Turning left
Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 1

Monday 25/07/2016 Time 1010 Slight at B430 AT J/W A4095 CHESTERTON
E: 453360 N: 222030 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to S Turning right
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 57 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 55 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 27/07/2016 Time 0422 Fatal at M40 SOUTHBOUND AT MP97/7 AT EXIT SLIP ROAD TO A34 WENDLEBURY INTERCHANGE WESTO
E: 455183 N: 219540 Junction Detail: 5 Control 4
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other
Casualty Reference: 1 Age: 37 Male Pedestrian Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 27 Male Pedestrian Severity: Fatal Injured by vehicle: 1
Casualty Reference: 3 Age: 37 Male Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 07/08/2016 Time 2319 Serious at M40 SBOUND MP 105/7B STOKE LYNE
E: 454896 N: 227538 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from N to S Changing lane to left
Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 50 Female Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 3 Age: 61 Male Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 4 Age: 37 Male Driver/rider Severity: Serious Injured by vehicle: 2

Vehicle Reference 3 Car Moving from N to S Going ahead other
Casualty Reference: 5 Age: 61 Male Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Car Moving from N to S Going ahead other
Casualty Reference: 6 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 4

Vehicle Reference 5 Car Moving from N to S Going ahead other

Vehicle Reference 6 Car Moving from N to S Going ahead other

Friday 12/08/2016 Time 2016 Slight at A43 NBOUND AT MP21/5 STOKE LYNE
E: 455329 N: 230197 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 12/08/2016 Time 1738 Slight at M40 SBOUND AT MP 105/2B STOKE LYNE
E: 454956 N: 227042 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 5 Age: 21 Female Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 6 Age: 58 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from N to S Stopping
Casualty Reference: 2 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 4 Age: 32 Female Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from N to S Going ahead but held up
Casualty Reference: 3 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Car Moving from N to S Going ahead but held up

Friday 26/08/2016 Time 1439 Slight at ARDLEY ROAD AT BRIDGE OVER M40 ARDLEY
E: 454929 N: 227190 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motorcycle over 500cc Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from SE to N Overtaking stat vehicle O/S

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 03/09/2016 Time 1630 Slight at A34 NBOUND MP 97/8 WESTON ON THE GREEN
E: 454849 N: 218787 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1	Car	Moving from	S	to	NE	Going ahead other
Vehicle Reference 2	Car	Moving from	S	to	NE	Going ahead but held up
Vehicle Reference 3	Car	Moving from	S	to	NE	Going ahead but held up

Casualty Reference: 1 Age: 16 Female Passenger Severity: Slight Injured by vehicle: 3

Vehicle Reference 4	Car	Moving from	S	to	NE	Going ahead but held up

Sunday 04/09/2016 Time 1230 Slight at A43 NBOUND JUSTG N OF RBT J/W B4100 AT BAYNARDS GREEN STOKE LYNE
E: 454916 N: 229173 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car	Moving from	S	to	N	Going ahead other
Vehicle Reference 2	Car	Moving from	S	to	N	Going ahead but held up

Casualty Reference: 1 Age: 50 Female Passenger Severity: Slight Injured by vehicle: 2

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Sunday 04/09/2016 Time 1022 Slight at A34 NBOUND APPROX 300M SW OF J/W M40 / A41 AT WENDLEBURY INTERCHANGE WESTON ON T
E: 455021 N: 218966 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from S to NE Stopping
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 04/09/2016 Time 1620 Slight at A41 BICESTER BYPASS RBT J/W OXFORD ROAD BICESTER
E: 457754 N: 221947 Junction Detail: 1 Control 1
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to E Going ahead right bend
Casualty Reference: 1 Age: 54 Female Pedestrian Severity: Slight Injured by vehicle: 1

Sunday 04/09/2016 Time 1035 Serious at A43 RBT J/W B4100 AT BAYNARDS GREEN STOKE LYNE
E: 454904 N: 229157 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to E Turning right
Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 60 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Monday 05/09/2016 Time 0808 Slight at M40 SBOUND AT MP107/5 B ARDLEY
E: 454142 N: 229029 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 1

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

Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from N to SE Going ahead but held up
Casualty Reference: 2 Age: 21 Male Passenger Severity: Slight Injured by vehicle: 3

Sunday 11/09/2016 Time 1022 Serious at AVOCET WAY JUST SW OF NUMBER 35 BICESTER
E: 459699 N: 221692 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motorcycle over 500cc Moving from S to NE Overtaking stat vehicle O/S
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Serious Injured by vehicle: 1

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

Vehicle Reference 3 Car Moving from NE to Parked

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 13/09/2016 Time 1751 Slight at A4095 HOWES LANE APPROX 300M SW OF SHAKESPEARE DRIVE BICESTER
E: 456746 N: 223355 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to NE Stopping
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping

Saturday 24/09/2016 Time 1237 Slight at B430 STATION ROAD J/W ARDLEY FIELDS/WEIGH BRIDGE / INCINERATOR SITE ARDLEY
E: 453976 N: 226358 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to N Turning right
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 41 Female Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 25/09/2016 Time 1602 Slight at M40 NBOUND AT MP101/2A CHESTERTON
E: 454717 N: 223045 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Changing lane to left
Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Bus or coach Moving from S to N Overtaking moving vehicle O/S

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 02/10/2016 Time 1212 Slight at A4421 SKIMMINGDISH LANE APPROX 40M SE OF RBT J/W A4421 BUCKINGHAM ROAD LAUNTON
E: 459034 N: 224298 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from SE to N Going ahead other
Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from SE to N Going ahead other
Casualty Reference: 3 Age: 49 Female Driver/rider Severity: Slight Injured by vehicle: 3

Tuesday 11/10/2016 Time 1055 Slight at A4260 J/W B4030 AT HOPCROFTS HOLT STEEPLE ASTON
E: 446530 N: 225071 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to E Turning right
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 2 Age: 78 Male Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 78 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 15/10/2016 Time 1009 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN
E: 455106 N: 219049 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 57 Male Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 47 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 56 Female Passenger Severity: Slight Injured by vehicle: 2

Sunday 16/10/2016 Time 0932 Slight at B4100 AT J/W NORTHERN ACCESS TO CAVERSFIELD LAYBY APPROX 820M N OF HOME FARM CA
E: 457621 N: 225784 Junction Detail: 3 Control 4
Raining without high winds Road surface Flood Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 20/10/2016 Time 1759 Slight at B4100 LONDON ROAD RBT J/W MALLARDS WAY BICESTER
E: 458727 N: 221790 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Turning left
Vehicle Reference 2 Car Moving from S to N Turning left
Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 22/10/2016 Time 0840 Serious at M40 AT J/W EXIT SLIP RD JUNC 10 MP 107/0 ARDLEY
E: 454342 N: 228782 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Changing lane to left
Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Serious Injured by vehicle: 1

Tuesday 25/10/2016 Time 0519 Serious at A4095 SOUTHWOLD LANE J/W HORNBEAM ROAD BICESTER
E: 458757 N: 224394 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to E Turning right
Vehicle Reference 2 Pedal Cycle Moving from E to W Going ahead other
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 27/10/2016 Time 1907 Slight at M40 NBOUND AT MP 105/5 STOKE LYNE
E: 454909 N: 227322 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to N Going ahead other
Vehicle Reference 2 Car Moving from S to N Stopping
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 32 Male Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 35 Male Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from S to N Stopping
Vehicle Reference 4 Car Moving from S to N Stopping

Friday 04/11/2016 Time 0852 Slight at A4095 SOUTWOLD LANE RBT J/W B4100 BANBURY ROAD CAVERSFIELD
E: 458179 N: 224488 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Motorcycle 50cc and under Moving from N to S Going ahead other
Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Saturday 05/11/2016 Time 1519 Serious at M40 SBOUND AT MP107/0 ARDLEY
E: 454391 N: 228713 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from N to SE Changing lane to right

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

Casualty Reference: 2 Age: 29 Female Passenger Severity: Serious Injured by vehicle: 2

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

Casualty Reference: 3 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 3

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

Monday 07/11/2016 Time 1343 Serious at M40 NBOUND AT MP104/9A ARDLEY
E: 454960 N: 226620 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 08/11/2016 Time 0558 Slight at ARDLEY ROAD O/S HOUSE NUMBER 2 ARDLEY
E: 454267 N: 227607 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to SE Going ahead left bend
Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to Parked

Saturday 12/11/2016 Time 0750 Fatal at M40 NBOUND AT MP 97/0 BY J/W EXIT SLIP ROAD TO M40 / A34 WENDLEBURY INTERCHANGE WENDLEI
E: 455422 N: 218986 Junction Detail: 5 Control 4
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from SE to N Overtaking moving vehicle O/S
Casualty Reference: 1 Age: 61 Male Driver/rider Severity: Fatal Injured by vehicle: 1
Vehicle Reference 2 Car Moving from SE to N Reversing

Friday 18/11/2016 Time 1643 Serious at M40 SBOUND AT MP98/8 CHESTERTON
E: 455027 N: 220707 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Goods vehicle - unknown weight Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to S Going ahead but held up
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Serious Injured by vehicle: 2
Casualty Reference: 2 Age: 27 Male Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 30 Male Passenger Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 20/11/2016 Time 1939 Slight at A41 J/W LAKEVIEW DRIVE (TESCO STORE) BICESTER
E: 457709 N: 221815 Junction Detail: 6 Control 2
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from S to SE Turning right
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 49 Female Passenger Severity: Slight Injured by vehicle: 2

Sunday 20/11/2016 Time 0635 Slight at M40 SBOUND AT MP107/4B ARDLEY
E: 454146 N: 229023 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Vehicle Reference 2 Car Moving from N to SE Overtaking moving vehicle O/S
Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from N to SE Going ahead other
Casualty Reference: 2 Age: 70 Female Driver/rider Severity: Slight Injured by vehicle: 3
Vehicle Reference 4 Car Moving from N to SE Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 26/11/2016 Time 0903 Slight at M40 NBOUND AT MP106/7A ARDLEY
E: 454531 N: 228448 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 62 Female Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 26/11/2016 Time 1637 Serious at A4095 SOUTHWOLD LANE AT TOUCAN CROSSING APPROX 120M E OF JRBT J/W B4100 CAVERSFIEL
E: 458301 N: 224481 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from W to E Going ahead other
Casualty Reference: 1 Age: 50 Male Pedestrian Severity: Serious Injured by vehicle: 1

Wednesday 30/11/2016 Time 1935 Slight at CAMP ROAD AT BEND APPROX 230M SE OF J/W ROAD TO ARDLEY MIDDLETON STONEY
E: 452261 N: 225473 Junction Detail: 0 Control
Fine without high winds Road surface Frost/Ice Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Casualty Reference: 1 Age: 20 Female Passenger Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 02/12/2016 Time 1830 Slight at A43 AT RBT J/W ACCESS TO CHERWELL VALLEY SERVICES STOKE LYNE
E: 454740 N: 228072 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 04/12/2016 Time 0021 Slight at A41 BETWEEN M40 J9 & RBT J/W B4030 VENDEE DRIVE CHESTERTON - CONSIDERABLE UNCERTAINT
E: 456979 N: 220859 Junction Detail: 0 Control
Snowing with high winds Road surface Frost/Ice Darkness: no street lighting
Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Agricultural vehicle Moving from S to NE Going ahead other

Wednesday 07/12/2016 Time 2246 Serious at BUCKINGHAM ROAD AT TRAFFIC CALMING BUILD OUT APPROX 120M SW OF J/W COOPERS GREEN BI
E: 458816 N: 224048 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 10/12/2016 Time 1845 Serious at A44421 BUCKINGHAM ROAD AT BUS STOP APPROX 100M N OF RBT J/W A4095 SOUTHWOLD LANE
E: 459024 N: 224453 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 16 Female Pedestrian Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Bus or coach Moving from NE to S Going ahead but held up

Tuesday 20/12/2016 Time 2100 Serious at AKEMAN STREET APPROX 500M W OF M40 BRIDGE CHESTERTON
E: 454511 N: 221018 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Serious Injured by vehicle: 1

Tuesday 27/12/2016 Time 1450 Slight at B430 J/W AKEMAN STREET CHESTERTON
E: 453178 N: 220839 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to N Turning right
Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 57 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 29/12/2016 Time 1240 Serious at A4095 HOWES LANE J/W SHAKESPEARE DRIVE BICESTER
E: 456938 N: 223597 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 2 Age: 24 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to SE Turning right
Casualty Reference: 1 Age: 17 Female Driver/rider Severity: Serious Injured by vehicle: 2

Saturday 31/12/2016 Time 0949 Slight at M40 NBOUND EXIT SLIP ROAD FOR J9 WENDLEBURY INTERCHANGE APPROX 80M SE OF ENTRY TO RBT
E: 455325 N: 219058 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 6 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from SE to N Stopping

Thursday 05/01/2017 Time 1056 Slight at A41 BICESTER BYPASS BY LAYBY APPROX 200M SE OF RBT J/W A41 OXFORD ROAD BICESTER
E: 457988 N: 221821 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to N U-turn

Vehicle Reference 2 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 10 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Wednesday 11/01/2017 Time 0542 Serious at B4100 AT BEND BY STOKE LYNE/STOKE WOOD XRDS J/W STRATTON AUDLEY RD STOKE LYNE
E: 455854 N: 228147 Junction Detail: 6 Control 4
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from SE to N Going ahead right bend
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Serious Injured by vehicle: 1

Monday 16/01/2017 Time 1144 Slight at M40 NBOUND ENTRY SLIP RD APPROX 200M E OF RBT J/W A43 & B430 STOKE LYNE
E: 454741 N: 227871 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from W to NE Going ahead left bend
Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 17/01/2017 Time 1030 Slight at A41 BICESTER BYPASS RBT J/W A41 OXFORD ROAD BICESTER
E: 457776 N: 221903 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 17/01/2017 Time 2256 Slight at NEW ROAD J/W BICESTER ROAD BUCKNELL
E: 455917 N: 225478 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to W Turning left
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 19/01/2017 Time 2324 Slight at M40 SBOUND AT MP 98/7 WESTON ON THE GREEN
E: 455068 N: 220602 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 19/01/2017 Time 1357 Slight at A43 RBT J/W B4100 STOKE LYNE
E: 454914 N: 229093 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to N Turning right
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 13 Male Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 3 Age: 36 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 20/01/2017 Time 1720 Serious at A34 NBOUND APPROX 100M SW OF RBT J/W A34 / A41 / M40 WENDELBURY INTERCHANGE WESTON ON T
E: 455124 N: 219071 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other

Casualty Reference: 4 Age: 54 Male Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 5 Age: 34 Male Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Stopping

Casualty Reference: 1 Age: 54 Female Driver/rider Severity: Serious Injured by vehicle: 3

Casualty Reference: 3 Age: 39 Male Passenger Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Car Moving from S to NE Stopping

Casualty Reference: 2 Age: 34 Male Passenger Severity: Slight Injured by vehicle: 4

Thursday 26/01/2017 Time 1810 Slight at A41 BICESTER BYPASS BY LAYBY APPROX 200M SE OF RBT J/W A41 OXFORD ROAD BICESTER
E: 458008 N: 221811 Junction Detail: 0 Control
Fine without high winds Road surface Frost/Ice Darkness: no street lighting

Vehicle Reference 1 Car Moving from N to N U-turn

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

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

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 27/01/2017 Time 1726 Slight at M40 SBOUND AT MP102/2 BUCKNELL
E: 454812 N: 224042 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 3 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from N to S Reversing
Casualty Reference: 2 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 2

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

Vehicle Reference 4 Car Moving from N to S Going ahead other

Vehicle Reference 5 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 5

Vehicle Reference 6 Car Moving from N to S Going ahead other

Saturday 04/02/2017 Time 0551 Slight at A34 SBOUND CWAY J/W EXIT SLIP ROAD TO B430 WESTON ON THE GREEN
E: 454023 N: 217896 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from NE to S Turning left
Casualty Reference: 1 Age: 20 Female Passenger Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Monday 06/02/2017 Time 1715 Slight at B430 80M N OF J/W HEYFORD ROAD ARDLEY
E: 453800 N: 225650 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to N Overtaking moving vehicle O/S
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other

Tuesday 14/02/2017 Time 2030 Serious at SKIMMINGDISH LANE J/W TURNPIKE ROAD CAVERSFIELD
E: 459035 N: 224559 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from SE to NE Turning right
Casualty Reference: 1 Age: 15 Male Driver/rider Severity: Serious Injured by vehicle: 2

Tuesday 14/02/2017 Time 1917 Serious at A4095 APPROX 600M NW OF J/W PORT WAY KIRTLINGTON
E: 450636 N: 221078 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Sunday 19/02/2017 Time 1534 Slight at A34 NBOUND APPROX 200M SW OF J9 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455062 N: 219010 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 1

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

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Casualty Reference: 2 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Car Moving from S to NE Going ahead but held up

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 20/02/2017 Time 1034 Serious at A34 NBOUND APPROX 180M SW OF A34 / M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455072 N: 219019 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Serious Injured by vehicle: 2
Casualty Reference: 2 Age: 9 Male Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Stopping
Vehicle Reference 4 Car Moving from S to NE Stopping
Casualty Reference: 3 Age: 6 Male Passenger Severity: Slight Injured by vehicle: 4
Casualty Reference: 4 Age: 10 Male Passenger Severity: Slight Injured by vehicle: 4
Vehicle Reference 5 Car Moving from S to NE Stopping
Vehicle Reference 6 Car Moving from S to NE Stopping
Vehicle Reference 7 Car Moving from S to NE Stopping

Friday 24/02/2017 Time 2245 Slight at A41 RBT J/W B4030 VENDEE DRIVE CHESTERTON
E: 457215 N: 221162 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Vehicle Reference 3 Car Moving from SE to NE Turning right
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 3

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 05/03/2017 Time 1644 Slight at A34 NBOUND 100M SW OF J/W A34 / M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455120 N: 219067 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Vehicle Reference 3 Car Moving from S to NE Stopping

Tuesday 07/03/2017 Time 1437 Slight at A41 SBOUND APPROX 350M NE OF A34 / M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455588 N: 219506 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 47 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from NE to S Going ahead but held up
Vehicle Reference 4 Car Moving from NE to S Going ahead but held up

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 07/03/2017 Time 1228 Slight at M40 NBOUND AT MP 98/6 CHESTERTON
E: 455079 N: 220499 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car				Moving from	S	to	N	Going ahead other
Casualty Reference:	1	Age:	46	Male	Passenger			Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Car				Moving from	S	to	N	Stopping
Vehicle Reference 3	Car				Moving from	S	to	N	Stopping
Vehicle Reference 4	Car				Moving from	S	to	N	Stopping

Tuesday 07/03/2017 Time 0650 Slight at B4030 ON M40 BRIDGE BUCKNELL
E: 454732 N: 223311 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1	Car				Moving from	E	to	W	Overtaking moving vehicle O/S
Vehicle Reference 2	Pedal Cycle				Moving from	E	to	W	Going ahead other
Casualty Reference:	1	Age:	33	Male	Driver/rider			Severity: Slight	Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 12/03/2017 Time 1509 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND EXIT SLIP ROAD WENDLEBURY
E: 455285 N: 219291 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 3 Age: 62 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 36 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 21/03/2017 Time 1526 Slight at ALCHESTER ROAD APPROX 80M N OF J/W ORCHARD RISE (S) CHESTERTON
E: 456005 N: 221581 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Vehicle Reference 2 Car Moving from N to Parked
Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 26/03/2017 Time 1515 Serious at B430 NORTHAMPTON ROAD MINI RBT J/W B430 SPUR TO JUNCTION WITH A34 WESTON ON THE GREEN
E: 453689 N: 217933 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from E to N Turning right
Casualty Reference: 1 Age: 51 Female Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 02/04/2017 Time 0615 Slight at M40 SBOUND AT MP100/0B CHESTERTON
E: 454712 N: 221850 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 24 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other

Monday 03/04/2017 Time 1943 Fatal at A4095 500M W OF J/W ACCESS TO CHESTERTON STUD FARM CHESTERTON
E: 452287 N: 221782 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 90 Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Fatal Injured by vehicle: 1

Monday 03/04/2017 Time 2122 Serious at A41 RBT AT J/W B4030 VENDEE DRIVE CHESTERTON
E: 457224 N: 221166 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 16/04/2017 Time 2007 Serious at B4030 AT BEND APPROX 75M E OF ACCESS TO LIME HOLLOW UPPER HEYFORD
E: 451807 N: 224591 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to S Going ahead left bend
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Serious Injured by vehicle: 1

Tuesday 18/04/2017 Time 1734 Slight at BUCKNELL ROAD J/W KINGSLEY ROAD BICESTER
E: 457318 N: 223718 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Turning left
Vehicle Reference 2 Pedal Cycle Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 30/04/2017 Time 2245 Slight at A41 OXFORD ROAD RBT J/W B4030 OXFORD ROAD BICESTER
E: 457735 N: 221916 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from NE to S Stopping
Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 02/05/2017 Time 1632 Serious at M40 NBOUND AT MP100/7A CHESTERTON
E: 454708 N: 222548 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Stopping
Casualty Reference: 1 Age: 66 Female Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Stopping

Monday 08/05/2017 Time 0800 Slight at A34 NBOUND CWAY APPROX 200M SW OF M40 J9 WENDLELBURY INTERCHANGE WESTON ON THE G
E: 455060 N: 219007 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 14/05/2017 Time 1224 Slight at A34 NBOUND APPROX 800M SW OF J/W M40 / A41 AT WENDLEBURY INTERCHANGE WESTON ON T
E: 454638 N: 218569 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 3 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 57 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 48 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 16/05/2017 Time 1117 Slight at A4421 SKIMMINGDISH LANE RBT J/W BUCKINGHAM ROAD LAUNTON
E: 458995 N: 224318 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Stopping
Casualty Reference: 1 Age: 72 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 72 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from NE to S Starting

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 20/05/2017 Time 0025 Serious at A41 NBOUND APPROX 250M S OF RBT J/W B4030 VENDEE DRIVE CHESTERTON
E: 457064 N: 220946 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

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

Casualty Reference:	1	Age:	31	Male	Driver/rider	Severity: Serious	Injured by vehicle: 1
Casualty Reference:	2	Age:	42	Female	Passenger	Severity: Serious	Injured by vehicle: 1
Casualty Reference:	3	Age:	32	Female	Passenger	Severity: Serious	Injured by vehicle: 1
Casualty Reference:	4	Age:	36	Male	Passenger	Severity: Serious	Injured by vehicle: 1

Friday 26/05/2017 Time 1411 Slight at A4095 J/W AKEMAN STREET KIRTLINGTON
E: 450107 N: 220427 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to N Going ahead other

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other

Casualty Reference:	1	Age:	49	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2
Casualty Reference:	2	Age:	27	Male	Passenger	Severity: Slight	Injured by vehicle: 2

Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from S to N Waiting to turn right

Casualty Reference:	3	Age:	27	Male	Driver/rider	Severity: Slight	Injured by vehicle: 3
Casualty Reference:	4	Age:	26	Male	Passenger	Severity: Slight	Injured by vehicle: 3

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 10/06/2017 Time 2128 Slight at A41 BICESTER BYPASS RBT J/W A41 OXFORD ROAD BICESTER
E: 457780 N: 221933 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 11/06/2017 Time 1645 Slight at A34 NBOUND APPROX 300M SW OF RBT J/W M40 / A34 WENDLEBURY INTERCHANGE WESTON ON THE C
E: 455053 N: 218999 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead but held up
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up

Monday 12/06/2017 Time 1403 Slight at A41 J/W ACCESS TO BREWERS FAYRE APPROX 300M SW OF J/W A41 BICESTER BYPASS BICESTER
E: 457588 N: 221653 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from NE to N Turning right
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 16/06/2017 Time 1734 Slight at M40 SBOUND AT MP98/7B CHESTERTON
E: 455071 N: 220598 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Stopping
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to S Stopping
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 17/06/2017 Time 0845 Slight at A34 NBOUND APPROX 300M SW OF RBT J/W A34 / M40 WENDLEBURY INTERCHANGE WESTON ON THE C
E: 454983 N: 218927 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 42 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 2 Age: 61 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 19/06/2017 Time 1554 Slight at A41 BICESTER BYPASS APPROX 650M E OF RBT J/W A41 / B4030 OXFORD ROAD BICESTER
E: 458410 N: 221625 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to SE Stopping

Vehicle Reference 2 Motorcycle 50cc and under Moving from N to SE Stopping
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from N to SE Stopping
Casualty Reference: 2 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Pedal Cycle Moving from N to SE Going ahead other

Monday 19/06/2017 Time 1813 Slight at A41 BICESTER BYPASS APPROX 485M SE OF RBT J/W A41 TO M40 / B4030 OXFORD ROAD
E: 458422 N: 221618 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to SE Stopping

Vehicle Reference 2 Car Moving from N to SE Stopping
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from N to SE Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 29/06/2017 Time 1524 Slight at M40 NBOUND AT MP97/3 WENDLEBURY
E: 455256 N: 219246 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 2 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 04/07/2017 Time 1005 Slight at A41 BICETSR BYPASS APPROX 100M NW OF A41 / A4421 RODNEY HOUSE RBT BICESTER
E: 459041 N: 221296 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from SE to SE U-turn
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 07/07/2017 Time 1922 Slight at A4095 RBT J/W B4100 BANBURY ROAD BICESTER
E: 458180 N: 224479 Junction Detail: 1 Control 4
Other Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 09/07/2017 Time 2003 Slight at M40 SBOUND AT MP98/8 CHESTERTON
E: 455029 N: 220703 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Overtaking nearside
Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to SE Changing lane to left

Thursday 13/07/2017 Time 2013 Slight at A41 OXFORD ROAD AT J/W PIONEER WAY (NEW SIGNALLED JUNCTION FOR PREMIER INN ETC)
E: 457545 N: 221582 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 7 Female Passenger Severity: Slight Injured by vehicle: 3
Casualty Reference: 2 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 3

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 15/07/2017 Time 0604 Slight at M40 NBOUND MP98/3 CHESTERTON
E: 455119 N: 220211 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

Casualty Reference:	1	Age:	47	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	2	Age:	30	Female	Passenger	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	3	Age:	31	Female	Passenger	Severity: Slight	Injured by vehicle: 1

Thursday 20/07/2017 Time 2030 Slight at M40 SBOUND AT MP 107/1 ARDLEY
E: 454334 N: 228791 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

Casualty Reference:	1	Age:	19	Female	Passenger	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	3	Age:	21	Male	Driver/rider	Severity: Slight	Injured by vehicle: 1

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from N to SE Changing lane to right

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

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 23/07/2017 Time 1619 Slight at M40 SBOUND AT MP 98/7 WESTON ON THE GREEN
E: 455068 N: 220608 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to S Changing lane to right
Vehicle Reference 2 Car Moving from N to S Stopping

Casualty Reference: 1 Age: 27 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 23/07/2017 Time 1435 Slight at A34 NBOUND APPROX 100M SW OF RBT J/W A34 / M40 / A41 WENDLEBURY INTERCAHNGE WENDLEBUR
E: 455126 N: 219073 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 4 Age: 53 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 26 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 25 Female Passenger Severity: Slight Injured by vehicle: 2

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Monday 31/07/2017 Time 1736 Slight at A41 BICESTER BYPASS APPROX 150M SE OF J/W A41 OXFORD ROAD BICESTER - SOME UNCERTAINTY C
E: 457905 N: 221859 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to N U-turn

Vehicle Reference 2 Motorcycle over 500cc Moving from N to SE Overtaking stat vehicle O/S

Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 06/08/2017 Time 1530 Slight at A34 NBOUND AT MP96/1 WESTON ON THE GREEN
E: 453677 N: 217595 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motorcycle over 500cc Moving from S to NE Going ahead other

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

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

Monday 07/08/2017 Time 0724 Slight at ALCHESTER ROAD AT BEND 200M S OF J/W AKEMAN STREET CHESTERTON
E: 456191 N: 221032 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from N to E Going ahead left bend

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 09/08/2017 Time 0815 Slight at M40 NBOUND EXIT SLIP ROAD APPROX 100M S OF RBT J/W AT A34 / M40 WENDLEBURY INTERCHANGE
E: 455349 N: 219037 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 43 Male Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 63 Female Passenger Severity: Slight Injured by vehicle: 2

Thursday 10/08/2017 Time 1855 Slight at A41 OXFORD ROAD RBT J/W B4030 VENDEE DRVIE BICESTER
E: 457237 N: 221224 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Changing lane to right
Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 10/08/2017 Time 1712 Serious at M40 NBOUND AT MP 100/5 CHESTERTON
E: 454709 N: 222349 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 73 Male Passenger Severity: Serious Injured by vehicle: 1
Casualty Reference: 2 Age: 74 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 12/08/2017 Time 1034 Slight at A34 NBOUND J/W A34 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455185 N: 219148 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 59 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping

Wednesday 16/08/2017 Time 1234 Slight at M40 NBOUND AT MP101/3 CHESTERTON
E: 454719 N: 223147 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Changing lane to left
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 49 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 17/08/2017 Time 1335 Slight at A41 NBOUND AT J/W LITTLE CHESTERTON TURN CHESTERTON
E: 456299 N: 220227 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 20/08/2017 Time 1136 Serious at A34 NBOUND APPROX 450M SW OF A34 / M40 JUNCTION 9 WENDLEBURY
E: 454896 N: 218841 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 74 Female Passenger Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping

Monday 21/08/2017 Time 1320 Slight at A34 NBOUND 20M SW OF A34 / M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455061 N: 219008 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 59 Male Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Saturday 26/08/2017 Time 1808 Slight at A34 NBOUND APPROX 100M SW OF A34/M40/A41 WENDELBURY INTERCHANGE WENDLEBURY
E: 455113 N: 219059 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 3 Age: 22 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 2 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Taxi/Private hire car Moving from S to NE Stopping
Casualty Reference: 4 Age: 49 Male Passenger Severity: Slight Injured by vehicle: 3

Sunday 27/08/2017 Time 1517 Slight at MIDDLETON STONEY ROAD IN 30MPH SECTION IN BICESTER - NO OTHER LCOATION DETAILS SUPPLIE
E: 457160 N: 222486 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motorcycle over 500cc Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 1

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 29/08/2017 Time 0219 Slight at M40 SBOUND AT MP 102/2 BUCKNELL
E: 454816 N: 224031 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 02/09/2017 Time 1726 Slight at WHITELANDS WAY J/W ASCOT WAY BICESTER
E: 456903 N: 222410 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to N Turning right
Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other

Sunday 03/09/2017 Time 1655 Slight at A34 NBOUND 100M SW OF A34 / M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455132 N: 219079 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 77 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 71 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 3 Age: 86 Male Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 03/09/2017 Time 0907 Fatal at A4095 AT BEND BY ENTRANCE TO VICARAGE FARM CHESTERTON
E: 455277 N: 221712 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle over 500cc Moving from E to N Going ahead right bend
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Fatal Injured by vehicle: 1

Tuesday 19/09/2017 Time 1714 Slight at MIDDLETON STONEY ROAD J/W LODDON CLOSE BICESTER
E: 457612 N: 222327 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 25 Male Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 20/09/2017 Time 1630 Slight at A34 NBOUND APPROX 150M SW OF A34/M40/A41 WENDELBURY INTERCHANGE WENDLEBURY
E: 455075 N: 219024 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead other

Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from S to NE Stopping
Casualty Reference: 2 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Car Moving from S to NE Stopping
Casualty Reference: 3 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 4

Vehicle Reference 5 Goods 3.5 tonnes mgw and under Moving from S to NE Stopping

Sunday 24/09/2017 Time 2156 Slight at A34 SBOUND J/W B430 WESTON ON THE GREEN
E: 454021 N: 217900 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from NE to S Turning left
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 27/09/2017 Time 1354 Slight at A34 NBOUND APPROX 100M SW OF A34/M40/A41 WENDELBURY INTERCHANGE WENDLEBURY
E: 455110 N: 219055 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Changing lane to left
Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from S to NE Stopping

Friday 29/09/2017 Time 0545 Slight at B4030 AT BEND BY ACCESS OT PARK FARM MIDDLETON STONEY
E: 452025 N: 224361 Junction Detail: 0 Control
Other Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to E Going ahead left bend
Casualty Reference: 1 Age: 17 Female Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 05/10/2017 Time 1646 Slight at WHITELANDS WAY J/W ASCOT WAY BICESTER
E: 456908 N: 222409 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 55 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from NE to S Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Sunday 08/10/2017 Time 0343 Slight at M40 SBOUND AT MP100/8 CHESTERTON
E: 454732 N: 222647 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 10/10/2017 Time 1143 Slight at A41 J/W PIONEER WAY BICESTER
E: 457591 N: 221652 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from NE to N Turning right
Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 20/10/2017 Time 1057 Slight at A34 NBOUND 500M SW OF A34 / M40 WENDLEBURY INTERCHANGE WESTON ON THE GREEN
E: 454853 N: 218792 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 2 Age: 72 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 22/10/2017 Time 1207 Slight at M40 SBOUND AT MP103/8 BUCKNELL
E: 454972 N: 225636 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to S Changing lane to right
Vehicle Reference 3 Car Moving from N to S Going ahead other
Vehicle Reference 4 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 46 Female Passenger Severity: Slight Injured by vehicle: 4
Casualty Reference: 2 Age: 7 Male Passenger Severity: Slight Injured by vehicle: 4

Sunday 29/10/2017 Time 1146 Slight at A34 NBOUND APPORX 200M SW OF A34 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455064 N: 219010 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 2 Age: 37 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 16 Female Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from S to NE Stopping
Casualty Reference: 3 Age: 25 Female Passenger Severity: Slight Injured by vehicle: 3
Vehicle Reference 4 Car Moving from S to NE Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 29/10/2017 Time 1504 Slight at A34 NBOUND APPROX 200M SW OF A34 / M40 / A41 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455068 N: 219013 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 58 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 2 Age: 21 Female Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Stopping

Sunday 29/10/2017 Time 1339 Slight at GREEN LANE / AKEMAN STREET XRDS J/W THE HALE CHESTERTON
E: 455567 N: 221164 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from W to E Going ahead other
Casualty Reference: 1 Age: 64 Male Passenger Severity: Slight Injured by vehicle: 2

Thursday 02/11/2017 Time 0949 Slight at A41 SW BOUND CWAY AT J/W PIONEER WAY BICESTER
E: 457624 N: 221659 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Stopping
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 23 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Saturday 11/11/2017 Time 0403 Slight at M40 SBOUND AT MP 96/7 WENDLEBURY
E: 455656 N: 218800 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight Injured by vehicle: 1

Monday 13/11/2017 Time 1756 Slight at A41 AT RBT J/W B4030 VENDEE DRIVE & BICESTER PARK AND RIDE ACCESS CHESTERTON
E: 457212 N: 221167 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to NE Starting
Vehicle Reference 2 Car Moving from NE to S Turning left
Casualty Reference: 1 Age: 13 Female Passenger Severity: Slight Injured by vehicle: 2

Monday 13/11/2017 Time 1746 Slight at B430 XRDS J/W AKEMAN STREET CHESTERTON
E: 453173 N: 220840 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to E Turning right
Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 2 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 16/11/2017 Time 0741 Slight at A41 RBT J/W A4421 AND B4100 BICESTER
E: 459140 N: 221183 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead but held up
Vehicle Reference 3 Car Moving from SE to N Going ahead but held up
Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight Injured by vehicle: 3
Vehicle Reference 4 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead but held up
Casualty Reference: 2 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 4

Wednesday 29/11/2017 Time 1807 Slight at A4421 J/W SKIMMINGDISH LANE CAVERSFIELD
E: 459062 N: 224528 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Waiting to turn right
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 29/11/2017 Time 0810 Slight at AKEMAN STREET APPROX 100M E OF J/W ACCESS TO POLO GROUND / PARK FARM COTTAGES KIRTL
E: 451660 N: 220645 Junction Detail: 0 Control
Fine without high winds Road surface Frost/Ice Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from W to E Going ahead other

Sunday 10/12/2017 Time 1817 Slight at A43 SBOUND CWAY APPROX 700M NE OF RBT J/W B4100 STOKE LYNE
E: 455162 N: 229798 Junction Detail: 0 Control
Snowing without high winds Road surface Frost/Ice Darkness: no street lighting
Vehicle Reference 1 Car Moving from NE to S Overtaking moving vehicle O/S
Vehicle Reference 2 Car Moving from NE to S Stopping
Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 12/12/2017 Time 1650 Slight at GREEN LANE APPROX 300M W OF A41 BRIDGE CHESTERTON
E: 456801 N: 221064 Junction Detail: 0 Control
Fine without high winds Road surface Frost/Ice Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to SE Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 14/12/2017 Time 0733 Slight at M40 NBOUND J/W M40 NBOUND ENTTRY SLIP ROAD AT MP98/1 WENDLEBURY
E: 455110 N: 220005 Junction Detail: 5 Control 4
Fine without high winds Road surface Frost/Ice Darkness: no street lighting
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to N Changing lane to right
Vehicle Reference 2 Car Moving from S to N Changing lane to right
Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 15/12/2017 Time 1101 Slight at A34 NBOUND 500M SW OF M40 WENDLEBURY INTERCHANGE WESTON ON THE GREEN
E: 454845 N: 218784 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Stopping

Saturday 23/12/2017 Time 1640 Slight at A34 WENDLEBURY INTERCHANGE RBT EXIT TO A41 NBOUND WENDLEBURY
E: 455360 N: 219308 Junction Detail: 1 Control 2
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 47 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 29/12/2017 Time 1849 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDLEBURY
E: 455372 N: 219206 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from N to SE Changing lane to left
Casualty Reference: 1 Age: 59 Female Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 14 Male Passenger Severity: Slight Injured by vehicle: 1

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

Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead right bend

Saturday 30/12/2017 Time 1129 Slight at M40 SBOUND AT MP 98/8 CHESTERTON
E: 455024 N: 220718 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight Injured by vehicle: 1

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 30/12/2017 Time 1942 Slight at A41 SBOUND CWAY APPROX 100M N OF J/W PIONEER WAY BICESTER
E: 457674 N: 221748 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1	Car				Moving from	NE	to	S	Going ahead other
Vehicle Reference 2	Car				Moving from	NE	to	S	Stopping
Casualty Reference:	1	Age:	21	Male	Driver/rider			Severity:	Slight	Injured by vehicle:	2
Vehicle Reference 3	Car				Moving from	NE	to	S	Stopping

Friday 05/01/2018 Time 0738 Slight at A4421 BUCKINGHAM ROAD RBT J/W A4095 SOUTHWOLD LANE BICESTER
E: 458964 N: 224356 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1	Car				Moving from	N	to	SE	Going ahead other
Vehicle Reference 2	Motor Cycle over 50 cc and up to 125cc				Moving from	N	to	NE	Turning left
Casualty Reference:	1	Age:	24	Female	Driver/rider			Severity:	Slight	Injured by vehicle:	2

Tuesday 23/01/2018 Time 1445 Slight at M40 NBOUND AT MP108/2A ARDLEY
E: 453526 N: 229537 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car				Moving from	SE	to	N	Going ahead other
Casualty Reference:	1	Age:	67	Male	Driver/rider			Severity:	Slight	Injured by vehicle:	1
Vehicle Reference 2	Goods 7.5 tonnes mgw and over				Moving from	SE	to	N	Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 27/01/2018 Time 0656 Serious at B4030 VENDEE DRIVE AT PEDESTRIAN REFUGE APPROX 100M NW OF RBT J/W A41 BICETSER
E: 457126 N: 221261 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 83 Male Driver/rider Severity: Serious Injured by vehicle: 2

Wednesday 31/01/2018 Time 0816 Slight at A43 NBOUND SBOUND APPROX 100M N OF RBT J/W B4100 AT BAYNARDS GREEN STOKE LYNE
E: 454948 N: 229248 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 65 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 02/02/2018 Time 1757 Slight at A43 SBOUND APPROX 50M N OF RBT J/W M40 SBOUND SLIP TROAD / CHERWELL VALLEY SERVICES
E: 454811 N: 228194 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to S Stopping
Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 07/02/2018 Time 1014 Serious at B4100 J/W BAINTON ROAD BUCKNELL
E: 457257 N: 226274 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from SE to NE Turning right

Tuesday 20/02/2018 Time 0843 Fatal at PORTWAY APPROX 400M S OF J/W B4030 LOWER HEYFORD
E: 449941 N: 224041 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Fatal Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 2 Age: 45 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 6 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 25/02/2018 Time 1303 Slight at A34 NBOUND APPROX 230M SW OF A34 /M40 WENDLEBURY INTERCHANGE WESTON ON THE GREEN
E: 455034 N: 218978 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 2 Age: Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 15/03/2018 Time 1848 Slight at A41 OXFORD ROAD RBT J/W OXFORD ROAD BICESTER
E: 457782 N: 221953 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from NE to S Stopping

Wednesday 21/03/2018 Time 2012 Slight at A43 SBOUND 50M S OF RBT J/W SLIP TO M40 STOKE LYNE
E: 454774 N: 228382 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from NE to S Going ahead left bend
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 17 Male Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 3 Age: 22 Male Passenger Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 22/03/2018 Time 1027 Slight at B430 STATION RD J/W SOMERTON ROAD ARDLEY
E: 454292 N: 227432 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 74 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to W Turning right

Tuesday 10/04/2018 Time 0717 Slight at A34 SBOUND AT MP 96/7 WESTON ON THE GREEN
E: 454100 N: 217994 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 36 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 5 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from NE to S Going ahead but held up
Casualty Reference: 3 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 3
Vehicle Reference 4 Car Moving from NE to S Going ahead but held up
Casualty Reference: 4 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 4

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 23/04/2018 Time 0927 Slight at A4095 BY J/W ACCESS TO LOVELYNCH CHESTERTON
E: 455427 N: 223105 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 79 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to SE Going ahead other
Vehicle Reference 3 Pedal Cycle Moving from N to SE Reversing

Monday 30/04/2018 Time 1608 Slight at A41 SBOUND APPROX 75M NE OF RBT J/W M40 & A34 AT WENDLEBURY INTERCHANGE WENDLE
E: 455416 N: 219342 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Stopping
Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from NE to S Stopping

Sunday 20/05/2018 Time 1209 Slight at A43 RBT J/W M40 SBOUND EXIT SLIP RD STOKE LYNE
E: 454719 N: 228452 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to E Going ahead left bend
Casualty Reference: 1 Age: 84 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 23/05/2018 Time 0850 Slight at M40 SBOUND J/W M40 SBOUND EXIT SLIP ROAD TO WENDLEBURY INTERCHANGE AT MP 97/7 WESTON C
E: 455153 N: 219628 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to S Changing lane to right
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other

Thursday 24/05/2018 Time 1209 Slight at CAMP RD APPROX 650M N OF J/W B4030 UPPER HEYFORD
E: 452340 N: 225049 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 24/05/2018 Time 1002 Slight at A34 NBOUND APPROX 150M SW OF RBT J/W M40 / A34 WENDLEBURY INTERCHANGE WESTON ON THE C
E: 455066 N: 219012 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 50 Female Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 28/05/2018 Time 0334 Serious at A34 NBOUND AT MP 96/5A WESTON-ON-THE-GREEN
E: 453964 N: 217876 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Darkness: street lights present but unlit

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 17 Female Passenger Severity: Serious Injured by vehicle: 1
Casualty Reference: 2 Age: 19 Male Passenger Severity: Serious Injured by vehicle: 1
Casualty Reference: 4 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 3 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 01/06/2018 Time 0315 Slight at M40 NBOUND AT 105.2 MP ARDLEY
E: 454941 N: 227021 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to N Going ahead other
Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 04/06/2018 Time 1723 Slight at A41 OXFORD ROAD J/W PIONEER WAY BICESTER
E: 457590 N: 221656 Junction Detail: 6 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from NE to N Turning right
Casualty Reference: 1 Age: 11 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 10 Female Passenger Severity: Slight Injured by vehicle: 2

Thursday 07/06/2018 Time 0918 Slight at A43 ROUNDABOUT J/W ACCESS TO M40 CHERWELL VALLEY SERVICES STOKE LYNE
E: 454812 N: 228153 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to S Reversing
Casualty Reference: 1 Age: 49 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from N to S Going ahead but held up

Friday 08/06/2018 Time 0954 Slight at M40 NBOUND AT MP98/2 J/W M40 NBOUND EBNTRY SLIP ROAD AT J9 WESTON ON THE GREEN
E: 455117 N: 220106 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 17/06/2018 Time 2153 Slight at B430 AT J/W A4095 CHESTERTON
E: 453344 N: 222035 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to W Turning left
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 21/06/2018 Time 0933 Slight at B4030 VENDEE DRVIE J/W WHITELANDS FARM BICESTER
E: 456657 N: 221860 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from SE to N Waiting to turn right
Casualty Reference: 1 Age: 54 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Minibus Moving from N to SE Going ahead other

Saturday 23/06/2018 Time 0855 Slight at A34 NBOUND J/W B430 WESTON ON THE GREEN
E: 453737 N: 217680 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Turning left
Casualty Reference: 1 Age: 76 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 25/06/2018 Time 0648 Slight at A4095 APPROX 350M SE OF M40 CHESTERTON
E: 455093 N: 223211 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to SE Overtaking moving vehicle O/S
Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to N Going ahead other
Casualty Reference: 2 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 27/06/2018 Time 1940 Slight at ROUSHAM VILLAGE ROAD APPROX 850M SW OF J/W B4030 ROUSHAM
E: 447495 N: 223980 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to E Going ahead right bend
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Bus or coach Moving from E to S Going ahead left bend

Thursday 28/06/2018 Time 2144 Slight at A34 SBOUND AT MP95/9 WESTON ON THE GREEN
E: 453545 N: 217441 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Changing lane to right
Casualty Reference: 1 Age: 51 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from NE to S Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Thursday 28/06/2018 Time 0859 Slight at A34 SBOUND AT MP 96/1 WESTON ON THE GREEN
E: 453645 N: 217542 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from NE to S Stopping
Vehicle Reference 2 Car Moving from NE to S Stopping
Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 04/07/2018 Time 1520 Serious at B430 SPUR TO JUNCTION WITH A34 APPROX 50M SE OF MINI RBT J/W B430 WESTON ON THE GREEN
E: 453761 N: 217927 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to W Going ahead left bend
Casualty Reference: 1 Age: 49 Female Driver/rider Severity: Serious Injured by vehicle: 1

Tuesday 24/07/2018 Time 1906 Slight at A34 WENDLEBURY INTERCHANGE RBT BY J/W M40 SBOUND ENTRY SLIP / A41 WENDLEBURY
E: 455339 N: 219299 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to SE Turning right
Vehicle Reference 2 Car Moving from S to N Turning left
Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 24/07/2018 Time 1134 Slight at A34 WENDLEBURY INTERCHANGE RBT NE BOUND CWAY BETWEEN M40 NBOUND ENTRY AND EXIT SL
E: 455257 N: 219264 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Changing lane to right
Casualty Reference: 1 Age: 57 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 2 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 24/07/2018 Time 1854 Slight at SOMERTON ROAD AT BEND APPROX 250M SE OF RAIL BRIDGE ARDLEY
E: 453175 N: 227662 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to W Going ahead left bend
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 28/07/2018 Time 0802 Slight at A41 RBT J/W LINK ROAD FROM WENDLEBURY VILLAGE & VENDEE DRIVE BICESTER
E: 457260 N: 221172 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 30/07/2018 Time 1038 Slight at M40 SBOUND MP 103/2B BUCKNELL
E: 454938 N: 225029 Junction Detail: 0 Control 0
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to S Stopping
Vehicle Reference 2 Car Moving from N to S Stopping
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from N to S Stopping

Friday 03/08/2018 Time 0706 Serious at A41 OXFORD ROAD RBT J/W A41 BICETSER BYPASS BICESTER
E: 457790 N: 221916 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Vehicle Reference 3 Pedal Cycle Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Serious Injured by vehicle: 3
Vehicle Reference 4 Pedal Cycle Moving from SE to N Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 05/08/2018 Time 1317 Slight at A4260 J/W B4030 AT HOPCROFTS HOLT STEEPLE ASTON
E: 446517 N: 225102 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to N Going ahead other
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Motorcycle over 500cc Moving from W to S Turning right
Casualty Reference: 2 Age: Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 06/08/2018 Time 0100 Slight at WENDLEBURY RD APPROX 200M NE OF J/W A41 CHESTERTON
E: 456482 N: 220319 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1

Friday 10/08/2018 Time 1731 Fatal at A41 SBOUND WENDLEBURY 600M NE OF M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455814 N: 219723 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Fatal Injured by vehicle: 1
Casualty Reference: 2 Age: 38 Male Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 17/08/2018 Time 2005 Slight at B4100 AT BEND 140M NW OF J/W ROAD TO HARDWICK STOKE LYNE
E: 455551 N: 228708 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle over 500cc Moving from S to N Going ahead left bend
Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other
Vehicle Reference 3 Car Moving from N to SE Going ahead other
Vehicle Reference 4 Car Moving from N to SE Going ahead other

Saturday 18/08/2018 Time 0210 Serious at B4100 APPROX 20M N OF AT STOKE LYNE/STOKE WOOD XRDS J/W STRATTON AUDLEY RD STOK
E: 455855 N: 228137 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Serious Injured by vehicle: 1

Tuesday 21/08/2018 Time 2255 Slight at A4095 LORDS LANE RBT J/W B4100 BANBURY ROAD BICESTER
E: 458153 N: 224476 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from E to W Going ahead other
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Wednesday 22/08/2018 Time 1031 Slight at A34 NBOUND AT J/W M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455183 N: 219154 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead but held up
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 22/08/2018 Time 0745 Slight at A43 RBT J/W B4100 STOKE LYNE
E: 454922 N: 229094 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 31/08/2018 Time 1145 Slight at M40 SBOUND AT MP98/0 WESTON ON THE GREEN
E: 455133 N: 219909 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Stopping
Vehicle Reference 2 Motorcycle over 500cc Moving from N to S Stopping
Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Friday 31/08/2018 Time 1431 Slight at M40 NBOUND AT MP96/1 WENDLEBURY
E: 456089 N: 218377 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from SE to N Stopping
Casualty Reference: 1 Age: 42 Female Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 11 Male Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from SE to N Stopping

Vehicle Reference 3 Car Moving from SE to N Stopping

Monday 03/09/2018 Time 1533 Serious at A43 RBT J/W B430 STOKE LYNE
E: 454523 N: 227883 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to NE Starting

Vehicle Reference 2 Car Moving from S to NE Starting
Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Serious Injured by vehicle: 2
Casualty Reference: 2 Age: 22 Male Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 06/09/2018 Time 2100 Slight at A41 J/W PIONEER WAY BICESTER
E: 457626 N: 221662 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 24 Male Passenger Severity: Slight Injured by vehicle: 2

Sunday 16/09/2018 Time 1422 Slight at GREEN LANE / AKEMAN STREET XRDS J/W THE HALE CHESTERTON
E: 455569 N: 221161 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from W to E Going ahead other
Vehicle Reference 3 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 3

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Wednesday 19/09/2018 Time 1500 Slight at A34 NBOUND APPROX 60M SW OF WENDLEBURY INTERCHANGE J/W M40 & A41 WENDLEBURY
E: 455158 N: 219100 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 2 Age: 53 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Goods vehicle - unknown weight Moving from S to NE Stopping

Saturday 06/10/2018 Time 1555 Slight at A41 NBOUND RBT J/W OXFORD ROAD & A41 BICESTER BYPASS BICESTER
E: 457732 N: 221891 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 60 Male Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Casualty Reference: 3 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 3

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 09/10/2018 Time 1815 Slight at HEYFORD ROAD APPROX 25M N OF J/W NIZEWELL HEAD STEEPLE ASTON - SOME UNCERTAINTY OVE
E: 447774 N: 225507 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 12 Male Pedestrian Severity: Slight Injured by vehicle: 1

Saturday 20/10/2018 Time 1050 Slight at B430 STATION ROAD AT RAIL BRIDGE ARDLEY
E: 454089 N: 226725 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Car Moving from S to N Going ahead but held up
Casualty Reference: 1 Age: 49 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other
Casualty Reference: 2 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 3
Vehicle Reference 4 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 22/10/2018 Time 1335 Slight at M40 SBOUND AT MP99/3 CHESTERTON
E: 454841 N: 221159 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Stopping
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other
Vehicle Reference 3 Car Moving from N to S Stopping
Casualty Reference: 1 Age: 58 Female Passenger Severity: Slight Injured by vehicle: 3

Sunday 04/11/2018 Time 1511 Slight at A43 NBOUND JUST N OF RBT J/W M40 SBOIND EXIT SLIP ROAD STOKE LYNE
E: 454749 N: 228478 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Casualty Reference: 1 Age: 63 Female Passenger Severity: Slight Injured by vehicle: 1

Friday 16/11/2018 Time 1845 Slight at A4095 SOUTHWOLD LANE J/W FRINGFORD ROAD BICESTER
E: 458269 N: 224481 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to W Turning right

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Monday 19/11/2018 Time 1500 Slight at A41 BICESTER BYPASS RBT J/W A41 OXFORD ROAD BICESTER
E: 457763 N: 221902 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to N Turning right

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from NE to S Going ahead other
Casualty Reference: 2 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 3

Tuesday 20/11/2018 Time 2031 Slight at A34 SBOUND AT MP 95/7 AT J/W EXIT FROM SHELL PETROL FILLING STATION WESTON ON THE G
E: 453415 N: 217300 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from SE to S Turning left

Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from NE to S Going ahead other
Casualty Reference: 2 Age: 75 Female Driver/rider Severity: Slight Injured by vehicle: 3

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 28/11/2018 Time 0741 Slight at A4421 BUCKINGHAM ROAD J/W THOMPSON DRIVE BICESTER
E: 459282 N: 224997 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Pedal Cycle Moving from NE to N Turning right
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1

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

Sunday 02/12/2018 Time 1241 Slight at B4100 APPROX 100M SE OF J/W ACCESS TO SWIFTS HOUSE OUTSIDE STOKE LYNE WOOD STOKE LYNE
E: 456131 N: 227743 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 63 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from N to SE Going ahead other
Casualty Reference: 3 Age: 63 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from SE to N Going ahead other
Casualty Reference: 4 Age: 46 Male Passenger Severity: Slight Injured by vehicle: 3

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 09/12/2018 Time 1510 Slight at A34 NBOUND AT MP 98/1A APPROX 200M S OF M40 INTERCHANGE WENDLEBURY
E: 455086 N: 219034 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 47 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 11 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 11/12/2018 Time 1815 Slight at M40 SBOUND AT MP 98/2B WESTON-ON-THE-GREEN - CONSIDERABLE UNCERTAINTY OVER LO
E: 455140 N: 220128 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to S Changing lane to right
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 52 Male Passenger Severity: Slight Injured by vehicle: 2

Thursday 13/12/2018 Time 1144 Slight at A43 RBT J/W B4100 AT EXIT TO A43 SBOUND STOKE LYNE
E: 454903 N: 229092 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to N Turning right
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 13/12/2018 Time 0802 Serious at B4030 AT BEND 750M E OF J/W SOUTH STREET CAULCOT LOWER HEYFORD
E: 451537 N: 224461 Junction Detail: 0 Control
Fine without high winds Road surface Frost/Ice Daylight
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from W to NE Going ahead left bend
Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Serious Injured by vehicle: 1

Saturday 15/12/2018 Time 1149 Slight at M40 SBOUND AT MP98/0A WESTON ON THE GREEN
E: 455131 N: 219905 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 26/12/2018 Time 1556 Serious at KINGS END MINI RBT J/W MIDDLETON STONEY ROAD & OXFORD ROAD BICESTER
E: 457927 N: 222247 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Motorcycle 50cc and under Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from NE to S Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 30/12/2018 Time 1129 Slight at A4260 J/W B4030 AT HOPCRFOTS HOLT STEEPLE ASTON
E: 446529 N: 225075 Junction Detail: 6 Control 2
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to E Turning right
Casualty Reference: 1 Age: 75 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other

Wednesday 09/01/2019 Time 0746 Slight at A41 BICESTER BYPASS APPROX 60M NW OF J/W A41 / B4100 RODNEY HOUSE RBT BICESTER
E: 458568 N: 221543 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from SE to N Going ahead but held up
Casualty Reference: 1 Age: 63 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 15/01/2019 Time 0700 Slight at A4421 WRETCHWICK WAY AT J/W PEREGRINE WAY BICESTER
E: 459841 N: 221668 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to S Turning right
Vehicle Reference 2 Motorcycle 50cc and under Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 28/01/2019 Time 0820 Slight at A4095 HOWES LANE J/W ACCESS TO POLICE STATION BICESTER
E: 457023 N: 223710 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from NE to S Waiting to turn right
Casualty Reference: 2 Age: 42 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 14/02/2019 Time 1600 Slight at A34 NBOUND APPROX 500M SW OF RBT J/W A34 / M40 WENDLEBURY INTERCHANGE WESTON ON TH
E: 454916 N: 218857 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 20/02/2019 Time 2257 Slight at M40 NBOUND J/W M40 NBOUND ENTRY SLIP ROAD AT JUNCTION 9 WESTON ON THE GREEN
E: 455104 N: 219773 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Taxi/Private hire car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 58 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 2 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Saturday 23/02/2019 Time 1100 Slight at M40 SBOUND AT MP 107/1 ARDLEY (SOME UNCERTAINTY OVER LOCATION)
E: 454323 N: 228806 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Changing lane to left
Vehicle Reference 2 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 25/02/2019 Time 1715 Slight at B4030 J/W CAMP ROAD MIDDLETON STONEY
E: 452495 N: 224437 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Waiting to turn left
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead but held up

Thursday 28/02/2019 Time 1613 Slight at A4421 NEUNKIRCHEN WAY RBT J/W PEREGRINE WAY BICESTER
E: 459416 N: 221338 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to S Turning right
Vehicle Reference 2 Pedal Cycle Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 06/03/2019 Time 1243 Slight at HEYFORD ROAD AT BEND APPROX 250M N OF J/W B4030 STEEPLE ASTON
E: 447856 N: 225020 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 1

Wednesday 06/03/2019 Time 2320 Slight at A4095 HEYFORD ROAD AT TRAFFC CALMING ISLAND APPROX 120M S OF J/W A4095 BICESTER ROAD KI
E: 450077 N: 220316 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 1

Friday 08/03/2019 Time 1831 Serious at A41 BICESTER BYPASS AT SIGNALLED CROSSING POINT APPROX 20M SE OF RBT J/W A41 OXFORD ROA
E: 457804 N: 221912 Junction Detail: 1 Control 2
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 24 Female Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 16/03/2019 Time 1119 Slight at A34 NBOUND APPROX 100M SW OF A34/M40/A41 WENDELBURY INTERCHANGE WENDLEBURY
E: 455097 N: 219045 Junction Detail: 0 Control
Fine with high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 5 Female Passenger Severity: Slight Injured by vehicle: 3

Sunday 17/03/2019 Time 1402 Serious at A41 J/W WENDLEBURY TURN WENDLEBURY
E: 456382 N: 220255 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to SE Turning left
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 29 Female Passenger Severity: Serious Injured by vehicle: 1

Saturday 30/03/2019 Time 1315 Slight at BICESTER / WENDLEBURY ROAD J/W LINK ROAD FROM A41 APPROX 350M NE OF WENDLEBURY VILLAC
E: 456404 N: 220213 Junction Detail: 3 Control 4
Unknown Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Turning right
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Friday 19/04/2019 Time 1113 Slight at M40 SBOUND AT MP 105/2A STOKE LYNE
E: 454933 N: 227306 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 29 Male Passenger Severity: Slight Injured by vehicle: 1

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

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

Vehicle Reference 4 Car Moving from N to S Going ahead other

Monday 22/04/2019 Time 1015 Serious at A4095 AT BEND BY J/W AKEMAN STREET KIRTLINGTON
E: 450110 N: 220441 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Casualty Reference: 2 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 3 Age: 37 Female Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 4 Age: 9 Female Passenger Severity: Serious Injured by vehicle: 1
Casualty Reference: 5 Age: 11 Female Passenger Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from N to S Going ahead right bend
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Wednesday 24/04/2019 Time 2224 Slight at A41 RBT AT J/W B4030 VENDEE DRIVE CHESTERTON
E: 457223 N: 221168 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 1

Sunday 05/05/2019 Time 1046 Slight at M40 NBOUND AT MP 107/0 ARDLEY
E: 454376 N: 228700 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight Injured by vehicle: 1

Friday 10/05/2019 Time 1538 Slight at A41 J/W PIONEER WAY BICESTER (SOME UNCERTAINTY OVER LOCATION)
E: 457627 N: 221665 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 10/05/2019 Time 1807 Slight at A41 BICESTER BYPASS RBT J/W A41 OXFORD ROAD BICESTER
E: 457780 N: 221905 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Bus or coach Moving from SE to S Turning left
Casualty Reference: 1 Age: 41 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Minibus Moving from NE to S Going ahead other

Monday 13/05/2019 Time 1628 Slight at WENDLEBURY ROAD J/W EXIT FROM GARDEN CENTRE / BICESTER AVENUE CHESTERTON
E: 457464 N: 221335 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 10/06/2019 Time 0830 Slight at A41 BETWEEN M40 J9 & RBT J/W B4030 VENDEE DRIVE CHESTERTON - CONSIDERABLE UNCERTAINT
E: 456966 N: 220847 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to E Going ahead other
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to E Going ahead other
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 12/06/2019 Time 2013 Fatal at A41 AT RBT J/W B4030 VENDEE DRIVE & BICESTER PARK AND RIDE ACCESS CHESTERTON
E: 457221 N: 221163 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 77 Male Driver/rider Severity: Fatal Injured by vehicle: 2
Casualty Reference: 2 Age: 80 Female Passenger Severity: Fatal Injured by vehicle: 2

Wednesday 12/06/2019 Time 0623 Serious at M40 SBOUND AT MP98/0A WESTON ON THE GREEN
E: 455127 N: 219911 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to S Changing lane to left
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other

Thursday 13/06/2019 Time 0759 Slight at M40 SBOUND AT MP 107/2 AT START OF J/W EXIT SLIP ROAD TO JUNCTION 10 ARDLEY
E: 454273 N: 228870 Junction Detail: 5 Control 4
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to SE Reversing
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to SE Changing lane to left
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 26 Male Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 21/06/2019 Time 1525 Slight at B430 OXFORD RD APPROX 300M N OF A4095 STAGGERED JUNCTION CHESTERTON
E: 453313 N: 222342 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to N Going ahead but held up
Casualty Reference: 2 Age: 11 Male Passenger Severity: Slight Injured by vehicle: 1
Casualty Reference: 3 Age: 17 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to N Going ahead but held up
Casualty Reference: 1 Age: 52 Female Driver/rider Severity: Slight Injured by vehicle: 2

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

Saturday 22/06/2019 Time 1448 Slight at M40 AT J10 OFF SLIP NORTHBOUND APPTROX 100M N OF M40 MAIN CWAY STOKE LYNE
E: 454832 N: 227628 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead left bend
Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 30/06/2019 Time 2200 Serious at A43 NWBOUND CWAY SW OF M40 BRIDGE STOKE LYNE
E: 454711 N: 228044 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1	Car					Moving from	S	to	NE	Stopping	
Casualty Reference:	1	Age:	55	Female	Passenger					Severity: Serious	Injured by vehicle: 1
Vehicle Reference 2	Car					Moving from	S	to	NE	Going ahead but held up	
Vehicle Reference 3	Car					Moving from	S	to	NE	Going ahead but held up	
Vehicle Reference 4	Car					Moving from	S	to	NE	Going ahead but held up	
Vehicle Reference 5	Car					Moving from	S	to	NE	Going ahead but held up	
Vehicle Reference 6	Car					Moving from	S	to	NE	Going ahead but held up	

Friday 05/07/2019 Time 1630 Slight at A34 NBOUND AT MP 98/1A APPROX 200M S OF M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455081 N: 219028 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car					Moving from	S	to	N	Stopping	
Casualty Reference:	1	Age:	28	Male	Driver/rider					Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Motorcycle over 500cc					Moving from	S	to	N	Stopping	
Casualty Reference:	2	Age:	53	Male	Driver/rider					Severity: Slight	Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 10/07/2019 Time 1000 Slight at M40 SBOUND AT MP 98/9B CHESTERTON (PLOTTED TO THIS LCOATION BUT MINIMAL LOCATION I
E: 455005 N: 220756 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Overtaking stat vehicle O/S
Vehicle Reference 2 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 14/07/2019 Time 2009 Slight at A34 NBOUND AT MP 98/1A APPROX 200M S OF M40 INTERCHANGE WENDLEBURY
E: 455083 N: 219013 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 62 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 30 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 16/07/2019 Time 1530 Slight at A41 BICESTER BYPASS RBT J/W OXFORD ROAD BICESTER
E: 457785 N: 221963 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 81 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Thursday 18/07/2019 Time 1530 Slight at A34 WENDLEBURY INTERCHANGE RBT BY J/W EXIT TO A41 NBOUND WENDLEBURY
E: 455334 N: 219300 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to NE Turning left
Vehicle Reference 2 Car Moving from W to E Going ahead other
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 19/07/2019 Time 1715 Slight at B4030 STATION RD APPROX 320M E OF J/W THE LANE LOWER HEYFORD
E: 448950 N: 224644 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 20 Male Pedestrian Severity: Slight Injured by vehicle: 1

Saturday 20/07/2019 Time 1336 Slight at A34 NBOUND APPROX 250M SW OF M40 ROUNDABOUT WENDLEBURY - EXACT LOCATION UNKOWN
E: 455029 N: 218972 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Stopping
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to NE Starting
Casualty Reference: 1 Age: 70 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 22/07/2019 Time 1541 Slight at M40 SBOUND AT MP101/4 B BUCKNELL
E: 454741 N: 223249 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to S Stopping
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to S Stopping
Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from N to S Stopping

Monday 22/07/2019 Time 1730 Slight at BUCKINGHAM ROAD AT CROSSING POINT APPROX 5M S OF RBT J/W A4421 / A4095 SKIMMINGDISH LAN
E: 458976 N: 224305 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from W to E Going ahead other
Casualty Reference: 1 Age: 12 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 23/07/2019 Time 1728 Slight at B4030 J/W CAMP ROAD MIDDLETON STONEY
E: 452494 N: 224435 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to S Waiting to turn left
Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 25/07/2019 Time 0800 Slight at B4100 LONDON ROAD J/W FLANDERS CLOSE BICESTER
E: 458774 N: 221664 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to SE Turning right
Vehicle Reference 2 Pedal Cycle Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 06/08/2019 Time 1609 Serious at B430 J/W HEYFORD ROAD ARDLEY
E: 453780 N: 225569 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from W to S Turning right
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from S to N Overtaking moving vehicle O/S
Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Serious Injured by vehicle: 2
Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from S to W Turning left

Friday 09/08/2019 Time 1712 Slight at M40 NBOUND AT MP99/0 CHESTERTON
E: 454936 N: 220868 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from SE to N Stopping
Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from SE to N Going ahead but held up

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 13/08/2019 Time 1609 Slight at M40 NBOUND AT MP97/5 WENDLEBURY
E: 455182 N: 219413 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 10 Male Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from SE to N Going ahead other

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

Sunday 18/08/2019 Time 1109 Slight at A34 NBOUND APPROX 150M SW OF A34/M40/A41 WENDELBURY INTERCHANGE WENDLEBURY
E: 455102 N: 219051 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Stopping

Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight Injured by vehicle: 2

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

Vehicle Reference 4 Car Moving from S to NE Going ahead but held up

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 19/08/2019 Time 1428 Slight at A41 AT RBT J/W B4030 VENDEE DRIVE & BICESTER PARK AND RIDE ACCESS CHESTERTON
E: 457206 N: 221190 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to N Going ahead other
Casualty Reference: 2 Age: 45 Female Driver/rider Severity: Slight Injured by vehicle: 3
Casualty Reference: 3 Age: 10 Male Passenger Severity: Slight Injured by vehicle: 3
Casualty Reference: 4 Age: 12 Female Passenger Severity: Slight Injured by vehicle: 3

Sunday 25/08/2019 Time 1827 Slight at A43 RBT J/W B4100 BAYNARDS GREEN
E: 454901 N: 229092 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Motorcycle over 500cc Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 31/08/2019 Time 1140 Slight at A34 NBOUND APPROX 1500 M OF A34 /M40 WENDLEBURY INTERCHANGE WESTON ON THE GREEN
E: 454156 N: 218075 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from S to NE Changing lane to left
Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead other

Thursday 05/09/2019 Time 0752 Slight at B4030 STATION RD J/W HEYFORD RD ROUSHAM
E: 447784 N: 224790 Junction Detail: 6 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle over 500cc Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other

Thursday 05/09/2019 Time 1009 Slight at M40 SBOUND AT MP101/8 CHESTERTON
E: 454765 N: 223646 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Bus or coach Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to S Stopping
Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 50 Male Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from N to S Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 07/09/2019 Time 1605 Slight at A34 SBOUND APPOX 175M SW OF A34 / M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455085 N: 219001 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Changing lane to left
Vehicle Reference 2 Car Moving from NE to N Going ahead other
Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 13/09/2019 Time 1210 Slight at M40 NBOUND BY MP100/5 A CHESTERTON
E: 454702 N: 222363 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to N Going ahead other

Friday 20/09/2019 Time 1120 Slight at M40 NBOUND AT MP 102/3 BUCKNELL
E: 454812 N: 224143 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from S to N Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Friday 20/09/2019 Time 1600 Slight at M40 NBOUND AT MP103/6 BUCKNELL
E: 454946 N: 225436 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other
Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 1

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

Saturday 21/09/2019 Time 1439 Slight at A41 J/W LITTLE CHESTERTON TURN CHESTERTON
E: 456301 N: 220236 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to N Turning left
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 26 Female Passenger Severity: Slight Injured by vehicle: 1

Sunday 22/09/2019 Time 0150 Slight at A41 RBT WITH VENDEE DRIVE BICESTER
E: 457221 N: 221149 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Motorcycle over 500cc Moving from S to N Stopping
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 31 Female Passenger Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 23/09/2019 Time 1700 Slight at A43 AT RBT J/W M40 SBOUND CWAY ARDLEY
E: 454761 N: 228513 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 1

Friday 27/09/2019 Time 0835 Slight at B4100 BANBURY RD RBT J/W A4095 SOUTHWOLD LANE BICESTER
E: 458172 N: 224462 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 2 Age: 35 Female Pedestrian Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Pedal Cycle Moving from W to E Going ahead other
Casualty Reference: 1 Age: 5 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 29/09/2019 Time 1758 Slight at A34 WENDLEBURY INTERCHANGE RBT J/W A41 & M40 WENDLEBURY
E: 455300 N: 219143 Junction Detail: 1 Control 2
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 20 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 12 Male Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 4 Age: 44 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 01/10/2019 Time 0627 Fatal at M40 SBOUND AT MP 105/2 ARDLEY
E: 454956 N: 227039 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Fatal Injured by vehicle: 1

Thursday 03/10/2019 Time 1825 Slight at AKEMAN STREET J/W ACCESS TO CHESTERTON GOLF COURSE CHESTERTON
E: 455404 N: 221138 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to W Turning right
Casualty Reference: 1 Age: 23 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from W to E Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 10/10/2019 Time 1825 Serious at B430 APPROX 120M S OF J/W A34 SBOUND CWAY WESTON-ON-THE-GREEN
E: 454069 N: 217793 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead left bend
Casualty Reference: 2 Age: 42 Male Driver/rider Severity: Serious Injured by vehicle: 2
Casualty Reference: 3 Age: 8 Male Passenger Severity: Serious Injured by vehicle: 2

Tuesday 22/10/2019 Time 1040 Slight at M40 NORTHBOUND AT MP 98/3 CHESTERTON
E: 455119 N: 220207 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead right bend
Casualty Reference: 1 Age: 79 Female Driver/rider Severity: Slight Injured by vehicle: 1

Wednesday 23/10/2019 Time 0734 Serious at A41 RBT J/W VENDEE DRIVE BICESTER
E: 457223 N: 221157 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle over 500cc Moving from S to N Going ahead left bend
Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 25/10/2019 Time 1821 Slight at M40 NBOUND AT MARKER 95/9 A WENDLEBURY
E: 456197 N: 218265 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from SE to N Stopping
Vehicle Reference 2 Car Moving from SE to N Stopping
Casualty Reference: 1 Age: 30 Female Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from SE to N Stopping
Casualty Reference: 2 Age: 58 Male Driver/rider Severity: Slight Injured by vehicle: 3

Saturday 26/10/2019 Time 1300 Slight at A34 SBOUND AT MP 98/1 WENDLEBURY
E: 455097 N: 219011 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 27/10/2019 Time 1514 Serious at A4095 PORTWAY J/W A4095 KIRTLINGTON
E: 450052 N: 220733 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle over 500cc Moving from NE to S Going ahead other
Casualty Reference: 2 Age: 68 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 03/11/2019 Time 1110 Slight at A41 OXFORD ROAD RBT J/W B4030 VENDEE DRIVE BICESTER
E: 457205 N: 221195 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Turning left
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 04/11/2019 Time 2225 Slight at M40 SBOUND AT MP 103/0 BUCKNELL
E: 454920 N: 224850 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 10 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 16/11/2019 Time 0247 Slight at M40 S/B AT MP101/5B BUCKNELL
E: 454742 N: 223347 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other

Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other

Tuesday 19/11/2019 Time 1200 Slight at A34 NBOUND J/W A34 / M40 / A41 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455191 N: 219149 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to N Stopping
Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to N Stopping
Casualty Reference: 2 Age: 72 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 27/11/2019 Time 1658 Serious at A4095 LORDS LANE APPROX 30M SW OF J/W GERMANDER WAY BICESTER
E: 457916 N: 224364 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Vehicle Reference 3 Car Moving from S to NE Stopping

Tuesday 03/12/2019 Time 0927 Slight at B430 NORTHAMPTON ROAD J/W ACCESSS TO MANOR FARM WESTON ON THE GREEN
E: 453572 N: 218332 Junction Detail: 8 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from SE to N Waiting to turn right

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 03/12/2019 Time 0801 Slight at A34 NBOUND BY MP 97/6 WENDLEBURY
E: 454729 N: 218666 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Casualty Reference: 2 Age: 58 Male Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead but held up

Tuesday 10/12/2019 Time 0903 Serious at MIDDLETON STONEY RD J/W SHAKESPEARE DRIVE BICESTER
E: 456944 N: 222549 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight

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

Vehicle Reference 2 Pedal Cycle Moving from S to N Going ahead other
Casualty Reference: 1 Age: 77 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Friday 13/12/2019 Time 1315 Serious at A41 BICESTER BYPASS APPROX 300M SE OF J/W A41 OXFORD ROAD BICESTER - SOME UNCERTAINTY
E: 458064 N: 221781 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Pedal Cycle Moving from SE to N Going ahead other

Casualty Reference: 1 Age: 72 Male Driver/rider Severity: Serious Injured by vehicle: 2

Monday 16/12/2019 Time 1045 Slight at A43 BAYNARDS GREEN RBT J/W B4100 BICESTER
E: 454888 N: 229148 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to SE Going ahead other

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

Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 23/12/2019 Time 1335 Slight at A41 SBOUND APPROX 450M NE OF M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455685 N: 219605 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

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

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

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Tuesday 24/12/2019 Time 1230 Slight at B4100 APPROX 135M SE ORBT J/W A43 STOKE LYNE
E: 455047 N: 229015 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

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

Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 24/12/2019 Time 1401 Serious at A41 BICESTER BYPASS APPROX 200M NW OF RBT J/W A41 / A4421 & B4100 AT RODEY HOUSE BICESTER
E: 458930 N: 221376 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight

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

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

Casualty Reference: 1 Age: 72 Female Driver/rider Severity: Serious Injured by vehicle: 2

Casualty Reference: 2 Age: 70 Male Passenger Severity: Slight Injured by vehicle: 2

Sunday 29/12/2019 Time 1535 Slight at A34 SBOUND APPROX 1.5KM SW OF A34/M40 WENDLEBURY INTERCHANGE WESTON ON THE GREEN
E: 454134 N: 218028 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

Casualty Reference: 1 Age: 62 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from NE to S Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 08/01/2020 Time 0743 Serious at CAMP ROADBY J/W IZZARD ROAD UPPER HEYFORD
E: 450656 N: 225871 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from W to E Going ahead other
Casualty Reference: 1 Age: 11 Female Pedestrian Severity: Serious Injured by vehicle: 1

Friday 10/01/2020 Time 0904 Slight at B4100 J/W UNCLASSIFIED ROAD TO BUCKNELL BUCKNELL
E: 457375 N: 226152 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to SE Going ahead other
Vehicle Reference 2 Car Moving from N to SE Stopping
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 14 Female Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from N to S Waiting to turn right
Casualty Reference: 3 Age: 45 Female Driver/rider Severity: Slight Injured by vehicle: 3

Wednesday 15/01/2020 Time 0540 Fatal at B4100 APPROX 1.25KM SE OF SWIFTS FARM STOKE LYNE
E: 456537 N: 227090 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Fatal Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 15/01/2020 Time 0726 Slight at A4421 BUCKINGHAM RD J/W SIMMINGDISH LANE BICESTER
E: 459062 N: 224529 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from W to NE Turning left
Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 51 Male Passenger Severity: Slight Injured by vehicle: 2

Saturday 18/01/2020 Time 1759 Serious at A41 30 M FROM JCT ??? BICESTER
E: 457815 N: 221897 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Pedal Cycle Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 12 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from SE to N Starting

Tuesday 28/01/2020 Time 0811 Slight at FRINGFORD ROAD POSS AT BEND APPROX 150M N OF J/W A4095 CAVERSFIELD
E: 458318 N: 224626 Junction Detail: 0 Control
Other Road surface Frost/Ice Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead right bend
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 28/01/2020 Time 1130 Slight at A41 AT RBT J/W A4421 BICESTER
E: 459111 N: 221246 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle over 500cc Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 01/02/2020 Time 0826 Slight at B4100 150M N FROM RBT JCT WITH A43 BAYNARDS GREEN
E: 454761 N: 229236 Junction Detail: 0 Control
Fine with high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to SE Going ahead but held up
Casualty Reference: 2 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 11/02/2020 Time 1200 Slight at A41 NBOUND AT RBT J/W B4030 VENDEE DRIVE BICESTER
E: 457219 N: 221143 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 13/02/2020 Time 1557 Slight at A34 NBOUND 500M S OF JCT 9 M40 WENDLEBURY
E: 454196 N: 218121 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 2 Age: 40 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead but held up

Thursday 20/02/2020 Time 1759 Slight at M40 NORTHBOUND AT P104/5A BICESTER
E: 454968 N: 226325 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Car Moving from S to N Going ahead but held up
Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 25/02/2020 Time 1000 Slight at A41 OXFORD RD SBOUND CWAY APPROX 80M N OF J/W ACCESS TO TESCO STORE BICESTER
E: 457717 N: 221821 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Bus or coach Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 29/02/2020 Time 0441 Slight at M40 MP98/3 N BOUND CHESTERTON
E: 455116 N: 220210 Junction Detail: 0 Control
Raining with high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 18 Female Passenger Severity: Slight Injured by vehicle: 1

Monday 02/03/2020 Time 0830 Serious at GREEN LANE J/W THE HALE CHESTERTON
E: 455572 N: 221164 Junction Detail: 6 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to W Turning right
Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from W to E Going ahead other

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 08/03/2020 Time 1422 Slight at M40 SOUTH BOUND BY MP 87/8 FOR JCT 9 WENLEBURY
E: 455145 N: 219697 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 48 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 22 Male Passenger Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from N to S Going ahead other

Wednesday 18/03/2020 Time 2032 Serious at A34 SOUTH BOUND JCT ON WESTON-ON-THE-GREEN SLIP RD WESTON-ON-THE-GREEN
E: 453975 N: 217855 Junction Detail: 5 Control 4
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from SE to S Going ahead left bend
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from NE to S Going ahead other

Thursday 26/03/2020 Time 1603 Slight at AKEMAN STREET 65M E OF PARK FARM COTTAGES KIRTLINGTON
E: 451587 N: 220635 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from W to E Going ahead other
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 06/04/2020 Time 0950 Serious at A41 RBT J/W VENDEE DRIVE BICESTER
E: 457215 N: 221172 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Agricultural vehicle Moving from S to N Turning right
Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Serious Injured by vehicle: 1

Thursday 30/04/2020 Time 1859 Slight at BICESTER VILLAGE CAR PARK BICESTER
E: 458535 N: 221922 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 60 Female Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 19/05/2020 Time 0835 Slight at A41 RODNEY HOUSE RBT J/W A41 BICESTER BYPASS BICESTER
E: 459084 N: 221240 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 22/05/2020 Time 1705 Slight at A4095 SOUTHWOLD LANE 116M WEST OF RBT BY PED CROSSING BICESTER
E: 458293 N: 224482 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to E Stopping
Casualty Reference: 2 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from W to E Going ahead but held up
Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 01/07/2020 Time 1330 Slight at A34 WENDLEBURY INTERCHANGE RBT J/W EXIT FOR A41 WENDLEBURY
E: 455300 N: 219301 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from W to S Starting
Vehicle Reference 2 Car Moving from W to S Starting
Casualty Reference: 1 Age: 48 Female Passenger Severity: Slight Injured by vehicle: 2

Sunday 05/07/2020 Time 1800 Slight at M40 RBT J/W A34 & A41 WENDLEBURY
E: 455317 N: 219303 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Turning right
Vehicle Reference 2 Car Moving from N to SE Waiting to turn right
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 07/07/2020 Time 0818 Slight at A41 BICESTER BYPASS RBT J/W A41 OXFORD ROAD BICESTER
E: 457744 N: 221900 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 09/07/2020 Time 1040 Slight at A43 RBT J/W CHERWELL VALLEY SERVICES AND M40 SBOUND ENTRY SLIP STOKE LYNE
E: 454809 N: 228141 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 16/07/2020 Time 2208 Fatal at A41 J/W B4030 VENDEE DRIVE BICESTER
E: 457220 N: 221171 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 60 Male Driver/rider Severity: Fatal Injured by vehicle: 1
Casualty Reference: 2 Age: 47 Male Passenger Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Monday 24/08/2020 Time 1353 Serious at A41 BICESTER BYPASS J/W A4421 RODNEY HOUSE RBT BICESTER
E: 459066 N: 221261 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Changing lane to left
Vehicle Reference 2 Motorcycle over 500cc Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Serious Injured by vehicle: 2
Casualty Reference: 2 Age: 44 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 25/08/2020 Time 0730 Slight at CHESTERTON ROAD APPROX 500M W OF A41 BRIDGE CHESTERTON
E: 456607 N: 221141 Junction Detail: 0 Control
Raining with high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from E to S Going ahead left bend
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from S to E Going ahead right bend

Monday 31/08/2020 Time 0732 Slight at A4095 J/W HEATHER ROAD BICESTER
E: 458479 N: 224444 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead left bend
Vehicle Reference 2 Pedal Cycle Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Friday 04/09/2020 Time 1530 Slight at B4100 BANBURY ROAD AT CYCLE / PED CROSSING POINT AT SPLITTER ISLAND JUST S OF RBT J/W A409
E: 458171 N: 224457 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight

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

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

Casualty Reference: 1 Age: 10 Male Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 10/09/2020 Time 1549 Slight at A34 NORTHBOUND 900M S OF JCT 9 WESTON ON THE GREEN
E: 454567 N: 218499 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to N Stopping

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

Casualty Reference: 2 Age: 18 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from S to N Stopping

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Friday 11/09/2020 Time 1210 Slight at A34 NBOUND APPROX 260M SE OF M40 J9 WENDLEBURY INTERCHANGE RBT WESTON ON THE GREEN
E: 455020 N: 218962 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping
Casualty Reference: 2 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 51 Female Passenger Severity: Slight Injured by vehicle: 2

Sunday 27/09/2020 Time 0920 Slight at HEATHER ROAD J/W A4095 SOUTHWOLD LANE BICESTER
E: 458474 N: 224438 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Pedal Cycle Moving from W to E Going ahead other
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Stopping

Sunday 04/10/2020 Time 1700 Slight at B430 WESTON ON THE GREEN 50M N OF J/W NORTH LANE WEST ON THE GREEN
E: 453309 N: 219012 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 6 Male Passenger Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 11/10/2020 Time 1510 Slight at M40 SBOUND AT M/P 99/4 B CHESTERTON
E: 454824 N: 221235 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from N to S Going ahead other
Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
Casualty Reference: 2 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from N to S Going ahead other
Casualty Reference: 3 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Car Moving from N to S Going ahead other
Casualty Reference: 4 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 4

Tuesday 20/10/2020 Time 1653 Serious at A4095 100M SW FROM PURSLANE DRIVE BICESTER
E: 457448 N: 224067 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection: **Notes:**

Selected using Manual Selection

Tuesday 20/10/2020 Time 1430 Slight at A34 NORTHBOUND APPROX 75M SW OF J/W J9 M40 WENDLEBURY
E: 455143 N: 219085 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other

Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other

Casualty Reference: 1 Age: 65 Male Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other

Tuesday 10/11/2020 Time 0905 Slight at A43 NBOUND CWAY APPROX 75M S OF RBT J/W B4100 STOKE LYNE
E: 454862 N: 229022 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

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

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead but held up

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 15/11/2020 Time 1323 Slight at M40 J10 SOUTHBOUND MP 106/0 STOKE LYNE
E: 454842 N: 227769 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to SE Overtaking stat vehicle O/S
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 46 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from N to SE Going ahead other

Sunday 22/11/2020 Time 1133 Slight at B4030 MIDDLETON STONEY J/W CAMP ROAD MIDDLETON STONEY
E: 452497 N: 224424 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to SE Turning left

Vehicle Reference 2 Pedal Cycle Moving from W to SE Going ahead right bend
Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2015** **and** **30/11/2020** (71) months

Selection:

Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	12	50	355	417
2-wheeled motor vehicles	1	15	34	50
Pedal cycles	1	9	18	28
Horses & other	1	1	5	7
Total	14	74	406	494

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	10	42	407	459
Passenger	3	22	210	235
Motorcycle rider	1	15	34	50
Cyclist	1	9	16	26
Pedestrian	1	6	8	15
Other	0	0	0	0
Total	16	94	675	785

Number of casualties meeting the criteria: **785**

OXFORDSHIRE RAILFREIGHT LIMITED

OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

PIA TECHNICAL NOTE ADDENDUM

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1.0 INTRODUCTION

1.1 ADC Infrastructure Limited are appointed by Oxfordshire Railfreight Limited (the Applicant) to assess the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire.

1.2 The SRFI, to be known as OxSRFI is located in Cherwell District, Oxfordshire, and is located to the south of the village of Ardley and east of the former Heyford Airfield now referred to as Heyford Park.

1.3 This report comprises an addendum to the Personal Injury Accident (PIA) assessment, which has been undertaken as part of the Transport Assessment (TA), to analyse the accident history of the highway network in the vicinity of the site and to identify any potential accident trends that could be exacerbated by the proposed development. This report should be read in conjunction with the TA, and it is therefore assumed that the reader has an understanding of the highway network being examined.

1.4 Previously, as part of the initial PIA assessment report, accident records were obtained from Oxfordshire County Council (OCC) for an initial overall study area for the five-year period between 1 January 2015 and 30 November 2020. A total of 494 accidents were analysed; of which 14 were fatal, 74 were serious, and 406 were slight in nature.

1.5 This report provides a further review of PIA data, undertaken to consider the most recent PIA records available on the publicly available crashmap.co.uk, for a later time period. It concludes that in the period 1 January 2021 and 31 December 2023, there were an additional 144 PIAs recorded within the study area.

1.6 A plan showing the accidents observed within the study area these date is presented in **Figure 1**. This plan demonstrates the concentration of accidents within the initial overall study area, and differentiates incidents based on their severity; slight, serious, or fatal. A breakdown of the accidents by severity is provided in **Table 1**. As with the preliminary report, this addendum divides the study area into individual smaller study areas for detailed assessment (shown at **Figure 2).**

severity	casualties
slight	108
serious	38
fatal	1
total	144

Table 1: casualty breakdown of PIA data between 1 January 2021 and 31 December 2023

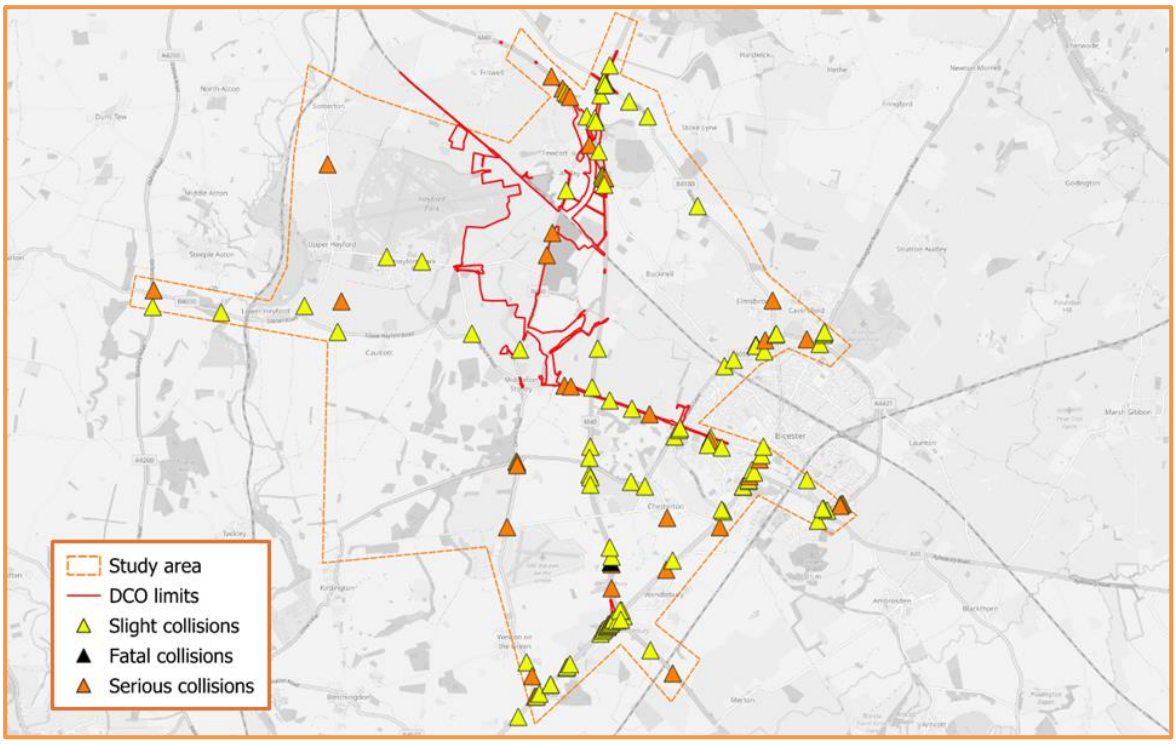


Figure 1: PIAs observed between 1 January 2021 and 31 December 2023

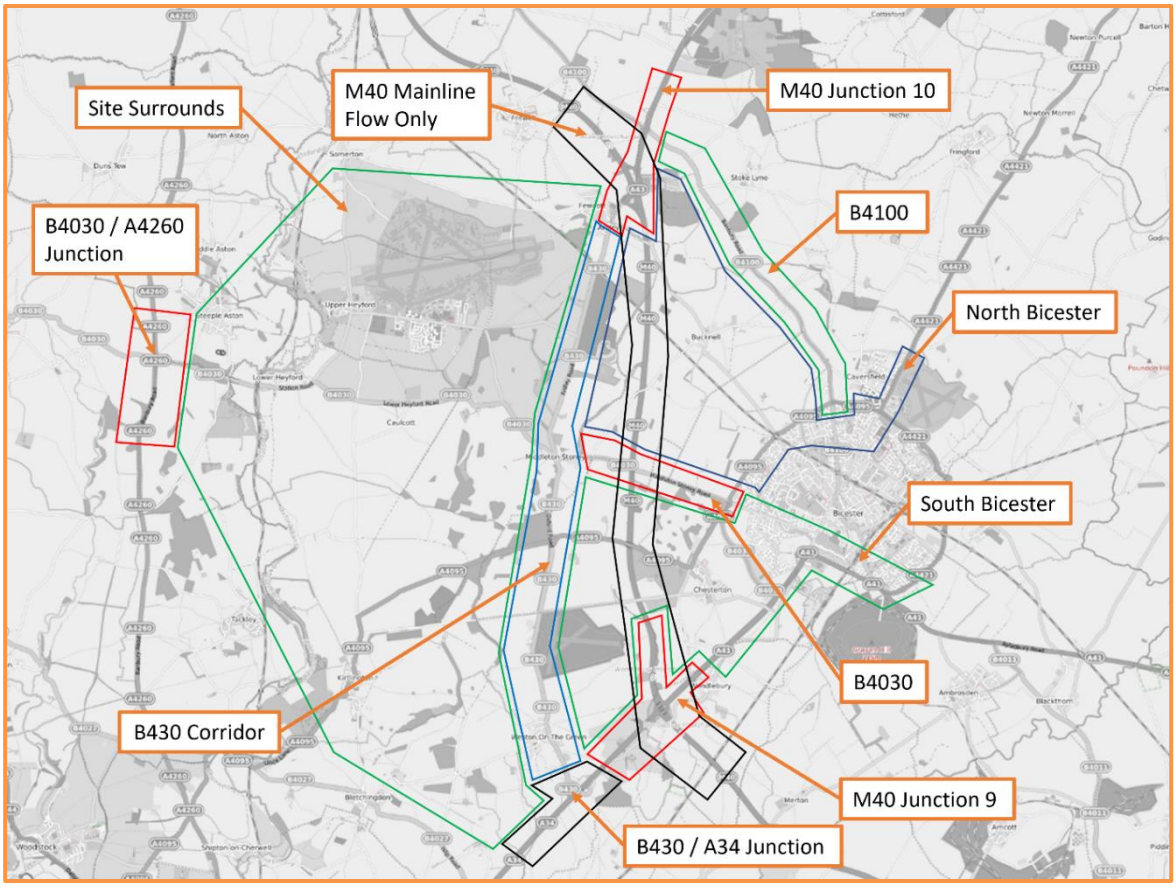


Figure 2: approximate location of individual study areas

2.0 M40 JUNCTION 10

2.1 The study area for the M40 Junction 10 is shown in **Figure 3** below. The study area includes the three roundabouts that make up the junction, along with the A43/B4100 Baynard's Green junction to the north and has been extended to include the village of Ardley, and the M40 overbridge on the Ardley Road. Accidents observed within the study area on the M40 mainline, and with a cause not related to the junction, have not been counted in this study area and are considered separately.

2.2 Previously, a review of the PIA data within the study area for the six years between 1 January 2015 and 30 November 2020 identified a total of 46 accidents. Within the period from 1 January 2021 to 31 December 2023 there were an additional 13 recorded PIAs within the study area, located as presented in **Figure 3.** The table included below provides a summary of accidents recorded within the study area, for both time periods.

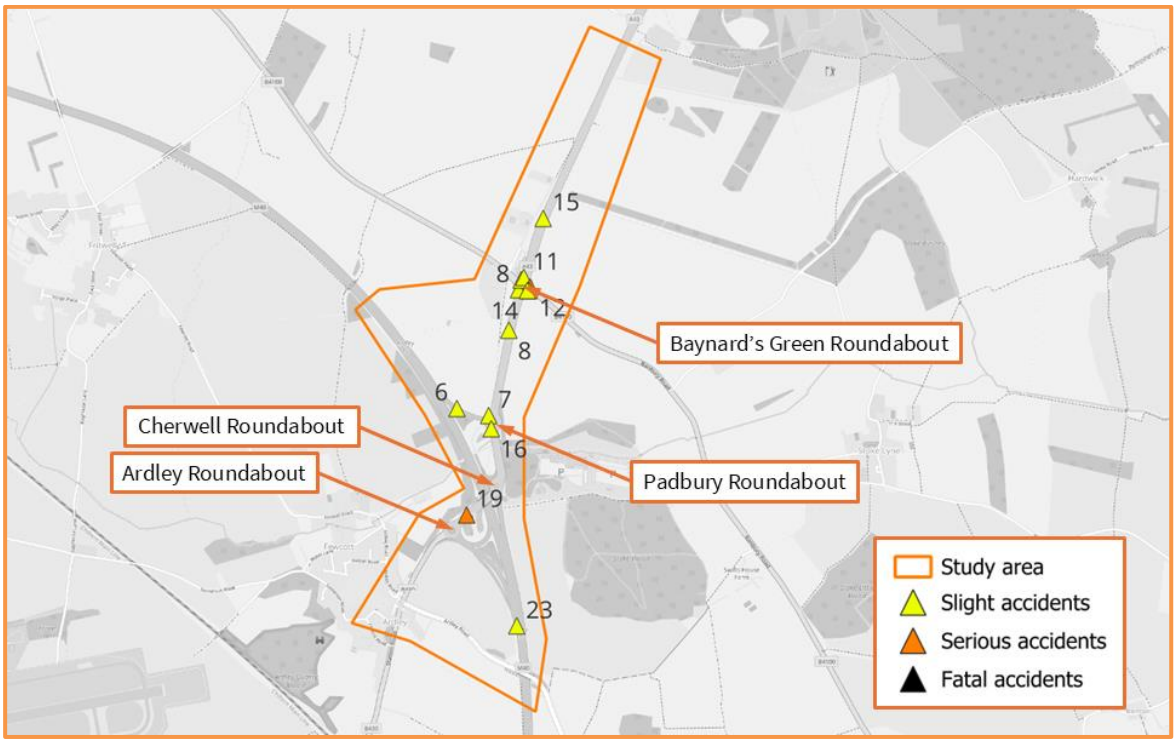


Figure 3: M40 J10 PIAs

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	40	11
serious	5	2
fatal	1	0
total	46	13

Table 2: M40 J10 PIAs

A43 and A43/B4100 Baynard's Green roundabout

2.3 Between 2021 and 2023, a further seven incidents were recorded at Baynard's Green roundabout and the section of the A43 to the north compared to 18 in the previous 6 years.

2.4 As shown in **Figure 4** below, six accidents occurred at the A43 / B4100 Baynard's Green junction. Of these, five were slight in nature and one was serious.

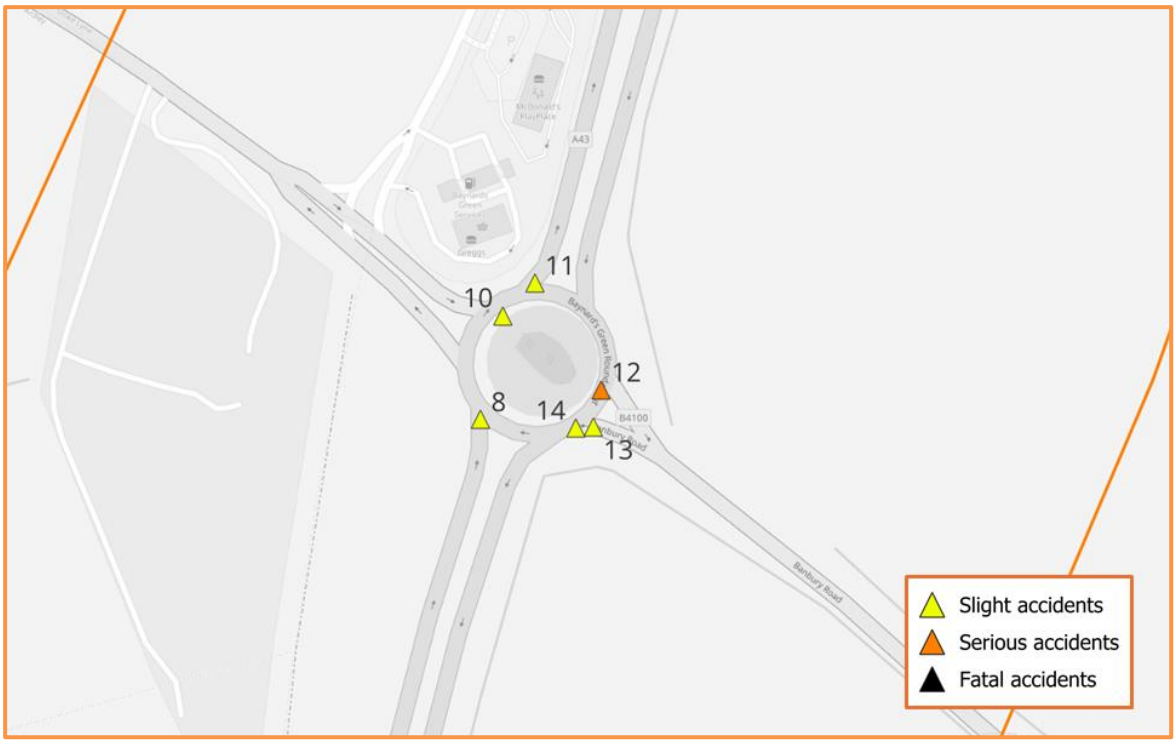


Figure 4: Baynard's Green

2.5 There was one serious accident at this junction (12) which involved two vehicles and resulted in one casualty. No cyclists or pedestrians were involved in any accidents at this junction.

2.6 Five slight accidents (8, 10, 11, 13, and 14) occurred at the junction. They are described below.

- 8 – the accident involved two vehicles and three casualties.
- 10 – the accident involved one vehicle and three casualties.
- 11 – the accident involved three vehicles and one casualty
- 13 – the accident involved two vehicles and two casualties.
- 14 – the accident involved two vehicles and four casualties.

2.7 It is also noted that this junction is part of the embedded highway works associated with OxSRFI and therefore will be subject to significant layout changes. However, the assessment undertaken above reinforces the previous conclusion that there is no accident problem in this location.

2.8 One additional accident (15) occurred on the A43 to the north of Baynard's Green, which involved two vehicles and resulted in four casualties. This is an isolated incident and does not suggest the existence of an accident problem.

Padbury Roundabout

2.9 Between 2021 and 2023, a further four incidents were recorded at the Padbury roundabout or on the A43 to the north, compared to eight in the previous 6 years. The location of the accidents is presented in **Figure 5**. All were deemed to be slight in nature, and no cyclists nor pedestrians were involved.



Figure 5: Padbury Roundabout

- 6 – the accident involved two vehicles and two casualties.
- 7 – the accident involved one vehicle and one casualty.
- 9 – the accident involved two vehicles and one casualty.
- 16 – the accident involved one vehicle and one casualty

2.10 The above data does not suggest any new trends in accident location or frequency that were not observed in the previous assessment. This assessment does not change the previous conclusions that there is no accident problem in this location.

Cherwell Roundabout

2.11 Between 2021 and 2023, no accidents were recorded at the Cherwell roundabout. It is also noted that this junction is part of the embedded highway works associated with OxSRFI and therefore will be subject to significant layout changes. However, the lack of accidents in this three-year period, reinforces the previous conclusion that there is no accident problem in this location.

Ardley Roundabout and Ardley

2.12 Between 2021 and 2023, a further two incidents were recorded at the Padbury roundabout or on the A43 to the north, compared to eight in the previous 6 years. The location of the accidents is presented in **Figure 6**. Of the two accidents, one was slight, and one was serious.



Figure 6: M40 J10 southern slips and Ardley Roundabout

2.13 A summary of the accidents is provided below:

- 19 – the accident involved four vehicles and two casualties.
- 23 – the accident involved two vehicle and three casualties.

2.14 It is noted that this junction and the slip roads are part of the embedded highway works associated with OxSRFI and therefore will be subject to significant layout changes. Nevertheless, the details of these accidents suggest there is not an accident problem at this location, and the conclusions reached previously continue to be correct.

3.0 M40 JUNCTION 9

3.1 The study area around the M40 Junction 9 is shown in **Figure 7** below. For the purposes of interrogating this data, the study area has been broken down to separately examine the A34, A41, The Wendlebury Interchange, and M40 slip roads.

3.2 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 118 PIAs within the study area. Within the period from 1 January 2021 to 31 December 2023 there were an additional 21 recorded PIAs within the study area, located as presented in **Figure 7.** The table included below provides a summary of accidents recorded within the study area, for both time periods.

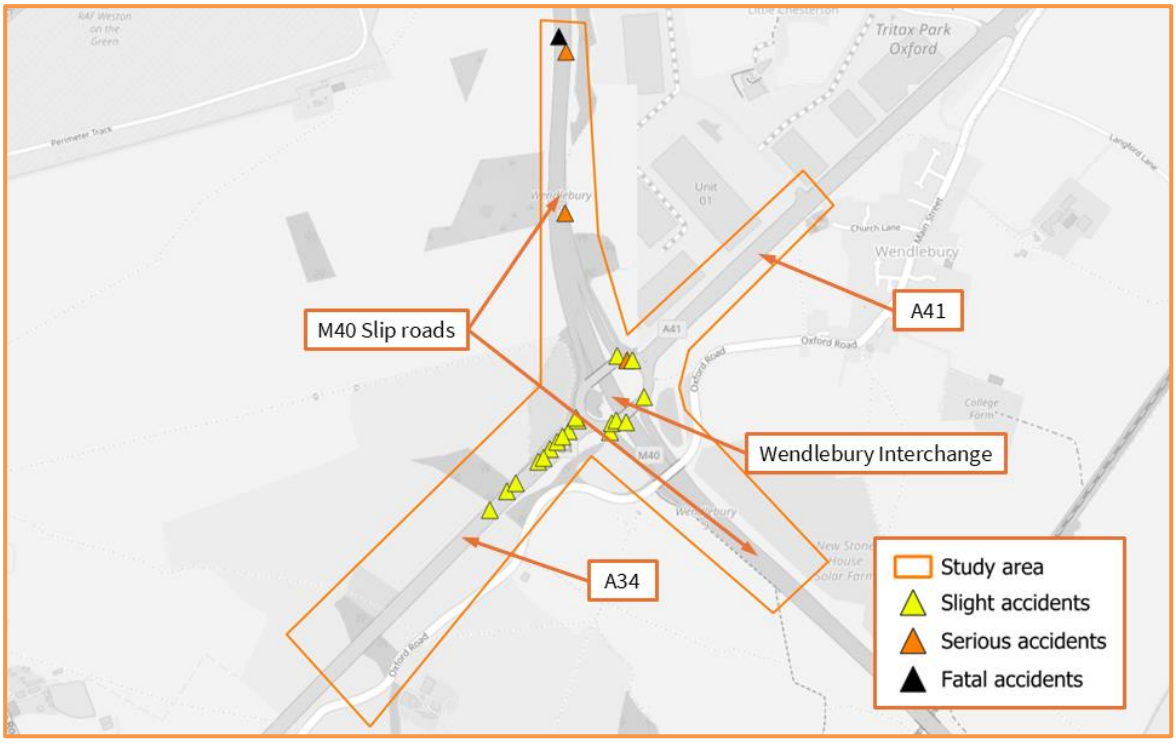


Figure 7: M40 J9 PIAs

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	108	17
serious	8	3
fatal	2	1
total	118	21

Table 3: M40 J9 PIAs

A34

3.3 Between 2021 and 2023, a further 11 accidents were recorded on the northbound approach to M40 J9, compared to 83 in the previous 6 years. The location of the accidents is presented in **Figure 8**, with a short description provided below. All accidents were deemed to be slight in nature, and no cyclists or pedestrians were involved.

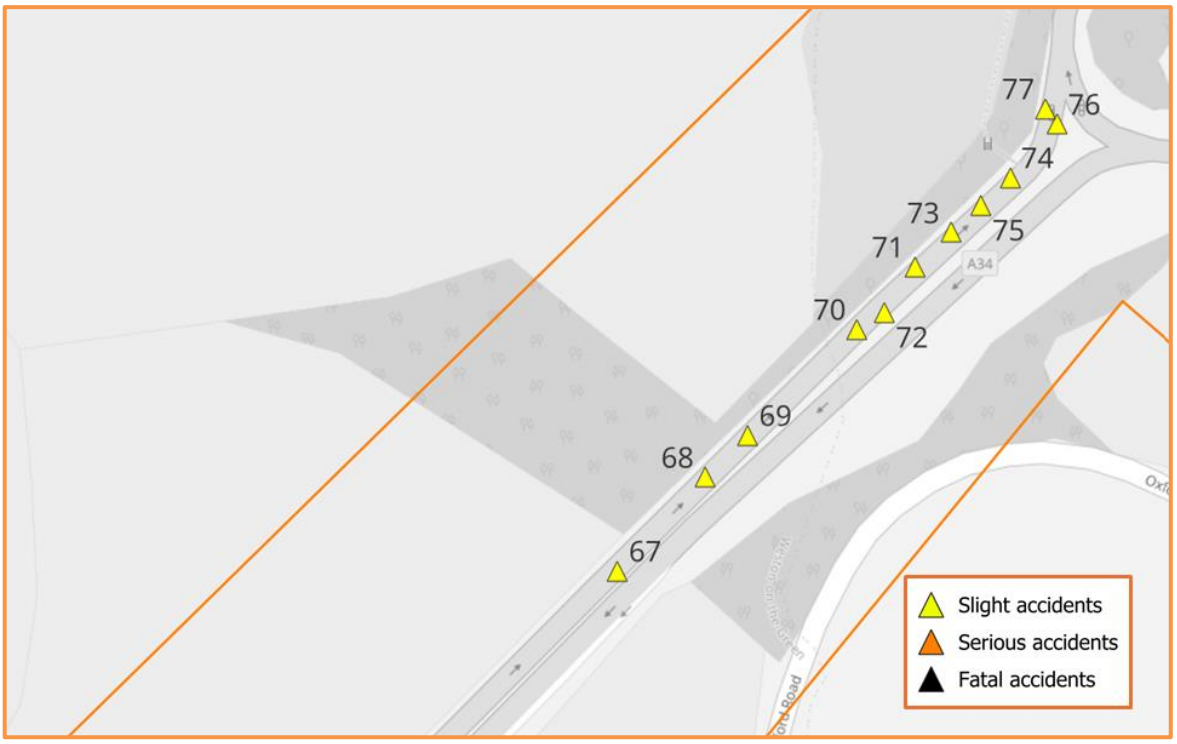


Figure 8: A34 northbound approach to M40 J9

- 67 – the accident involved two vehicles and two casualties.
- 68 – the accident involved four vehicles and three casualties.
- 69 – the accident involved three vehicles and four casualties.
- 70 – the accident involved three vehicles and one casualty.
- 71 – the accident involved three vehicles and one casualty.
- 72 – the accident involved four vehicles and one casualty.
- 73 – the accident involved two vehicles and two casualties.
- 74 – the accident involved two vehicles and two casualties.
- 75 – the accident involved two vehicles and one casualty.
- 76 – the accident involved two vehicles and one casualty.
- 77 – the accident involved two vehicles and one casualty.

3.4 There is a clear accident problem on the A34 northbound approach to the Wendlebury Interchange: a trend identified within the initial assessment which continues to be present. As before the location of the accidents varies along the length of the approach; likely associated with congestion on the approach.

3.5 The A34 entry to the Wendlebury Interchange is part of the OxSRFI embedded Highway Works and is therefore subject to layout changes. There is opportunity as a part of this work to provide additional speed control and safety improvements in this location.

A41

3.6 Previously, for the six years between 1 January 2015 and 30 November 2020, six accidents were recorded on the A41 arm of the junction. Between 2021 and 2023, no accidents were recorded on the A41, either approaching or departing Junction 9. Previously, no accident problem was found in this location, and the lack of accidents in this three-year period, reinforces the previous conclusion that there is no accident problem in this location.

M40 Junction 9 slip-roads

3.7 Between 2021 and 2023, a further five incidents were recorded on the northbound approach to M40 J9, compared to 15 in the previous 6 years. The location of the accidents is presented in **Figure 9**. All were deemed to be slight in nature, and no cyclists or pedestrians were involved in any incident. They are described below.

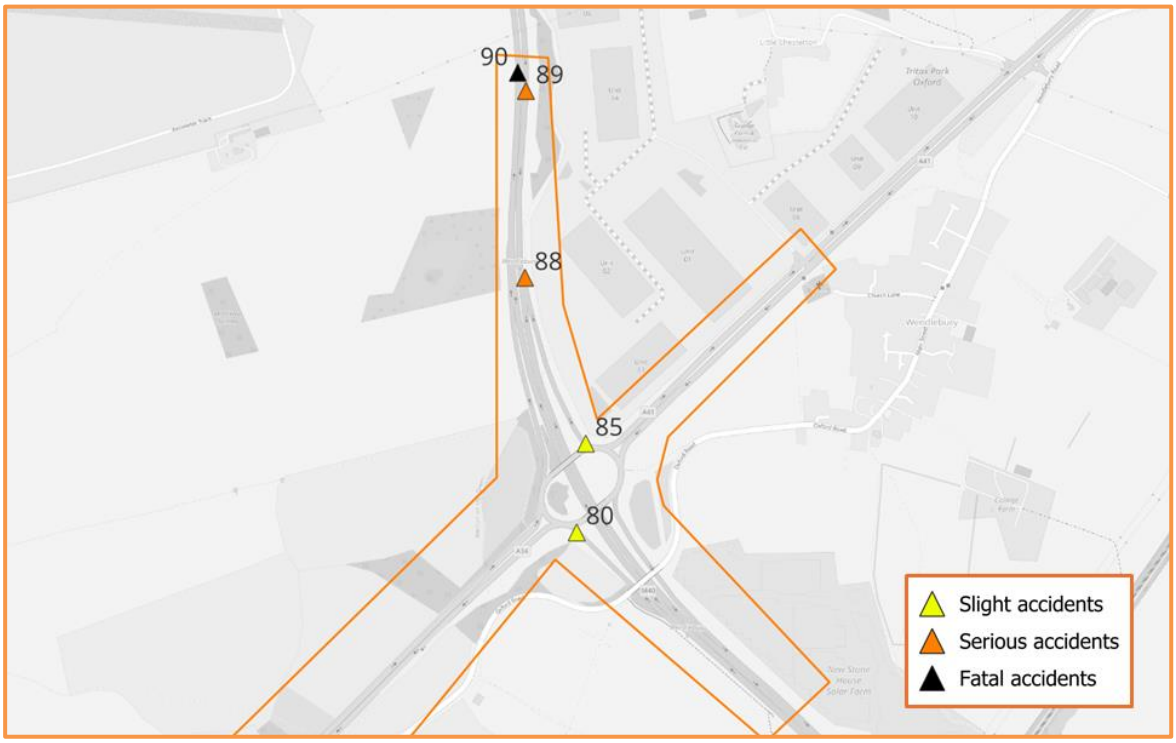


Figure 9: M40 J9 slip roads

- 80 – the accident involved two vehicles and resulted in three slight casualties.
- 85 – the accident involved two vehicles and resulted in one slight casualty.
- 88 – the accident involved three vehicles and resulted in one serious casualty.
- 89 – the accident involved one vehicle and resulted in one serious casualty.
- 90 – the accident involved one vehicle and resulted in 5 casualties, of which at least one was fatal.

3.8 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no accident problem in this location.

Wendlebury Interchange

3.9 Between 2021 and 2023, a further five incidents were recorded at the Wendlebury Interchange, compared to 14 in the previous 6 years. The location of the accidents is presented in **Figure 10**. They are described below. No cyclists or pedestrians were involved in any accident.

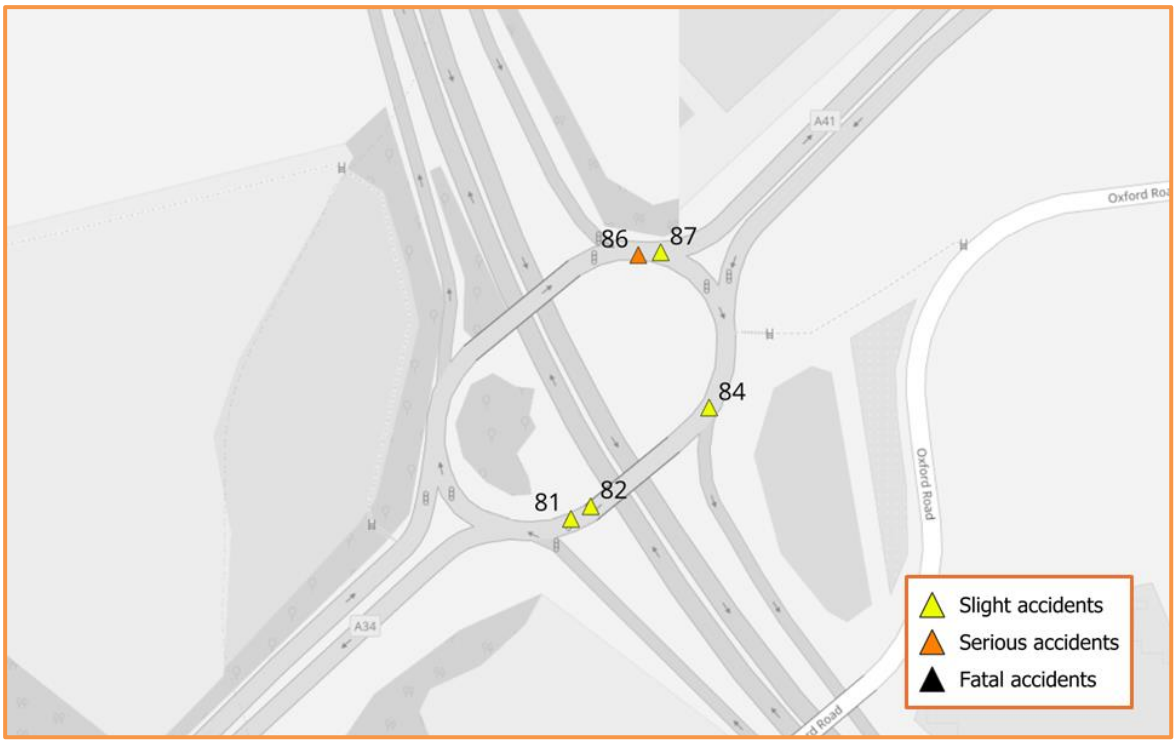


Figure 10: Wendlebury Interchange

- 81 – the accident involved two vehicles and two slight casualties.
- 82 – the accident involved two vehicles and one slight casualty.
- 84 – the accident involved two vehicles and one slight casualty.
- 86 – the accident involved two vehicles and one slight casualty.
- 87 – the accident involved two vehicles and one slight casualty.

3.10 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no accident problem in this location.

4.0 M40 MAINLINE FLOW

4.1 The M40 Mainline flow study area considers all accidents that occurred on the M40 and are not associated with the slip-roads at the M40 Junctions 9 or 10. The study area extends from approximately 1.3km south of the M40 junction 9 to approximately 1.8km north of the M40 Junction 10.

Previously, a review of the PIC data for the six years between 1 January 2015 and 30 November 2020 identified a total of 79 PIAs within the study area. Within the period from 1 January 2021 to 31 December 2023 there were an additional 21 recorded PIAs within the study area, located as presented in **Figure 11.** The table included below provides a summary of accidents recorded within the study area, for both time periods.

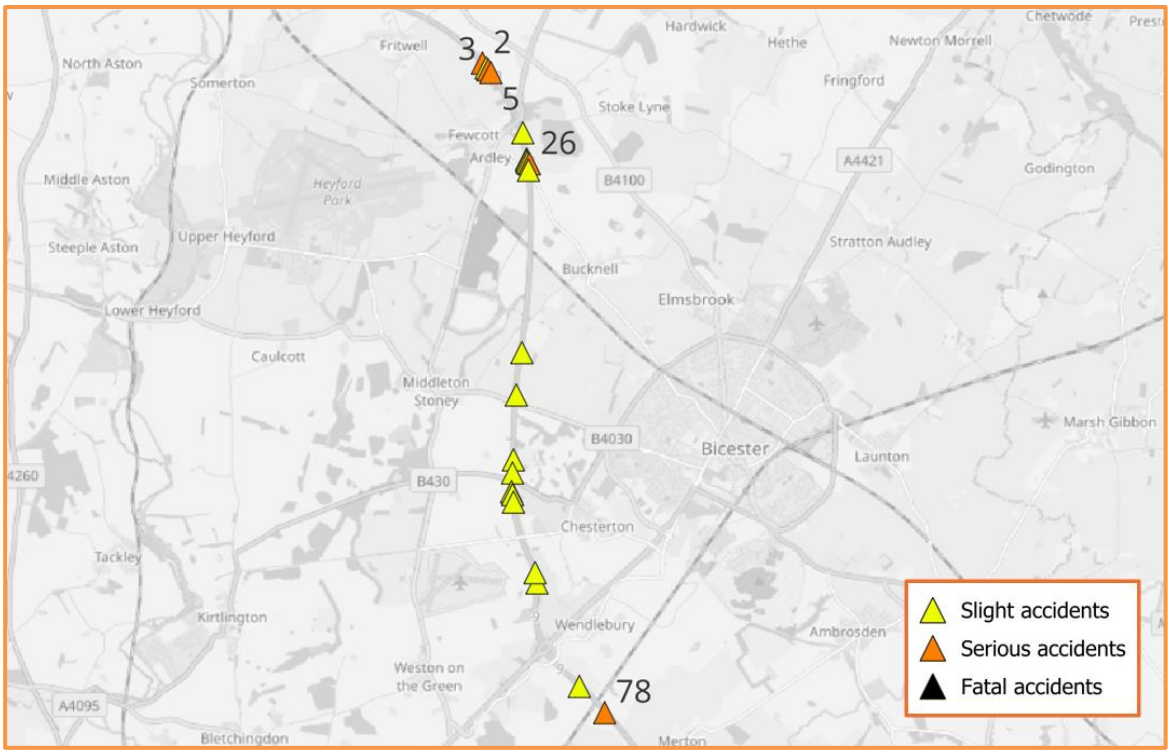


Figure 11: M40 mainline flow

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	67	16
serious	9	5
fatal	3	0
total	79	21

Table 4: M40 Mainline PIAs

4.2 The five serious accidents that occurred between 2021 and 2023 were: 2, 3, 5, 26, and 78. Further details are provided below.

- 2 – the accident involved two vehicles and two casualties neither of which were cyclists nor pedestrians.
- 3 – the accident involved three vehicles and one casualty, which was neither a cyclist nor pedestrian.
- 5 – the accident involved two vehicles and two casualties neither of which were cyclists nor pedestrians.

- 26 – the accident involved two vehicle and resulted in one casualty. One pedestrian was involved.
- 78 – the accident involved one vehicle and resulted in two casualties. No cyclists or pedestrians were involved.

4.3 As with the accidents previously recorded, the 16 slight accidents that occurred on the M40 mainline, and did not involve slip roads, occurred in a broad spread across the study area. None involved cyclists or pedestrians. There is no evidence of an underlying highways safety issue.

5.0 A4260 / B4030 HOPCROFTS HOLT JUNCTION

5.1 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 10 PIAs at the A4260 / B4030 Junction. Within the period from 1 January 2021 to 31 December 2023 there were an additional 2 recorded PIAs at this junction, located as presented in **Figure 12**. The table included below provides a summary of accidents recorded at the junction, for both time periods.

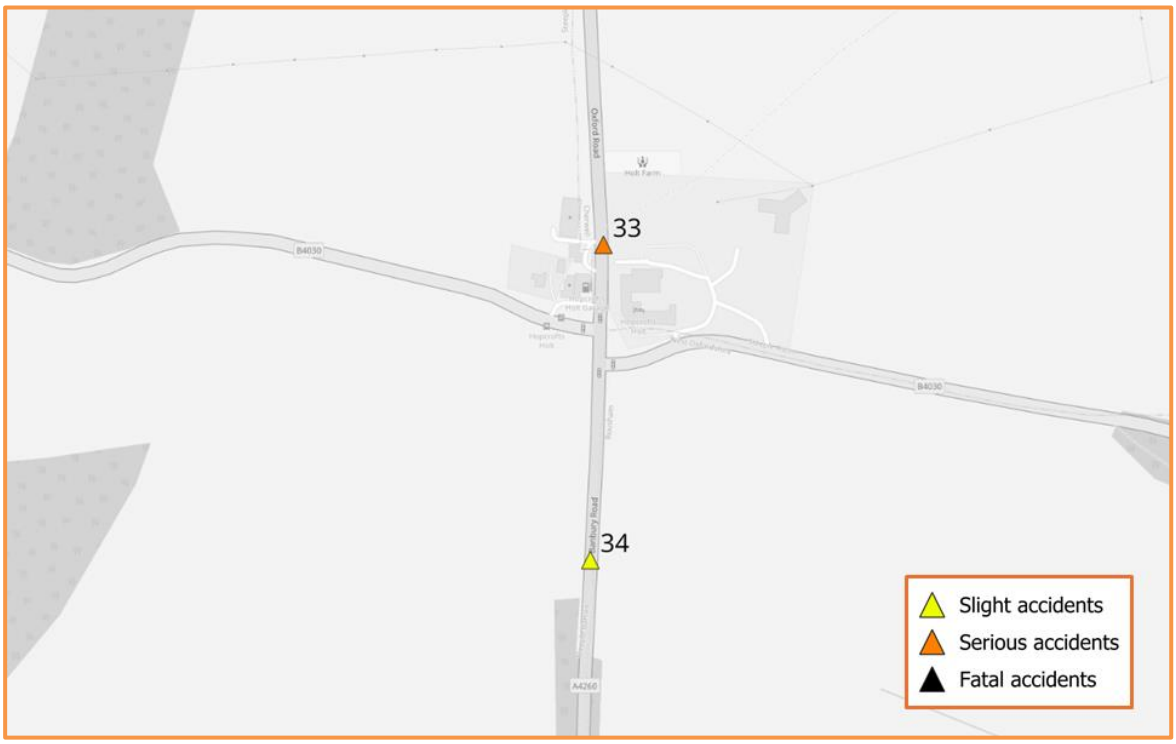


Figure 12: A4260 / B4030 Junction PIAs

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	7	1
serious	3	1
fatal	0	0
total	10	2

Table 5: A4260 / B4030 Junction PIAs

5.2 Further details of the accidents that occurred between 2021 and 2023 is provided below. No pedestrians nor cyclists were involved in any accidents at this junction.

- 33 – the accident was deemed serious and involved three vehicles and two casualties.
- 34 – the accident was slight and involved three vehicles and one casualty.

5.3 Two accidents in a three-year period does not suggest the existence of an accident problem. Therefore, this assessment reinforces the conclusions reached previously, that there is no underlying road safety issue in this location.

6.0 A34/B430 JUNCTION

6.1 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 24 PIAs at the A34 / B403 Junction. Within the period from 1 January 2021 to 31 December 2023 there were an additional 9 recorded PIAs at this junction, located as presented in **Figure 13.** The table included below provides a summary of accidents recorded at the junction, for both time periods.

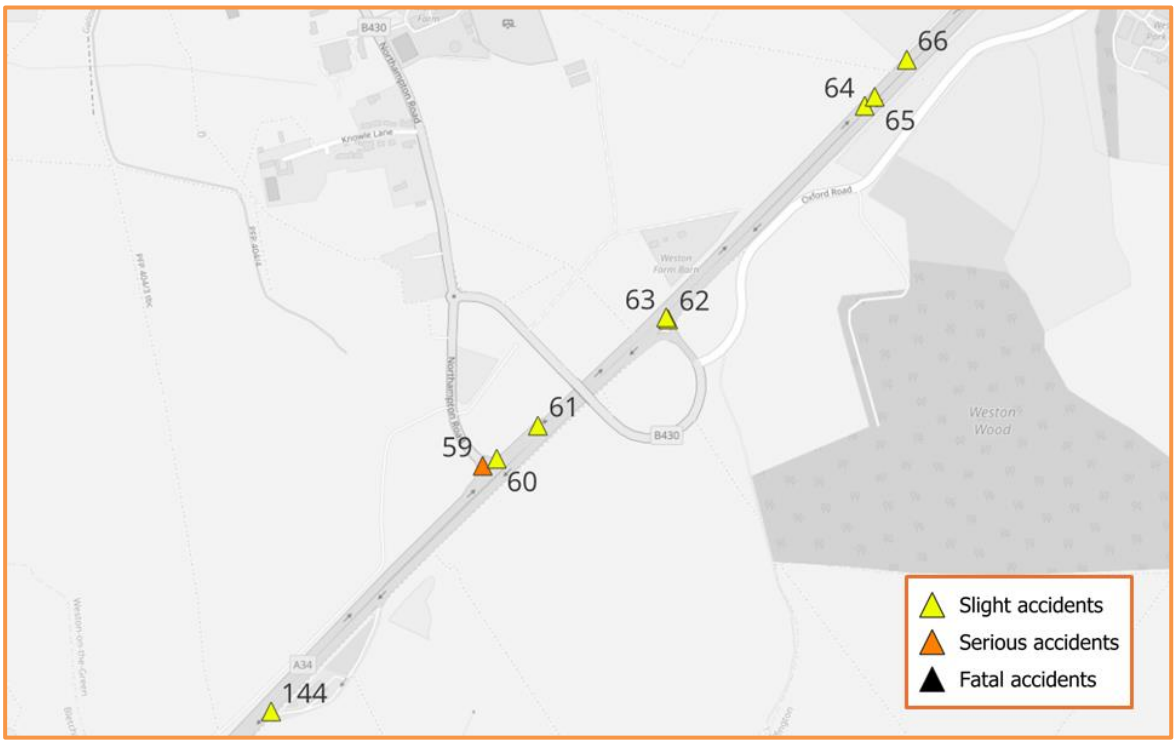


Figure 13: A34/B430 Junction PIAs

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	17	8
serious	6	1
fatal	1	0
total	24	9

Table 6: A34/B430 Junction PIAs

6.2 No pedestrians or cyclists were involved in any accidents in this location. One serious accident occurred at this junction (59), involving one vehicle and five casualties. A summary of the accident eight slight accidents is provided below.

- 60 – the accident involved two vehicles and one casualty.
- 61 – the accident involved two vehicles and one casualty.
- 62 – the accident involved one vehicle and one casualty.
- 63 – the accident involved one vehicle and one casualty.
- 64 – the accident involved two vehicles and one casualty.
- 65 – the accident involved two vehicles and one casualty.
- 66 – the accident involved two vehicles and one casualty.
- 144 – the accident involved two vehicles and two casualties.

6.3 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no accident problem in this location.

7.0 SITE SURROUNDS

7.1 This study area considers the roads to the south and west of the proposed development, and includes Heyford Park, Upper and Lower Heyford, Steeple Aston, Caulcott, and Kirtlington. The initial report split the study area into two parts, north and south. Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 35 PIAs within the site surrounds.

7.2 Within the period from 1 January 2021 to 31 December 2023 there were an additional seven recorded PIAs at this junction. All were located in the northern study area, as presented in **Figure 14.** The table included below provides a summary of accidents recorded at the junction, for both time periods.

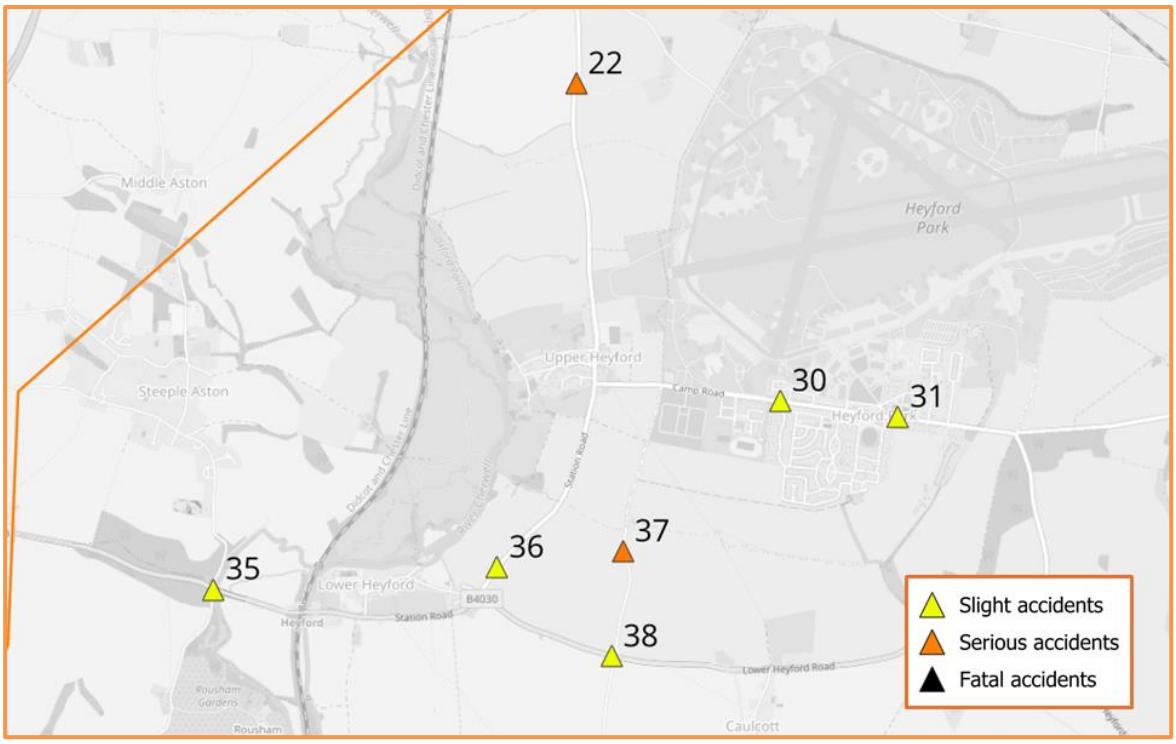


Figure 14: site surrounds PIAs

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	26	5
serious	7	2
fatal	2	0
total	35	7

Table 7: site surrounds PIAs

7.3 A summary of the seven accidents is provided below.

- 22 - the accident was serious and involved one vehicle and one casualty.
- 30 – the accident was slight and involved two vehicle and one cyclist, resulting in one casualty.
- 31 – the accident was slight and involved one vehicle and one pedestrian, resulting in one casualty.
- 35 – the accident was slight and involved three vehicles and one casualty.
- 36 – the accident was slight and involved three vehicles and two casualties.
- 37 – the accident was serious and involved one vehicle and one casualty.

- 38 - the accident was slight and involved two vehicles and one casualty.

7.4 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no accident problem in this location.

8.0 B4100

8.1 The study area for the B4100, extends from the Baynard's Green Roundabout in the north west to beyond the B4100/A4095 roundabout in the south. Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 16 PIAs on the B4100.

8.2 Within the period from 1 January 2021 to 31 December 2023 there were an additional 6 recorded PIAs at this junction. All were located in the northern study area, as presented in **Figure 15.** The table included below provides a summary of accidents recorded at the junction, for both time periods.



Figure 15: B4100 PIAs

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	12	5
serious	3	1
fatal	1	0
total	16	6

Table 8: B4100 PIAs

8.3 A summary of the six accidents is provided below. No pedestrians or cyclists were involved in any accidents in this location.

- 17 - the accident was slight and involved two vehicles and four casualties.
- 18 - the accident was slight and involved two vehicles and one casualty.
- 32 - the accident was slight and involved two vehicles and one casualty.
- 135 - the accident was slight and involved two vehicles and one casualty.
- 136 - the accident was slight and involved two vehicles and one casualty.
- 143 - the accident was serious and involved two vehicles and one casualty.

8.4 The above data does not suggest any new trends in accident location or frequency that were not observed in the previous assessment. This assessment does not change the previous conclusions that there is no accident problem in this location.

9.0 B430 Corridor

9.1 The study area for the B430 examines the length of the B430 to the east of the main site between Weston on the Green and Ardley. Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 21 PIAs within the B430 study area.

9.2 Within the period from 1 January 2021 to 31 December 2023 there were an additional ten recorded PIAs at this junction, located as presented in **Figure 16**. The table included below provides a summary of accidents recorded at the junction, for both time periods.



Figure 16: B430 PIAs

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	18	4
serious	3	6
fatal	0	0
total	21	10

Table 9: B430 PIAs

9.3 A summary of the nine accidents is provided below.

- 21 - the accident was slight and involved two vehicles and one casualty.
- 28 - the accident was serious and involved two vehicles and two casualties.
- 29 - the accident was serious and involved one vehicle and one casualty.
- 40 - the accident was slight and involved two vehicles and two casualties.
- 48 - the accident was slight and involved one vehicle and one casualty.
- 49 – the accident was serious and involved one vehicle and one casualty.
- 50 - the accident was serious and involved three vehicles and one casualty.
- 51 - the accident was serious and involved two vehicles and one casualty.
- 57 - the accident was slight and involved two vehicles and one casualty.

- 58 – the accident was serious and involved a vehicle and cyclist, resulting in one casualty.

9.4 The above data does not suggest any new trends in accident location or frequency that were not observed in the previous assessment. This assessment does not change the previous conclusions that there is no accident problem in this location.

10.0 B4030

10.1 The B4030 study area, shown in **Figure 17,** covers the B4030 between the A4095 and Middleton Stoney. Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of seven PIAs within this area.

10.2 Within the period from 1 January 2021 to 31 December 2023 there were an additional 6 recorded PIAs within the study area, located as presented in **Figure 17.** The table included below provides a summary of accidents, for both time periods.



Figure 17: B4030 PIAs

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	7	2
serious	0	3
fatal	0	0
total	7	5

Table 10: B4030 PIAs

10.3 A summary of the nine accidents is provided below. None of the accidents involved pedestrian or cyclists.

- 43 - the accident was serious and involved four vehicles and one casualty.
- 44 - the accident was serious and involved one vehicle and one casualty.
- 45 - the accident was slight and involved three vehicles and two casualties.
- 46 - the accident was slight and involved one vehicle and one casualty.
- 47 - the accident was serious and involved two vehicles and two casualties.

10.4 The above data does not suggest any new trends in accident location or frequency that were not observed in the previous assessment. This assessment does not change the previous conclusions that there is no accident problem in this location.

11.0 BICESTER SOUTH

11.1 The study area for Bicester South is shown in **Figure 18** below. The study area covers all of south Bicester, including Bicester Village, as well as Chesterton, and the A41 extending as far south as the M40 Junction 9. The M40, while within the study area, is considered separately.

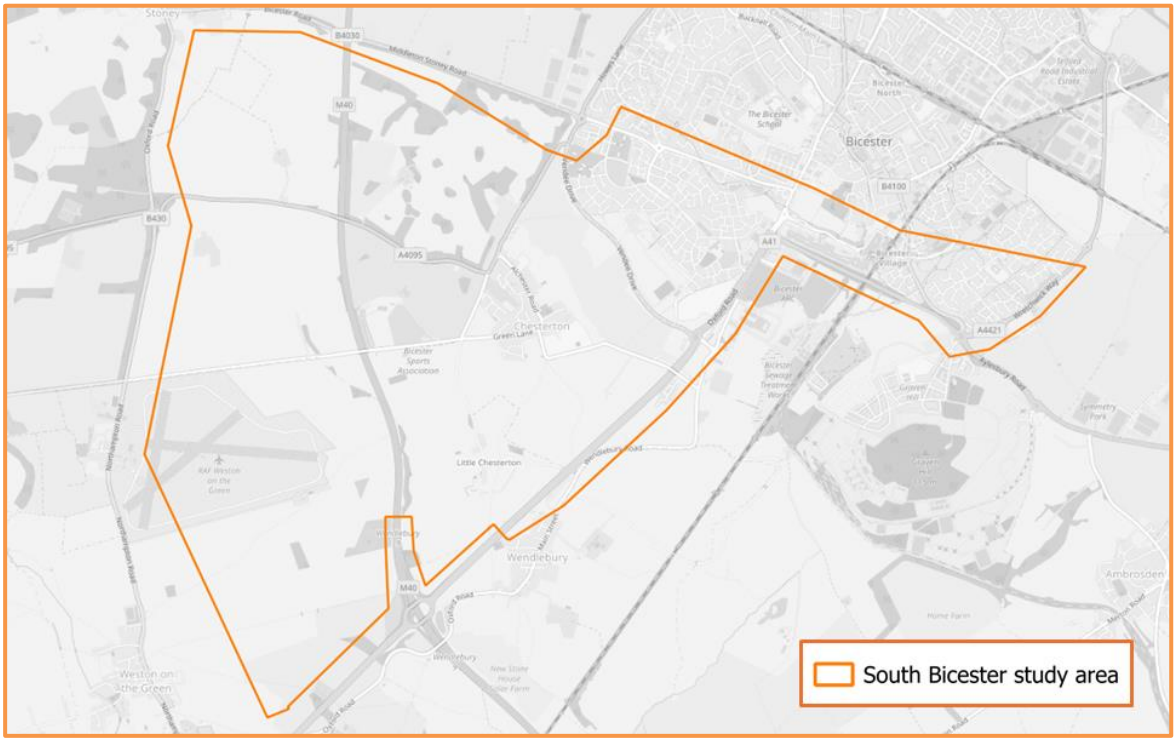


Figure 18: South Bicester study area

11.2 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 94 PIAs within this area. Within the period from 1 January 2021 to 31 December 2023 there were an additional 27.

11.3 To provide a more detailed assessment, the South Bicester study area has been split into the following smaller areas:

- Chesterton and Little Chesterton
- Middleton Stoney Road and Whitelands Way,
- A41 North East of Junction 9
- Park and Ride roundabout
- Pioneer Way and Lakeview Drive Signals
- Esso roundabout
- A41 at southeast Bicester and Bicester Village
- Rodney House Roundabout
- A4421

Chesterton and Little Chesterton

11.4 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 12 PIAs within Chesterton and Little Chesterton.

11.5 Within the period from 1 January 2021 to 31 December 2023 there were an additional three recorded PIAs within this area, located as presented in **Figure 19**. All three accidents occurred

within Chesterton. The table included below provides a summary of accidents, for both time periods.

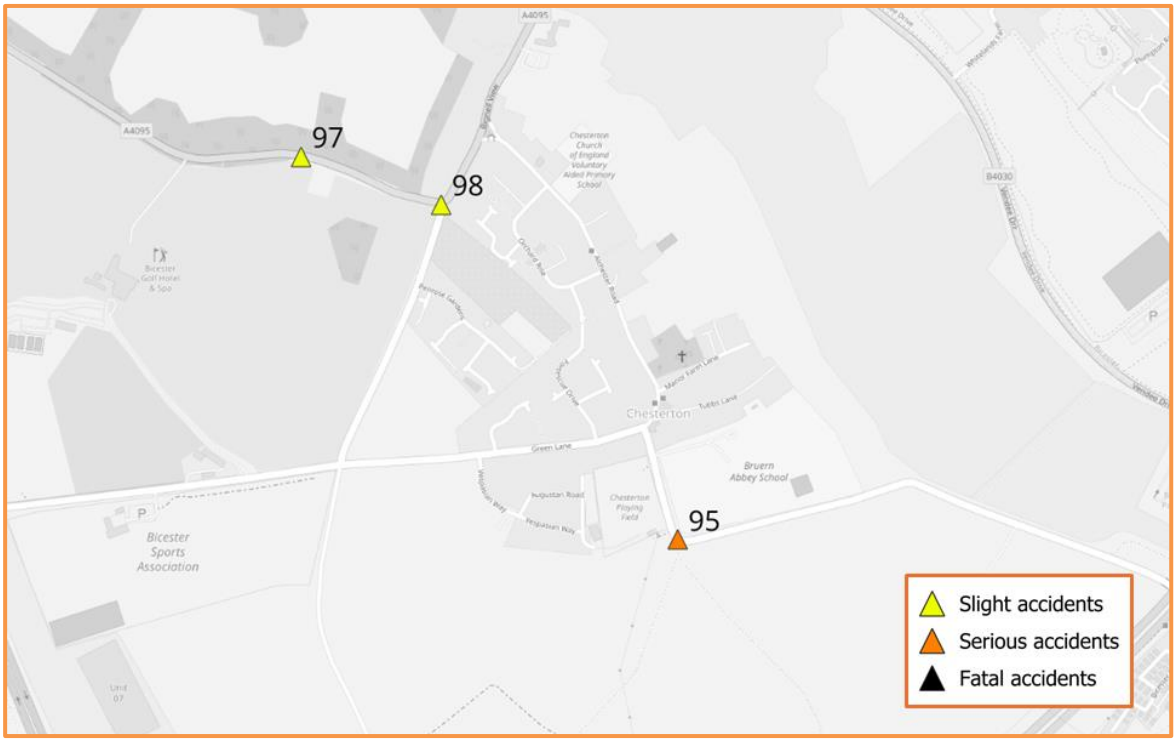


Figure 19: Chesterton PIAs

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	9	2
serious	2	1
fatal	1	0
total	12	3

Table 11: Chesterton PIAs

11.6 A summary of the three accidents is provided below. None of the accidents involved pedestrian or cyclists.

- 95 - the accident was serious and involved one vehicle and one casualty.
- 97 - the accident was slight and involved two vehicles and one casualty.
- 98 - the accident was slight and involved two vehicles and one casualty.

11.7 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no existing highway safety issue in this location.

Middleton Stoney Road and Whitelands Way

11.8 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of seven PIAs that occurred along Middleton Stoney Road, and Whitelands Way within Bicester.

11.9 Within the period from 1 January 2021 to 31 December 2023 there were an additional three recorded PIAs within this area, located as presented in **Figure 20**. The table included below provides a summary of accidents, for both time periods.



Figure 20: Middleton Stoney Road and Whitelands Way PIAs

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	5	2
serious	2	1
fatal	0	0
total	7	3

Table 12: Middleton Stoney Road and Whitelands Way PIAs

11.10 A summary of the three accidents is provided below. None of the accidents involved pedestrian or cyclists.

- 122 - the accident was serious and involved one vehicle and one cyclist.
- 123 - the accident was serious and involved two one vehicle and one casualty.
- 124 - the accident was slight and involved two vehicles and one casualty.

11.11 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no existing highway safety issue in this location.

A41 North East of Junction 9

11.12 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of nine PIAs occurred within the study area, but only seven of these occurred on or around the A41 between the M40 Junction 9 and the Bicester Park and Ride roundabout.

11.13 Within the period from 1 January 2021 to 31 December 2023 there were an additional three recorded PIAs within the study area, one of which occurred on the A41 (93). The accidents were

located as presented in **Figure 21**. The table included below provides a summary of accidents within the study area, for both time periods.

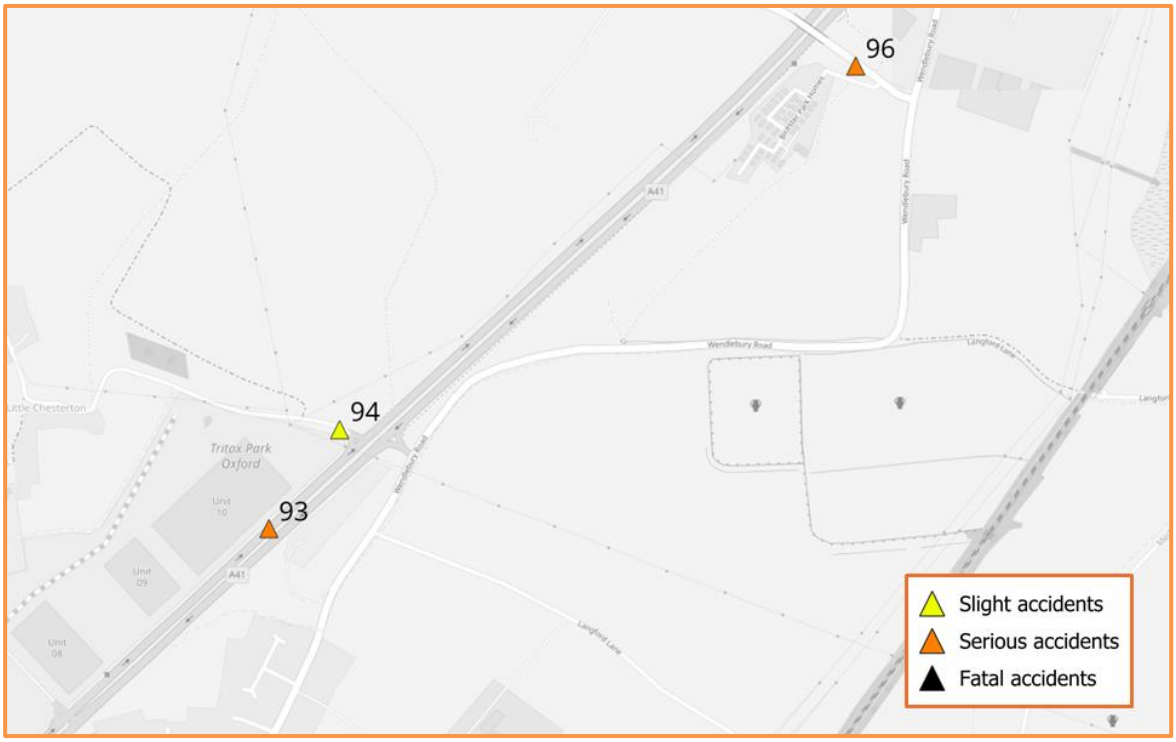


Figure 21: A41 North East of Junction 9 accidents

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
Slight	7	1
Serious	2	2
Fatal	0	0
Total	9	3

Table 13: A41 North East of Junction 9 accidents

11.14 A summary of the three accidents is provided below.

- 93 - the accident was serious and involved one vehicle and one casualty who was a pedestrian.
- 94 - the accident was slight and involved two vehicles and two casualties.
- 96 - the accident was serious and involved a cyclist.

11.15 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no existing highway safety issue in this location.

Park and Ride Roundabout

11.16 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 18 PIAs at the Park and Ride roundabout.

11.17 Within the period from 1 January 2021 to 31 December 2023 there were two additional recorded PIAs within the study area. The accidents were located as presented in **Figure 22**. The table included below provides a summary of accidents within the study area, for both time periods.

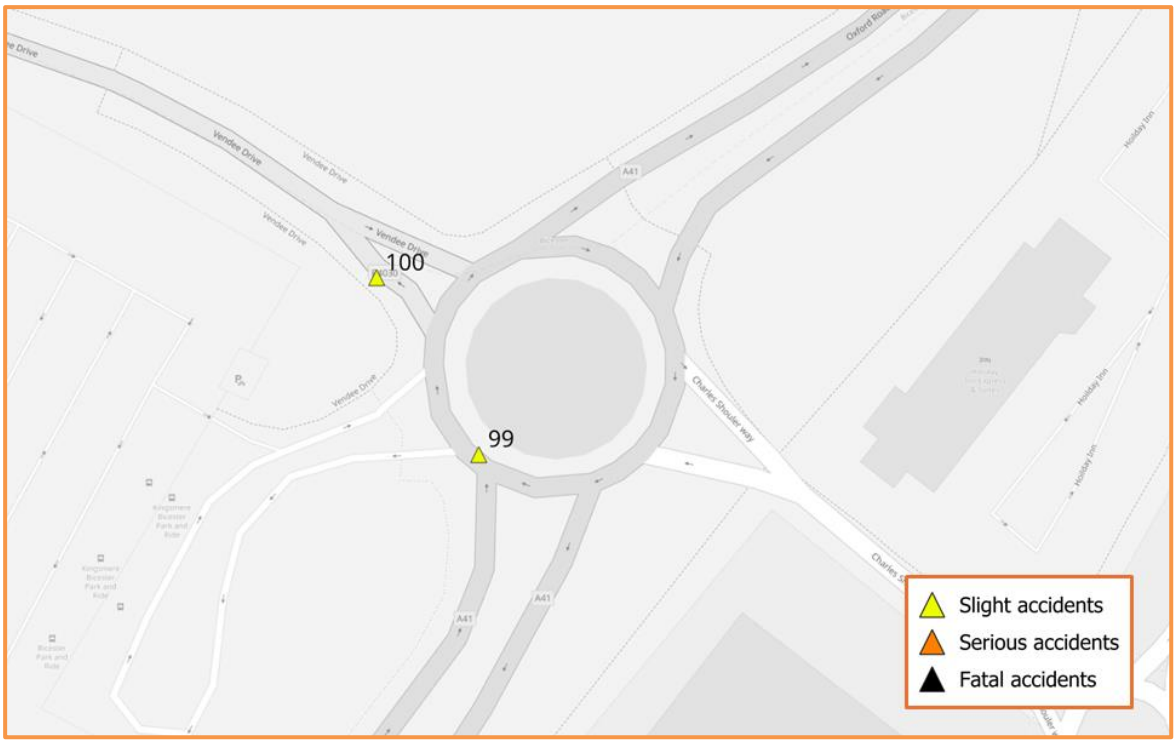


Figure 22: Park and Ride Roundabout accidents

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	11	2
serious	5	0
fatal	2	0
total	18	2

Table 14: Park and Ride Roundabout accidents

11.18 A summary of the two accidents is provided below.

- 99 – the accident slight and involved one vehicle and one casualty. No pedestrian or cyclists were involved.
- 100 – the accident slight and involved two vehicles and one casualty. No pedestrian or cyclists were involved.

11.19 The previous assessment identified an accident in this location. While the assessment undertaken within this report does not show a continuation in this trend, it is acknowledged that this problem may still exist.

Pioneer Way and Lakeview Drive Signals

11.20 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of ten PIAs at the Pioneer Way and Lakeview Drive signalised junction.

11.21 Within the period from 1 January 2021 to 31 December 2023 there were five additional recorded PIAs within the study area. The accidents were located as presented in **Figure 23**. The table included below provides a summary of accidents within the study area, for both time periods.



Figure 23: Pioneer Way and Lakeview Drive Signals accidents

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	10	4
serious	0	1
fatal	0	0
total	10	5

Table 15: Park and Ride Roundabout accidents

11.22 A summary of the five accidents is provided below.

- 101 – the accident slight and involved two vehicles and four casualties. No pedestrian or cyclists were involved.
- 102 – the accident slight and involved two vehicles and two casualties. No pedestrian or cyclists were involved.
- 103 – the accident slight and involved two vehicles and one casualty. No pedestrian or cyclists were involved.
- 104 – the accident slight and involved two vehicles and one casualty. No pedestrian or cyclists were involved.
- 105 – the accident serious and involved one vehicles and one pedestrian casualty.

11.23 This assessment shows a continuation of the trend identified previously. Previously, it was found there were two clusters of accidents at the A41/Pioneer Way signals, at the A41 southbound stop line and at the A41 southbound to Pioneer Way right turn.

Esso Roundabout

11.24 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 15 PIAs at the Esso Roundabout.

11.25 Within the period from 1 January 2021 to 31 December 2023 there were three additional recorded PIAs within the study area. The accidents were located as presented in **Figure 24**. The table included below provides a summary of accidents within the study area, for both time periods.

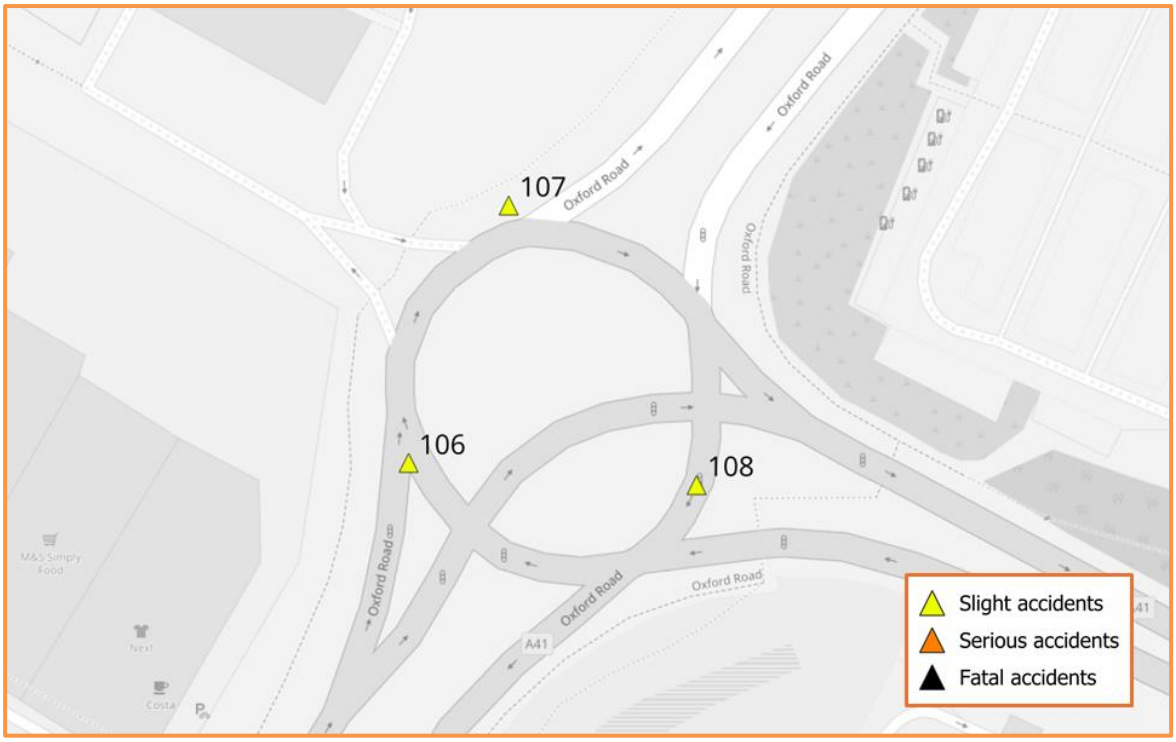


Figure 24: Esso roundabout accidents

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	11	3
serious	4	0
fatal	0	0
total	15	3

Table 16: Esso roundabout accidents

11.26 A summary of the three accidents is provided below. No pedestrian nor cyclists were involved in any of the accidents.

- 106 – the accident slight and involved two vehicles and one casualty.
- 107 – the accident slight and involved two vehicles and one casualty.
- 108 – the accident slight and involved two vehicles and two casualties. No pedestrian or cyclists were involved.

11.27 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no existing highway safety issue in this location.

A41 at southeast Bicester and Bicester Village

11.28 This study area examines the stretch of the A41 running north west to south east at the south eastern extent of Bicester between the Esso Roundabout and Rodney House Roundabout and the adjacent local roads. Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 12 PIAs on the A41.

11.29 Within the period from 1 January 2021 to 31 December 2023 there was one additional recorded PIAs within the study area. The accident was located as presented in **Figure 25**. The table included below provides a summary of accidents within the study area, for both time periods.

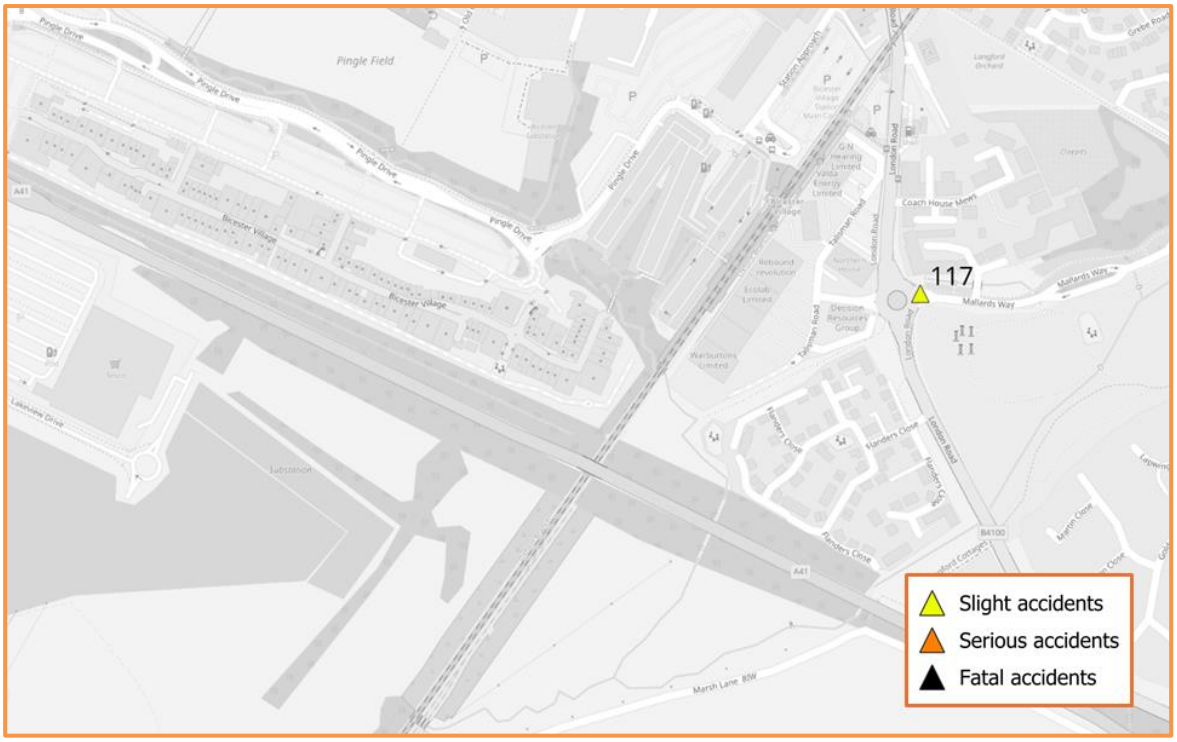


Figure 25: A41 at southeast Bicester and Bicester Village accidents

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	9	1
serious	2	0
fatal	1	0
total	12	1

Table 17: A41 at southeast Bicester and Bicester Village accidents

11.30 The accident was slight and involved one vehicle and one pedestrian. Previously, no accident problem was found in this location, and one accident in three years reinforces the conclusion that there is no existing highway safety issue in this location.

Rodney House Roundabout

11.31 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 15 PIAs at the Rodney House Roundabout.

11.32 Within the period from 1 January 2021 to 31 December 2023 there were three additional recorded PIAs within the study area. The accidents were located as presented in **Figure 26**. The table included below provides a summary of accidents within the study area, for both time periods.

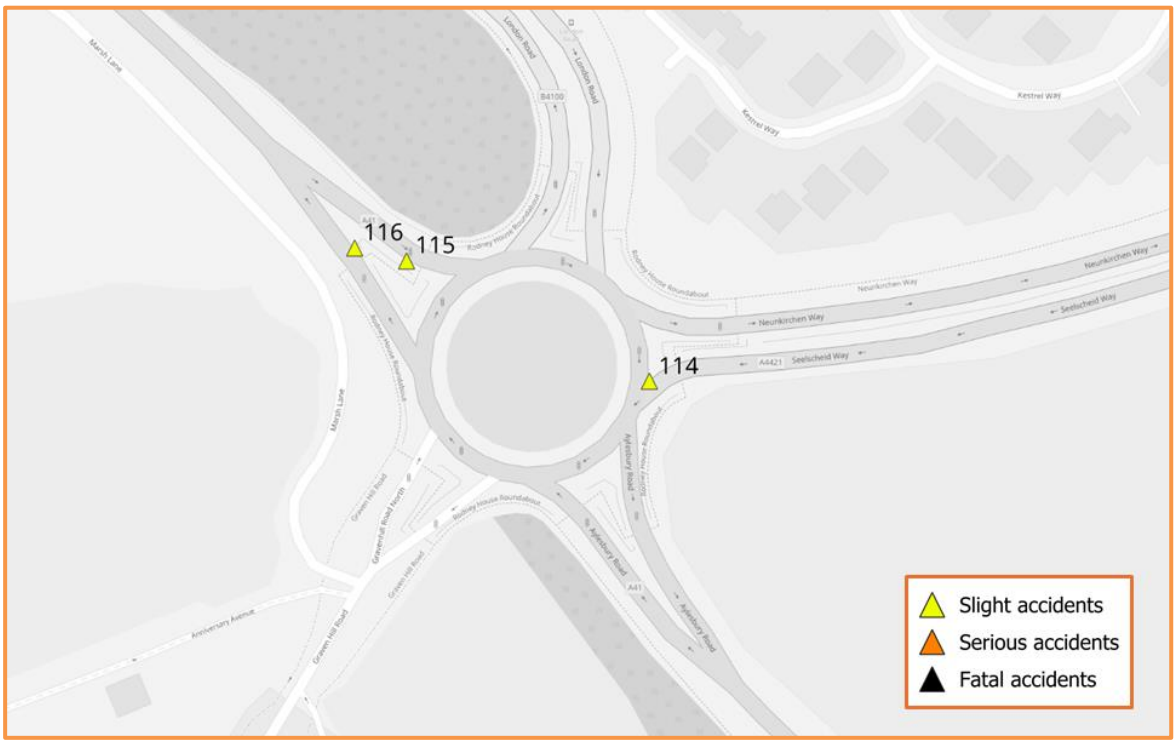


Figure 26: Rodney House Roundabout accidents

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	6	3
serious	1	0
fatal	0	0
total	7	3

Table 18: Rodney House Roundabout accidents

11.33 A summary of the three accidents is provided below.

- 114 – the accident slight and involved two vehicles and one casualty. No pedestrian or cyclists were involved.
- 115 – the accident slight and involved two vehicles and one casualty. The accident involved a cyclist.
- 116 – the accident slight and involved two vehicles and one casualty. No pedestrian or cyclists were involved.

11.34 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no existing highway safety issue in this location.

A4421

11.35 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of six PIAs at south east Bicester, at or close to the A4421 Wretchwick Way

11.36 Within the period from 1 January 2021 to 31 December 2023 there were four additional recorded PIAs within the study area. The accidents were located as presented in **Figure 27**. The table included below provides a summary of accidents within the study area, for both time periods.

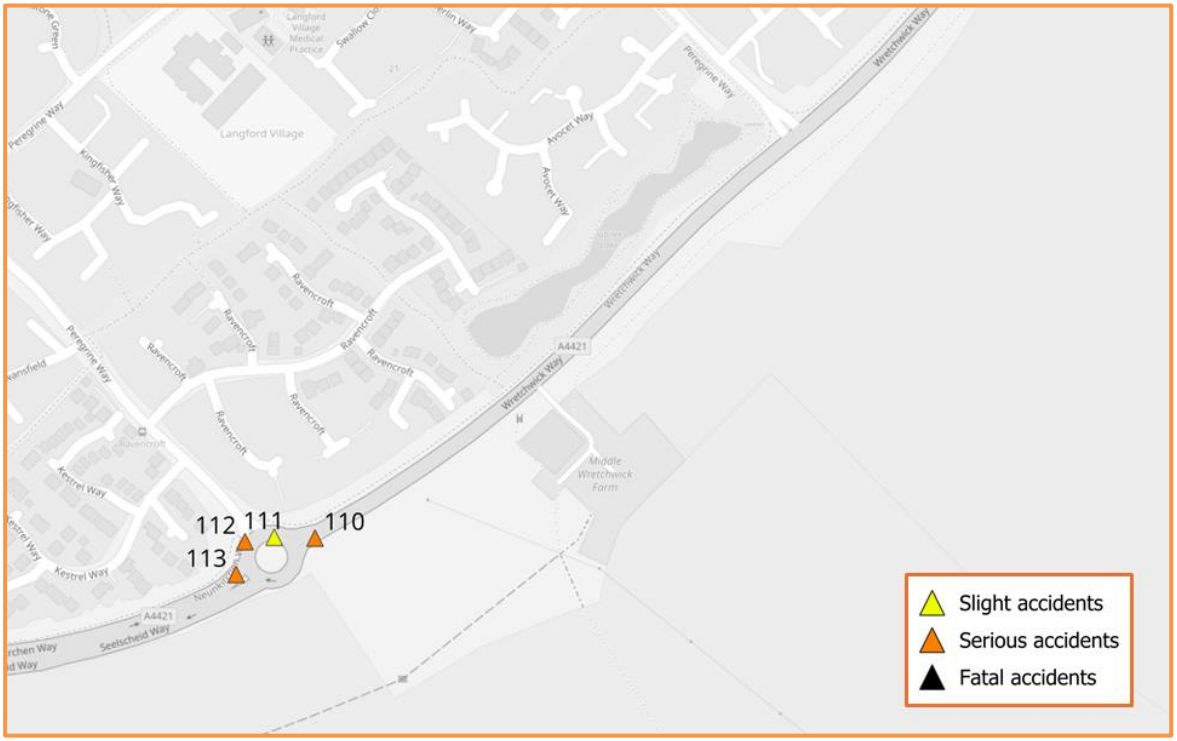


Figure 27: A4421 accidents

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	4	1
serious	2	3
fatal	0	0
total	6	4

Table 19: A4421 accidents

11.37 A summary of the three accidents is provided below.

- 110 – the accident serious and involved two vehicles and one casualty. No pedestrian or cyclists were involved.
- 111 – the accident slight and involved one vehicle and one casualty. No pedestrian or cyclists were involved.
- 112 – the accident serious and involved two vehicles and one casualty. The accident involved a cyclist.
- 113 – the accident serious and involved one vehicle and one casualty. No pedestrian or cyclists were involved.

11.38 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no existing highway safety issue in this location.

12.0 BICESTER NORTH

12.1 The study area for Bicester North is shown in **Figure 28** below and covers a length of the A4095 between the B4030 Middleton Stoney Road and the A4421 Buckingham Road. The study area includes Bucknell to the north west, and excludes the B4100/A4095 roundabout, which is examined separately as part of the B4100 study area.

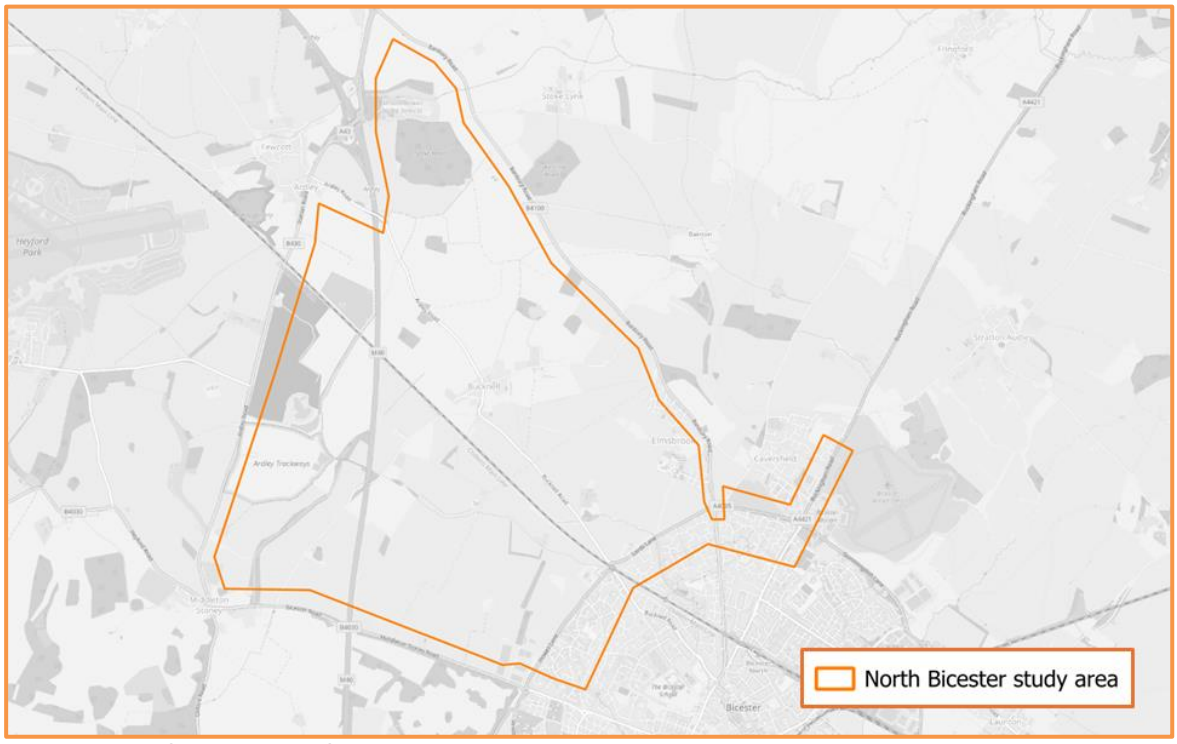


Figure 28: North Bicester study area

12.2 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of 36 PIAs within this area. Within the period from 1 January 2021 to 31 December 2023 there were an additional 9 collisions.

12.3 To provide a more detailed assessment, the North Bicester study area has been split into the following smaller areas:

- Bucknell
- Howes Lane
- Lords Lane
- Southwold Lane
- A4095 /A4421 /Buckingham Road roundabout
- A4421 Buckingham Road

Bucknell

12.4 Previously, for the six years between 1 January 2015 and 30 November 2020, three accidents were recorded in isolated locations around Bucknell. Between 2021 and 2023, no accidents were recorded around Bucknell. No accident problem was identified previously, and the absence of recorded accidents in the three years study confirms this previous conclusion.

Howes Lane

12.5 Previously, for the six years between 1 January 2015 and 30 November 2020, six accidents were recorded on Howes Lane. Between 2021 and 2023, one accident was recorded on Howes Lane at the junction with Bucknell Road. The collision was slight and involved two vehicles and one casualty. Previously, no accident problem was found in this location, and one accident in three years reinforces the conclusion that there is no existing highway safety issue in this location.

Lords Lane

12.6 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of five PIAs on the A4095 Lords Lane.

12.7 Within the period from 1 January 2021 to 31 December 2023 there were six additional recorded PIAs within the study area. The accidents were located as presented in **Figure 29**. The table included below provides a summary of accidents within the study area, for both time periods.

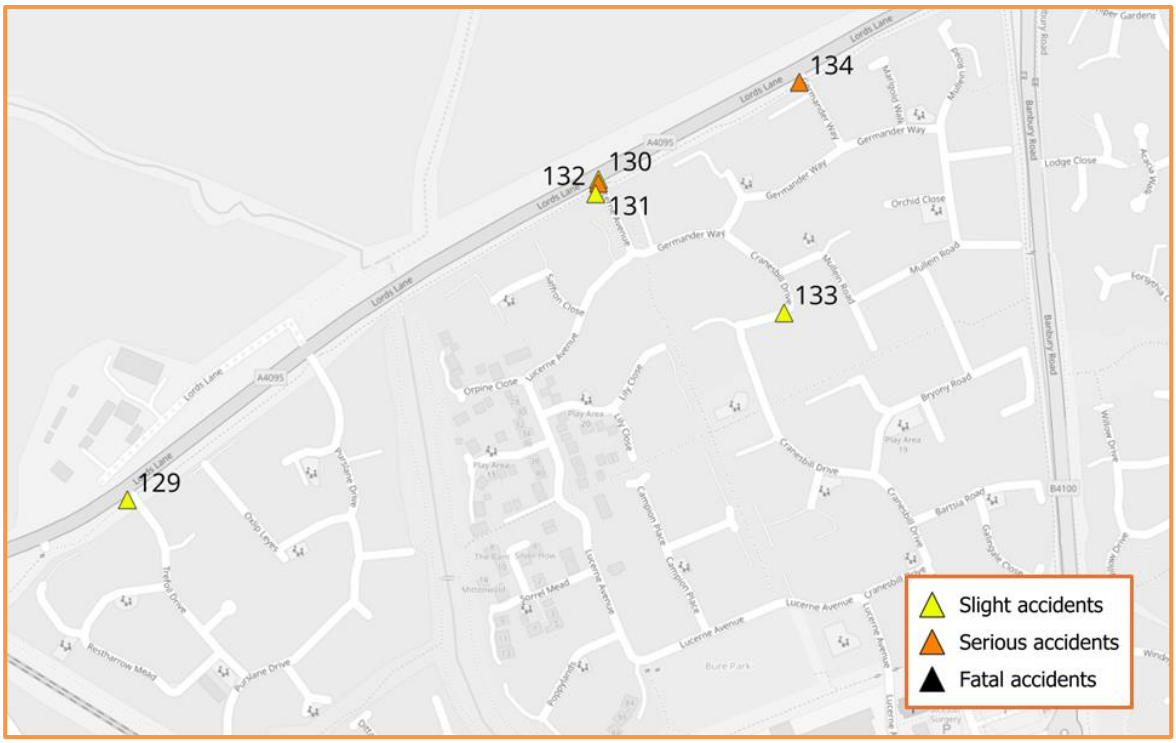


Figure 29: A4095 Lords Lane accidents

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	2	4
serious	3	2
fatal	0	0
total	5	6

Table 20: A4095 Lords Lane accidents

12.8 A summary of the six accidents is provided below.

- 129 – the accident was slight and involved two vehicles and one cyclist.
- 130 – the accident was slight and involved two vehicles and one casualty. No pedestrians or cyclists were involved.
- 131 – the accident was serious and involved two vehicles and two casualties. No pedestrians or cyclists were involved.

- 132 – the accident was slight and involved two vehicles and one casualty. No pedestrians or cyclists were involved.
- 133 – the accident was slight and involved two vehicles and one casualty. No pedestrians or cyclists were involved.
- 134 – the accident was serious and involved one vehicle and one pedestrian.

12.9 Previously, no accident problem was found in this location, and the assessment provided above reinforces the conclusion that there is no existing highway safety issue in this location.

Southwold Lane

12.10 Previously, for the six years between 1 January 2015 and 30 November 2020, nine accidents were recorded on Southwold Lane. Between 2021 and 2023, one accident was recorded on Southwold Lane at the junction with Hornbeam Road. The collision was serious and involved one vehicle and one casualty. Previously, no accident problem was found in this location, and one accident in three years reinforces the conclusion that there is no existing highway safety issue in this location.

A4095 /A4421 /Buckingham Road roundabout

12.11 Previously, a review of the PIA data for the six years between 1 January 2015 and 30 November 2020 identified a total of seven PIAs at the A4095 /A4421 /Buckingham Road roundabout.

12.12 Within the period from 1 January 2021 to 31 December 2023 there was one additional recorded PIAs at this junction. The accidents were located as presented in **Figure 30**. The table included below provides a summary of accidents within the study area, for both time periods.

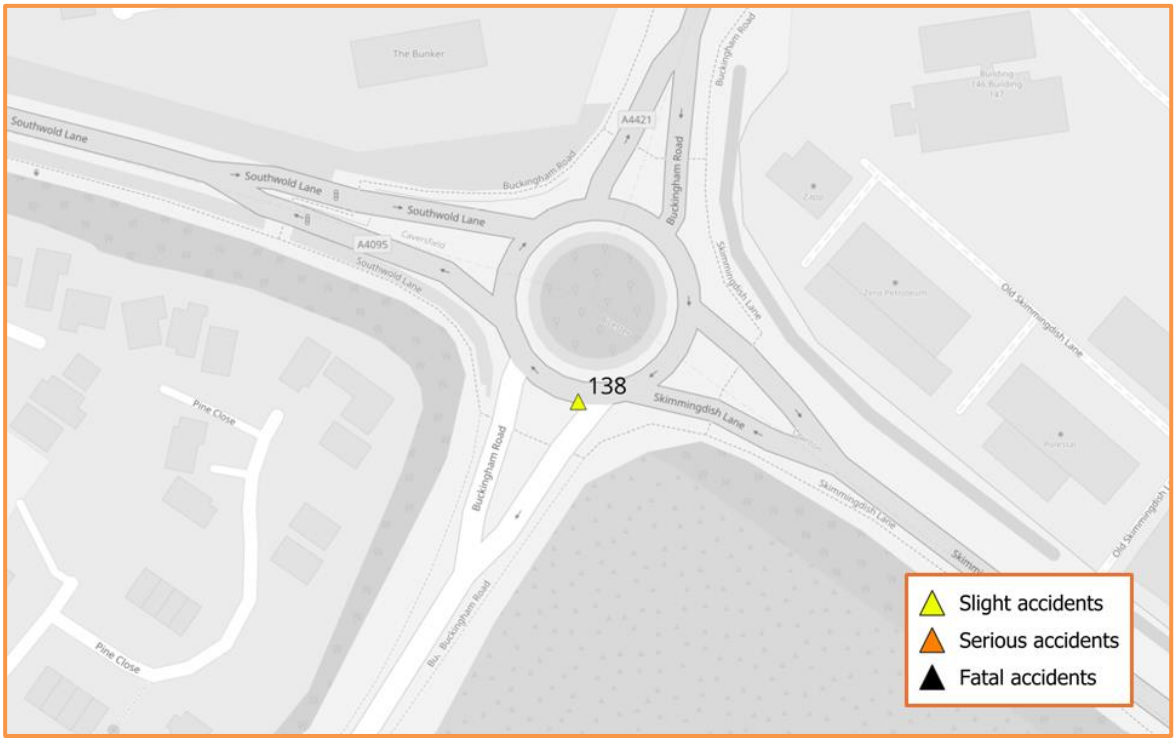


Figure 30: A4095 /A4421 /Buckingham Road roundabout

severity	01/01/2015 to 30/11/2020	01/01/2021 to 31/12/2023
slight	6	1
serious	1	0

fatal	0	0
total	7	1

Table 21: A4095 /A4421 /Buckingham Road roundabout

12.13 The accident at this junction was slight and involved two vehicles and one casualty. No cyclists or pedestrians were involved. Previously, no accident problem was found in this location, and one recorded accident in three years, as detailed above, reinforces the conclusion that there is no existing highway safety issue in this location.

A4421 Buckingham Road

12.14 Previously, for the six years between 1 January 2015 and 30 November 2020, six accidents were recorded on the A4421 Buckingham Road. Between 2021 and 2023, no accidents were recorded in this location. No accident problem was identified previously, and the absence of recorded accidents in the three years study confirms this previous conclusion.

13.0 SUMMARY AND CONCLUSIONS

13.1 ADC Infrastructure Limited are appointed by Oxfordshire Railfreight Limited (the Applicant) to assess the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire.

13.2 This report comprises an addendum to the Personal Injury Accident (PIA) assessment, which has been undertaken as part of the Transport Assessment (TA), to analyse the accident history of the highway network in the vicinity of the site and to identify any potential accident trends that could be exacerbated by the proposed development.

This report did not identify any new trends in accident location that were missed by the original assessment. There are no new potential issues concerning highway safety within the vicinity of the site that arise out of the assessment conducted within this report. Accordingly, the conclusions of the original assessment remain accurate.

OXFORDSHIRE RAILFREIGHT LIMITED

PIA ADDITIONAL STUDY AREA TECHNICAL NOTE

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APPENDICES

Appendix A PIA data

1.0 INTRODUCTION

1.1 ADC Infrastructure Limited are appointed by Oxfordshire Railfreight Limited (the Applicant) to assess the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire.

1.2 The SRFI, to be known as OxSRFI is located in Cherwell District, Oxfordshire, and is located to the south of the village of Ardley and east of the former Heyford Airfield now referred to as Heyford Park.

1.3 This report comprises an extension to the Personal Injury Accident (PIA) assessment, which has been undertaken as part of the Transport Assessment (TA), to analyse the accident history of the highway network in the vicinity of the site and to identify any potential accident trends that could be exacerbated by the proposed development.

1.4 During the initial stages of the project (November 2020) an initial PIA study area was set, in consultation with Oxfordshire County Council (OCC), and accident records obtained from OCC for an initial overall study area for the five-year period between 1 January 2015 and 30 November 2020. In total, 494 accidents were analysed; of which 14 were fatal, 74 were serious, and 406 were slight in nature. The analysis of these records is included in the PIA Technical Note (ADC1794-RP-PIA TN) that accompanies the TA.

1.5 Subsequently, a further review of the same PIA study area was undertaken to update the assessment to include more recent accident data. This review is included in the PIA Technical Note Addendum (ADC1794-RP-PIA TN Addendum), that also accompanies the TA. The addendum considered the most recent PIA records available on the publicly available crashmap.co.uk, for a later time period. It concludes that in the period 1 January 2021 and 31 December 2023, there were an additional 144 PIAs recorded within the study area.

1.6 Since the initial PIA study area was set, the study area for the TA has been agreed. This agreed area includes junctions that were absent from the area assessed within the initial and subsequent PIA assessments. Consequently, this report includes analysis of the accident history of these additional junctions, using data obtained from the relevant authority.

1.7 Available PIA data was obtained for the five-year study period from January 2020. The data is included at **Appendix A**.

2.0 A43 ROUNDABOUTS

2.1 The study area for the A43 is shown in **Figure 1** below and includes the three following roundabouts:

- A43/A442/ Oxford Road/Brackley Bypass – Brackley Bypass Roundabout
- A43/Charlton Road/Broad Lane– Groves Roundabout
- A43/B4031/A421 – Barleymow Roundabout

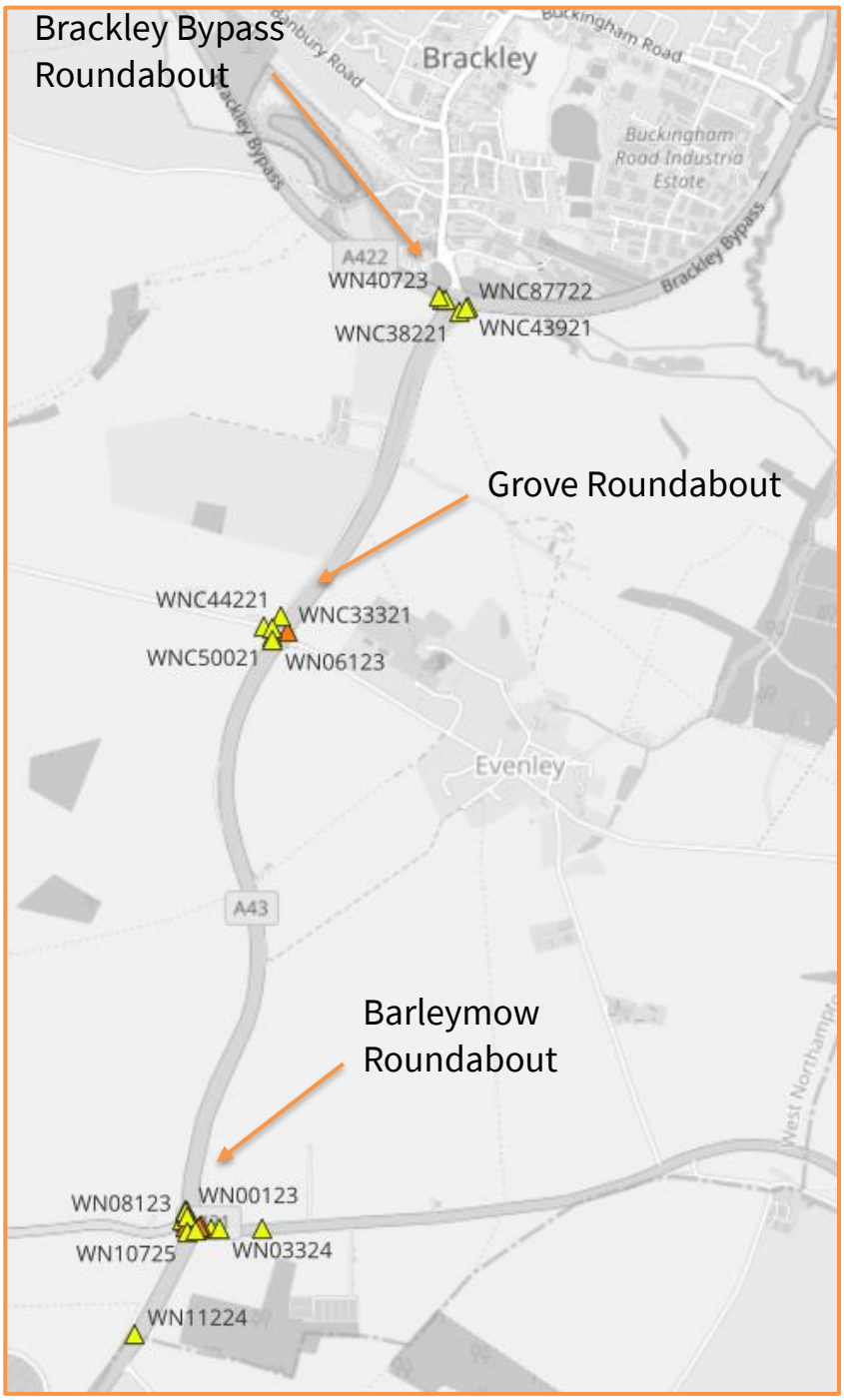


Figure 1: A43 Roundabouts study area

2.2 A breakdown of the accidents at each roundabout is provided below.

Brackley Bypass Roundabout

2.3 A total of six accidents occurred at the Brackley Bypass roundabout between 01/01/2020 and 31/12/2024. As shown in **Figure 2** and **Table 1** below, all the incidents at this junction were deemed slight in nature.

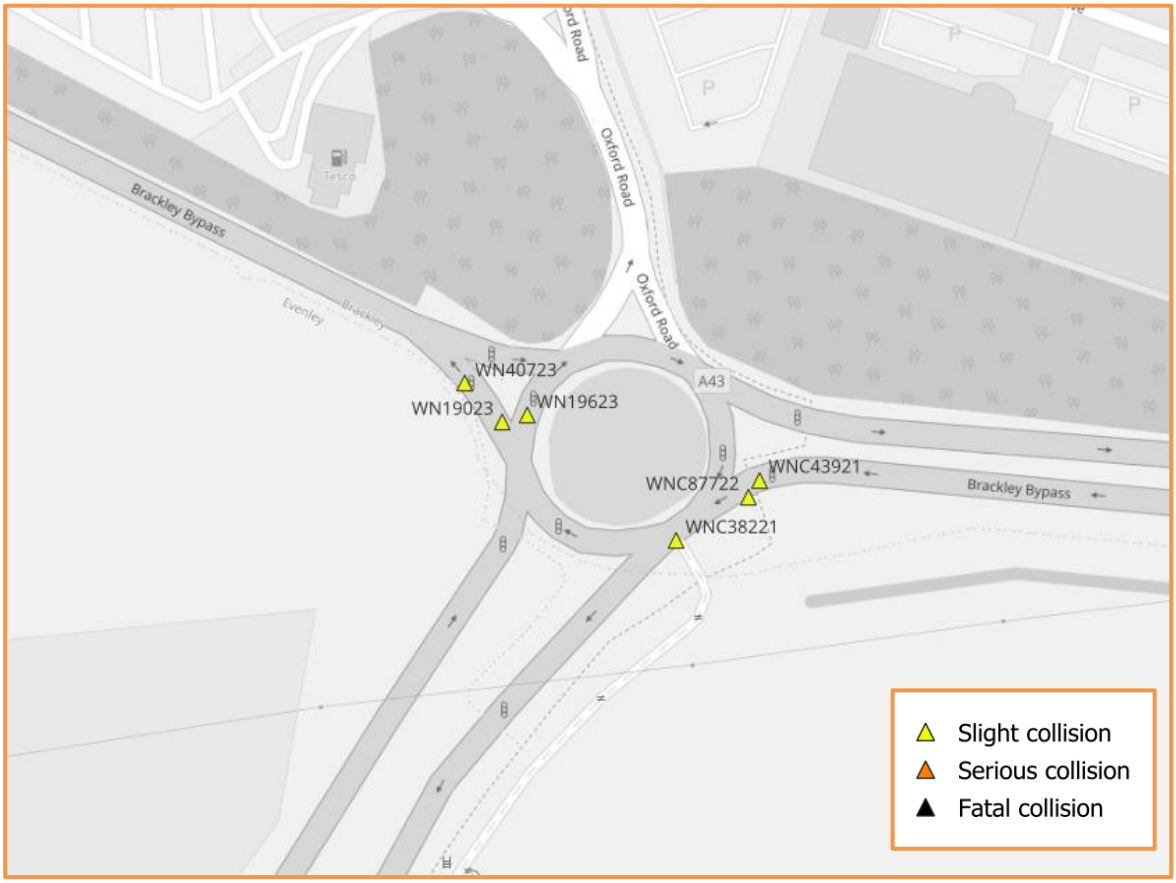


Figure 2: collisions at the A43 Brackley Bypass Roundabout

severity	01/01/2020 to 31/12/2024
slight	6
serious	0
fatal	0
total	6

Table 1: Brackley Bypass Roundabout collision summary

2.4 The collisions are described below.

- WN19023 – a vehicle was travelling west on the A43 Brackley Bypass and exiting the roundabout when an unknown vehicle passed in front, causing the initial vehicle to brake suddenly. The initial vehicle was subsequently struck from behind by another vehicle.
- WN19623 – a vehicle waiting at the lights on the Brackley Bypass roundabout and struck from behind by another vehicle during a red light.
- WNC38221 – a vehicle with a trailer, travelling south and exiting the roundabout, collided with a vehicle heading south at the roundabout.
- WN40723 – a pedestrian attempting to cross on a green light was hit by a vehicle attempting to leave the roundabout whilst ignoring a red light.

- WNC43921 – a vehicle approaching the junction westbound collided with the rear of another vehicle – which in turn shunted into the rear of a third vehicle.
- WNC87722 – a vehicle failed to slow for lights at the roundabout collided with another vehicle, which in turn collided with a third vehicle that was waiting to join the roundabout.

2.5 Overall, six collisions, all slight in nature, in a five-year period is not indicative of an accident problem. There is little, if any, correlation in the type of incident, and the circumstances in which they occurred. The accidents appear to be mostly of differing nature and type and so this suggests that there is no underlying concern regarding the layout of the roundabout, and no evidence of a highway safety issue at this location. It is noted that one collision involved a pedestrian, although this collision was a consequence of driver error.

Groves Roundabout

2.6 A total of six accidents occurred at the Groves Roundabout between 01/01/2020 and 31/12/2024. As shown in **Figure 3** and **Table 2** below, of these, five were slight in nature and one was serious.

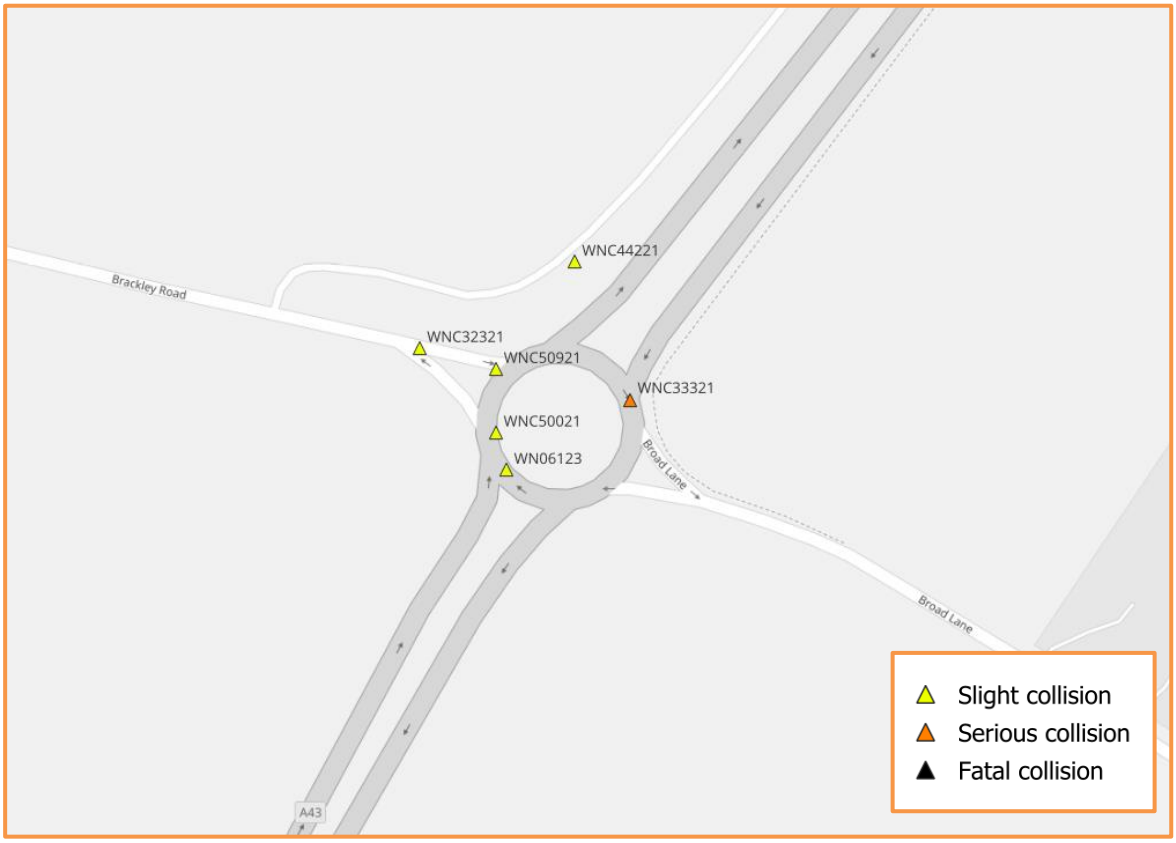


Figure 3: collisions at the A43 Groves Roundabout

severity	01/01/2020 to 31/12/2024
slight	5
serious	1
fatal	0
total	6

Table 2: Groves Roundabout collision summary

2.7 The serious collision (WNC33321) involved a vehicle travelling south on the A43 that entered the roundabout and collided with the offside of a vehicle heading east through the roundabout.

2.8 The slight collisions are described below.

- WN06123 – a vehicle pulled out onto roundabout and collided with a motorcyclist.
- WNC32321 – a vehicle exiting from the A43 onto the Groves Roundabout collided with the offside of a vehicle attempting to travel east.
- WNC44221 – a vehicle heading northbound clipped the roundabout and left the carriageway before coming to a stop in a field just off the A43 exit. No other vehicles were involved.
- WNC50021 – a vehicle heading north along the A43 towards Brackley collided with the roundabout, and lost a wheel which resulted in it the leaving the carriageway.

- WNC50921 – a vehicle was forced to brake in response to another vehicle braking in front of them. In an effort to avoid the obstacle, the driver believe they will not slow down in time and so swerves over the roundabout, into a field.

2.9 Overall, six collisions, five of which were deemed to be slight in nature, within a five-year period is not indicative of an accident problem. There is little, if any, correlation in the type of incident, and the circumstances in which they occurred at this roundabout. They all appear to be mostly of differing nature and type and so this suggests that there is no underlying highway safety issue at this junction.

Barleymow Roundabout

2.10 A total of 21 accidents occurred at the Barleymow Roundabout between 01/01/2020 and 31/12/2024. As shown in **Figure 4** and **Table 3** below, of these, fifteen were slight in nature and six were serious.

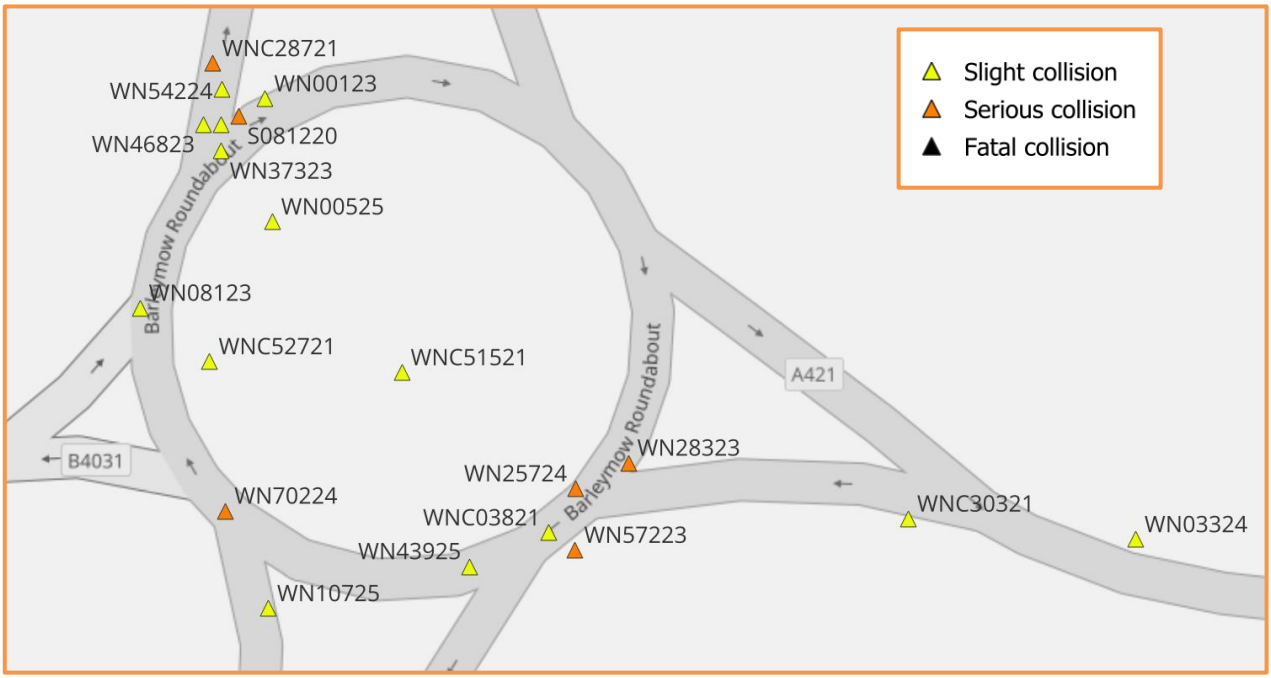


Figure 4: collisions at the A43 Barleymow Roundabout

severity	01/01/2020 to 31/12/2024
slight	15
serious	6
fatal	0
total	21

Table 3: Barleymow Roundabout collision summary

2.11 The serious collisions are described below.

- S081220 – vehicle in lane 1 is indicating right. Driver behind expects the vehicle to go straight on an collides with the rear of the vehicle.
- WN25724 – vehicle has failed to stop or slow for the roundabout and has driven straight over the central island before reaching the other side of the roundabout with the vehicle being ejected into the air, resulting in serious injuries.

- WN28323 – vehicle pulls onto the roundabout into the path of another vehicle that was unable to evade, resulting in an offside-to-offside collision and serious injuries.
- WNC28721 – one vehicle has collided with the nearside of another as they were both attempting to exit the roundabout.
- WN57223 – vehicle lost control entering the roundabout and collided with a lamp post before the driver ran from the scene.
- WN70224 – vehicle overshot the junction and collided with another vehicle.

2.12 The slight collisions are described below.

- WN00123 – vehicle cuts across another vehicle on the roundabout, resulting in the second vehicle hitting the central reservation.
- WN00525 – vehicle travelling from south to north along the A43 has failed to negotiate the roundabout and is ejected into the air before stopping over the other side of the central island of the circulatory.
- WN03324 – vehicle travelling southbound on the A43 took the first exit at the roundabout onto the A421. Upon exiting the vehicle has veered onto the opposite side of the carriageway colliding with two vehicles who were approaching from the other direction.
- WNC03821 – vehicle in the outside lane was wanting to turn right at the roundabout and collided with another vehicle that was on the inside lane attempting to continue straight on.
- WN08123 – vehicle pulls out onto the roundabout into the path of another vehicle which swerves to avoid a collision but was ultimately clipped by the vehicle attempting to enter the circulatory.
- WN10725 – vehicle waiting to enter the roundabout and continue north along the A43 was hit from behind by another vehicle that was approaching the roundabout.
- WNC30321 – driver of vehicle heading westbound on A421 suffered a medical episode, resulting in their vehicle leaving the carriageway and colliding with a lamppost.
- WN37323 – vehicle attempting to go straight ahead at the exit of the roundabout was hit in the nearside by another vehicle attempting to continue around the roundabout in lane 1.
- WN43925 – vehicle attempting to head from east (A421) to north (A43) at the roundabout, misses their exit and goes around the circulatory again in the outside lane. The vehicle then attempts to move across to the inside lane but does not see a vehicle already in that lane, resulting in a collision.
- WN46823 – motorcyclist is hit in the rear, by another vehicle, when negotiating the roundabout, causing them to fall from the bike.
- WNC51521 – vehicle heading north has not seen the roundabout due to previous damage to signs and lights, leading them to collide with the roundabout and leave to the nearside.
- WNC52721 – vehicle heading north from the M40 wants to turn right to head east along the A421 but is in the wrong lane. As the vehicle turns, they collide with another vehicle that was heading north in the correct lane.
- WN54224 – vehicle travelling from south to north along the A43 in the inside lane attempts to continue straight ahead at the roundabout. Another vehicle travelling in the same direction in the outside lane is intending to turn right at the roundabout. The vehicle in the inside lane collides with the offside of the vehicle in the outside lane as they are attempting to continue straight on at the roundabout.
- WN59124 – vehicle heading west slows for traffic queueing at the roundabout and the vehicle behind fails to react in time, colliding with the rear of the vehicle that was slowing down.

- WN59423 – vehicle attempting to turn right enters the roundabout in a left and straight only lane, resulting in a collision with another vehicle intending to go straight ahead in a straight-ahead lane.

2.13 From the PIA data there is a cluster of accidents on the A43 northbound exit from the roundabout and a cluster of accidents on the A43 southbound exit from the roundabout. It appears that a high number of the PIAs resulted from driver confusion regarding which lanes can be used at the A43 exits from the roundabout.

2.14 It is note that between 2011 and 2020 the exits were marked as concentric spiral markings (DMRB CD 116, figure D.5) (based on Google Street View imagery). However, in late 2020/early 2021 they were changed to concentric markings (DMRB CD 116, figure D.3). It is also noted that prior to 2011 the road markings were concentric and so there was a clear intervention made around that time.

2.15 **Table 4** presents a review of the accident history on the A43 exits at this roundabout (using Crashmap data). This suggests a strong correlation between the number of PIAs and the marking type at the roundabout. The analysis shows a significantly reduced accident rate at the A43 exits at the roundabout during the time period when concentric spiral marking were present.

time period	marking type	A43 NB exit PIAs	A43 SB exit PIAs
2003*-2010	Concentric D.3*	2 serious, 6 slight (1 PIC/year)	2 serious, 3 slight (0.6 PICs/year)
2011-2020	Concentric Spiral D.5	1 serious, 1 slight (0.2 PICs/year)	1 slight (0.1 PICs/year)
2021-2024	Concentric D.3	1 serious, 5 slight (1.5 PICs/year)	3 serious, 1 slight (1 PIC/year)

* Google Street View not available pre 2010 but based on age of markings this is assumed to have concentric markings from when the A43 dualling was opened in the early 2000s.

Table 4: Barleymow Roundabout A43 exits collision summary history

2.16 Both lanes on each of the A43 approaches to the roundabout are marked as ahead movements. Therefore, it appears that the use of concentric marking on the roundabout is a significant factor in the accident clusters recorded since the road markings were changed (i.e. in the five-year period summarised at **Table 3**). National Highways are aware of this issue and are in the process of completing a safety study at the roundabout.

2.17 In summary, the recent accident history at the A43 Barleymow Roundabout shows a poor accident record on the A43 exits from the roundabout, with a cluster of PIAs on each exit. The increase in the number of accidents on the A43 exits appears to coincide with a change in the road markings at the roundabout from concentric spiral markings to concentric markings, which is leading to driver confusion regarding which lanes can be used to exit the roundabout. National Highways are aware of this issue and are in the process of completing a safety study at the roundabout.

3.0 A4260 CORRIDOR

3.1 The study area for the A4260 is shown in **Figure 5** below and includes the following three junctions:

- A4260/B4027 Crossroads
- A4260/A4095 T-junction
- A4095/B4027 T-junction

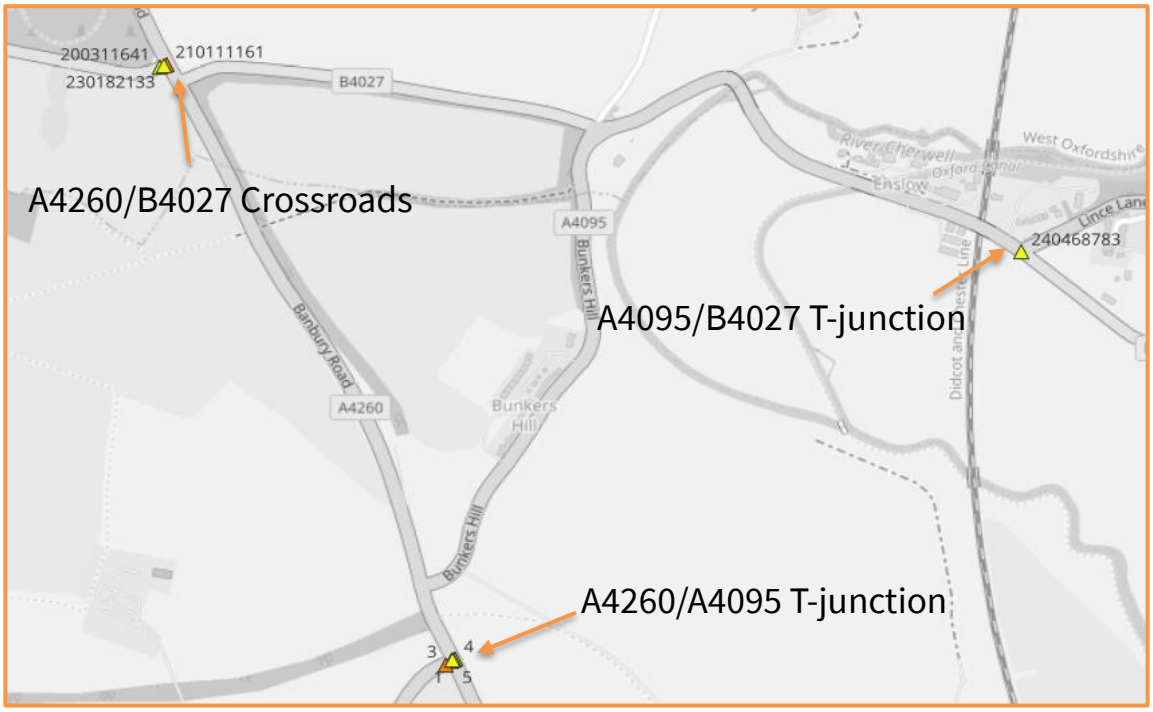


Figure 5: A4260 Corridor study area

3.2 A breakdown of the accidents at each junction is provided below.

A4260/B4027 Crossroads

3.3 A total of three accidents occurred at the A4260/B4027 Crossroads between 01/01/2020 and 31/12/2024. As shown in **Figure 6** and **Table 5** below, of these, two were slight in nature and one was serious.

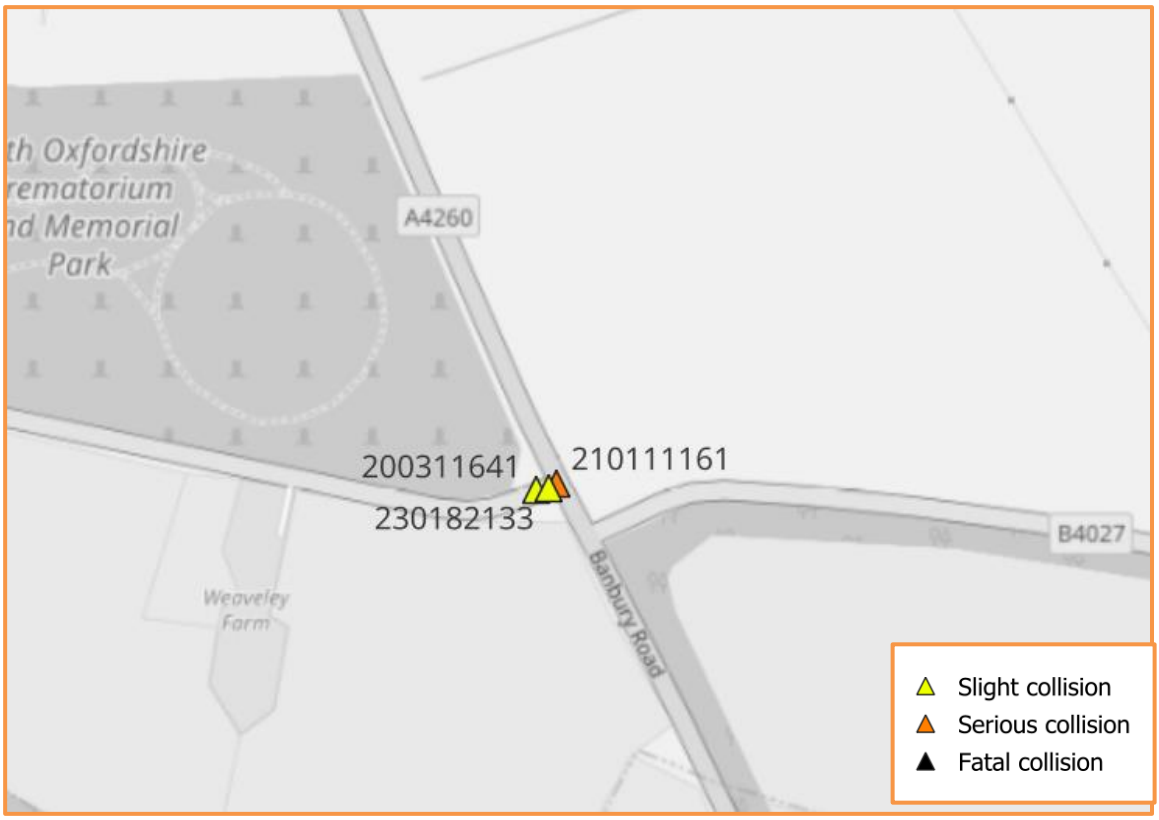


Figure 6: Collisions at the A4260/B4027 Crossroads

severity	01/01/2020 to 31/12/2024
slight	2
serious	1
fatal	0
total	3

Table 5: A4260/B4027 Crossroads collision summary

3.4 The serious collisions are described below.

- 210111161 – a collision has occurred between a car and a motorbike as the car was attempting to turn right onto the A4260 to continue travelling from west to southeast, they have collided with the rider of the motorbike as they were intending to travel along the A4260 from southeast to north. The collision resulted in slight injuries to the driver of the car and serious injuries to the motorcyclist.

3.5 The slight collisions are described below.

- 200311641 – vehicle attempting to turn left at the junction from south along the A4260 to west along the B4027 has had a collision with another vehicle intending to carry straight on in a west to south direction, resulting in slight injuries to one driver.
- 230182133 – vehicle travelling from west to southeast has attempted a right-hand turn and collided with another vehicle travelling from southeast to north along the A4260.

3.6 Overall, three collisions, one of which was serious, over a five-year period does not suggest that an underlying reason for concern in regard to the layout of the T-junction.

A4260/A4095 T-junction

3.7 A total of six accidents occurred at the A4260/A4095 T-junction between 01/01/2020 and 31/12/2024. As shown in **Figure 7** and **Table 6** below, of these, four were slight in nature and two were serious.

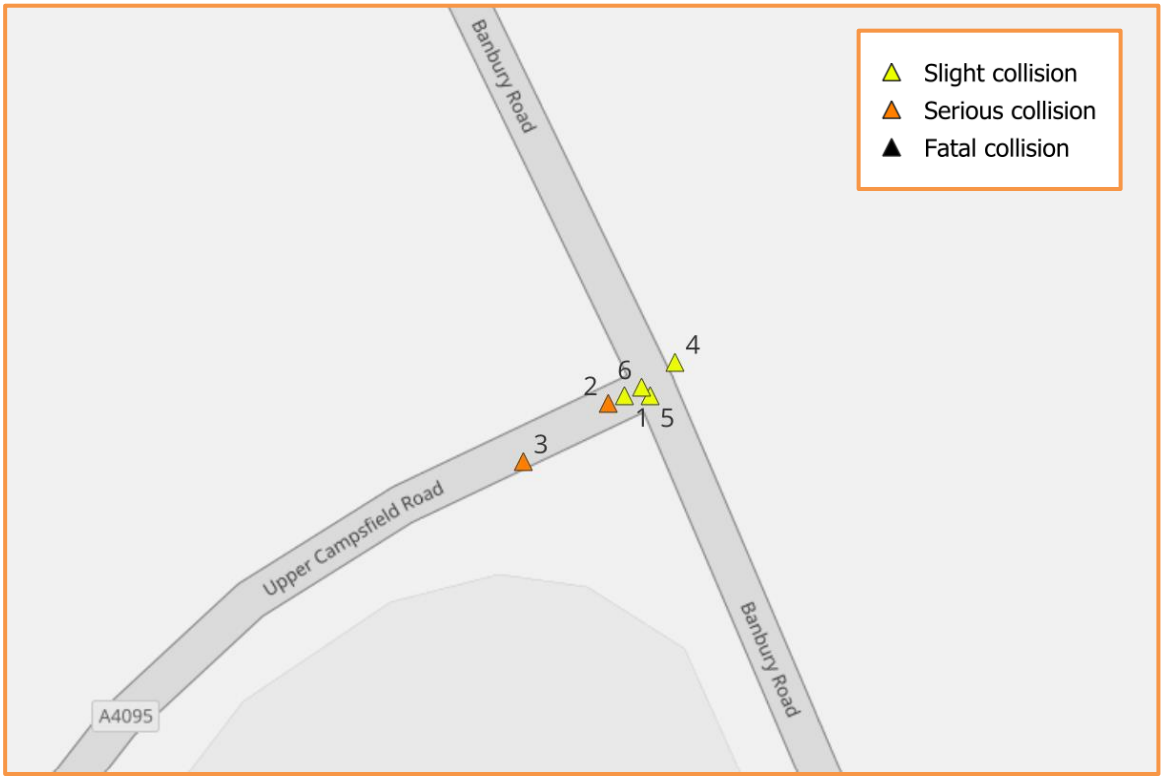


Figure 7: collisions at A4260/A4095 T-junction

severity	01/01/2020 to 31/12/2024
slight	4
serious	2
fatal	0
total	6

Table 6: A4260/A4095 T-junction collision summary

3.8 The serious collisions are described below.

- 2 – vehicle turning right attempting to travel from north to south, collides with vehicle travelling from southeast to north intending to carry on along the A4260.
- 3 – vehicle travelling in a west to northeast direction caused a multi-car collision as they failed to slow in time for the junction, causing serious injuries to themselves in the process.

3.9 The slight collisions are described below.

- 1 – car attempting to turn right from north (A4260) to west (A4095) collided with a small goods vehicle attempting to continue straight ahead from a south to north direction.
- 4 – car intending to turn right at the T-junction, collided with a motorbike moving from north to southeast, resulting in slight injuries to the rider.
- 5 – car travelling from north to southeast collided with another car waiting to make a right turn, intending to travel in a north to south direction.

- 6 – small goods vehicle attempting to perform a right turn, travelling in a north to south direction, collided with a car intending on continuing straight ahead in a south to north direction.

3.10 There is good visibility to the north from the junction, and the junction is provided with a ghost island. Whilst there is a cluster of accidents associated with right turners in and out of the minor arm, six PIAs in five years is not suggestive of an underlying road safety issue.

A4095/B4027 T-junction

3.11 One slight accident occurred at the A4095/B4027 T-junction between 01/01/2020 and 31/12/2024. The incident was a single vehicle collision involving a car attempting a right turn travelling from northeast (A4095) to north (A4095) at the T-junction.



Figure 8: collision at A4095/B4027 T-junction

3.12 There was only one slight collision at the A4095/B4027 T-junction within the 5-year period. It can be concluded that there is not an accident problem associated with this junction.

4.0 A421 TINGEWICK BYPASS/A4421 ROUNDABOUT

4.1 There were no PIAs recorded in the five-year period studied (01/01/2020 and 31/12/2024) at the A421 Tingewick Bypass/A4421 Roundabout. Therefore, there is no indication of any underlying highway safety issue that may be exacerbated by any change in traffic flows at this junction.

5.0 NMU CASULTIES

5.1 Of the accidents discussed above, one incident involved a NMU. This was identified as WN40723 at the Brackley Bypass Roundabout. The collision involved a pedestrian attempting to cross on a green light (for pedestrians) being struck by a vehicle which was attempting to leave the roundabout whilst ignoring a red light, hitting the pedestrian on the vehicle offside.

5.2 It is noted that this incident was a consequence of driver error and does not indicate any underlying safety issue of particular concern for NMUs.

6.0 SUMMARY AND CONCLUSIONS

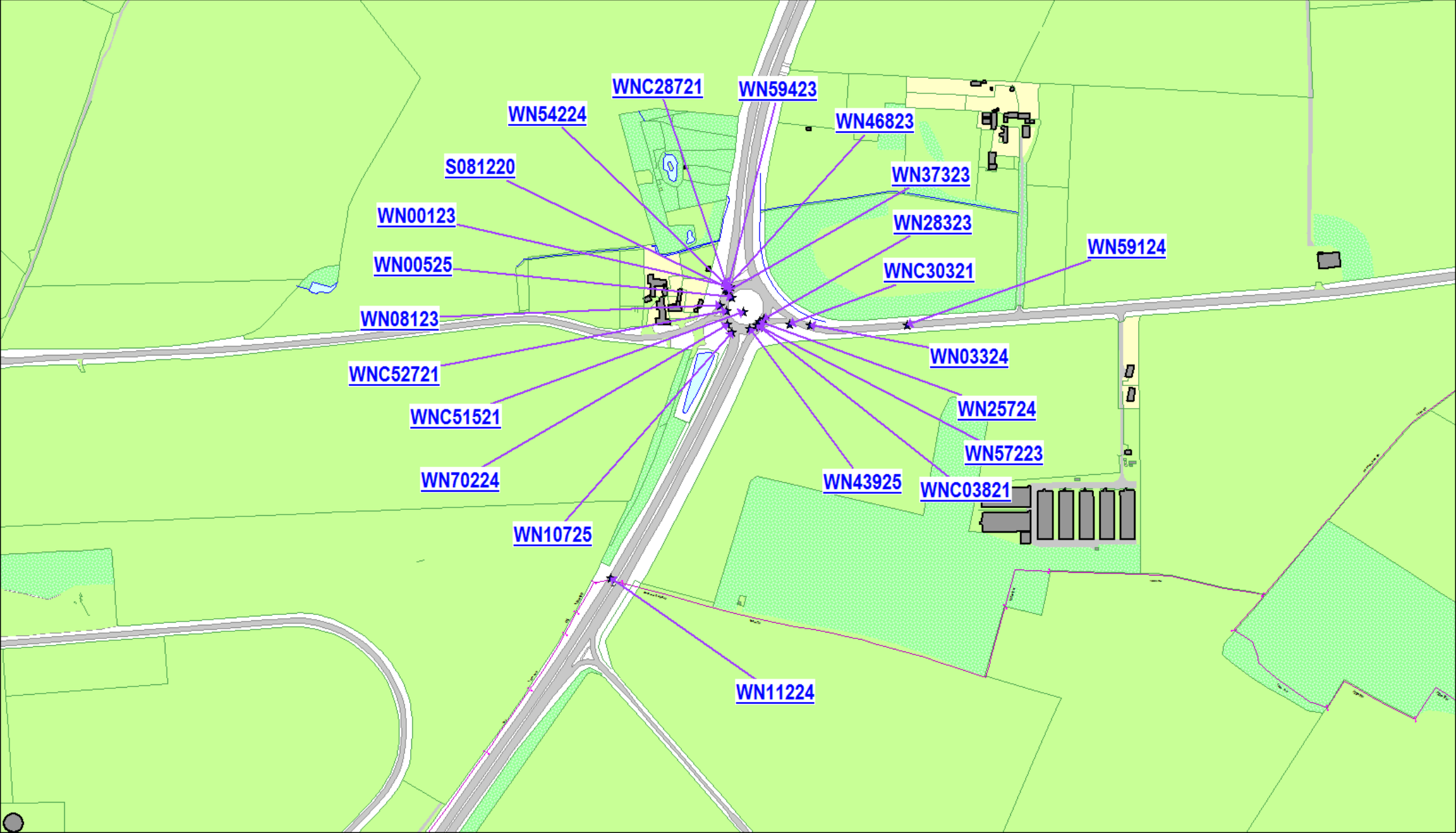
6.1 ADC Infrastructure Limited are appointed by Oxfordshire Railfreight Limited (the Applicant) to assess the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire.

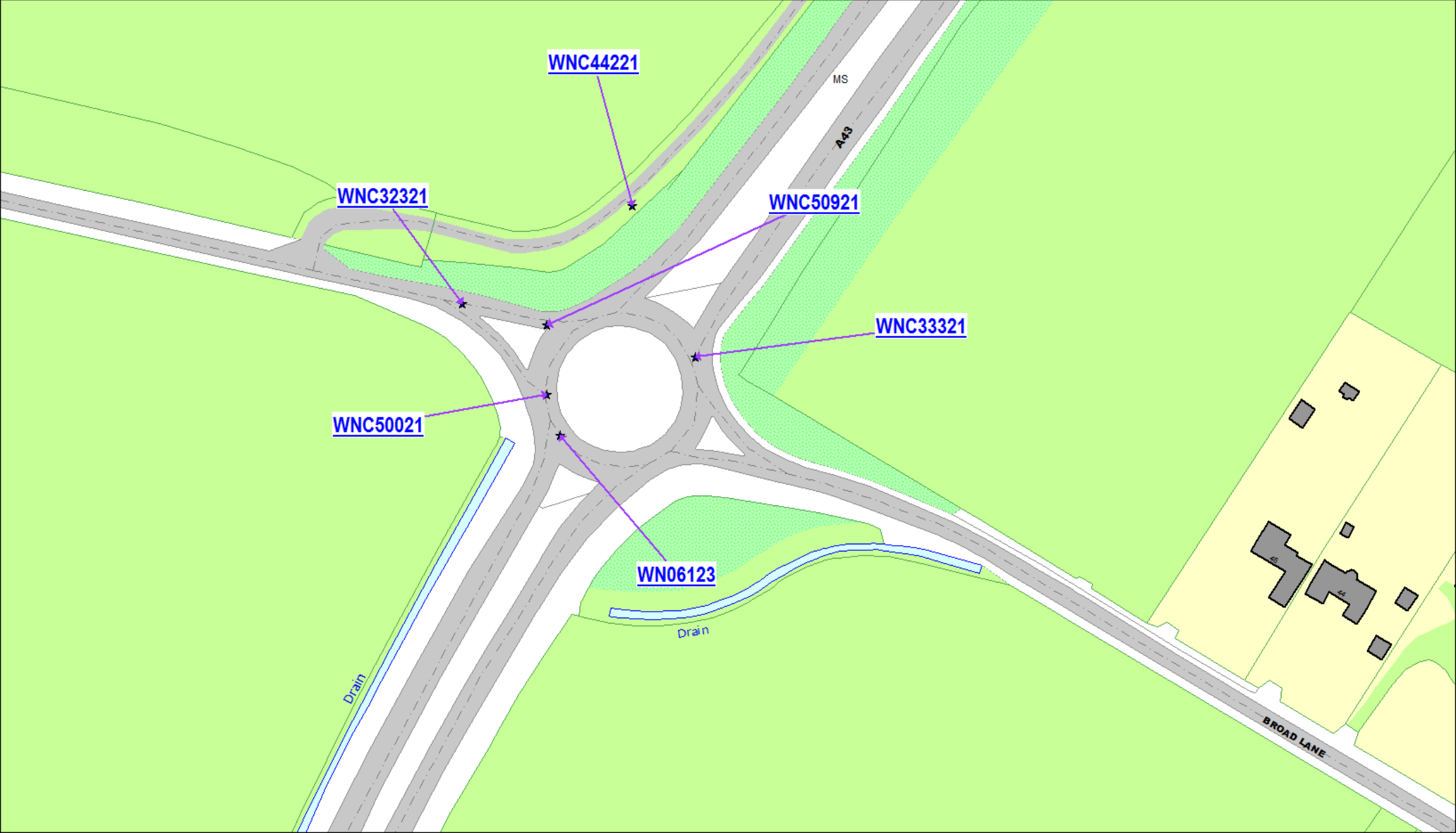
6.2 This report comprises an addition to the Personal Injury Accident (PIA) assessment, comprising junction included within the Transport Assessment study area that did not form part of the initial assessment.

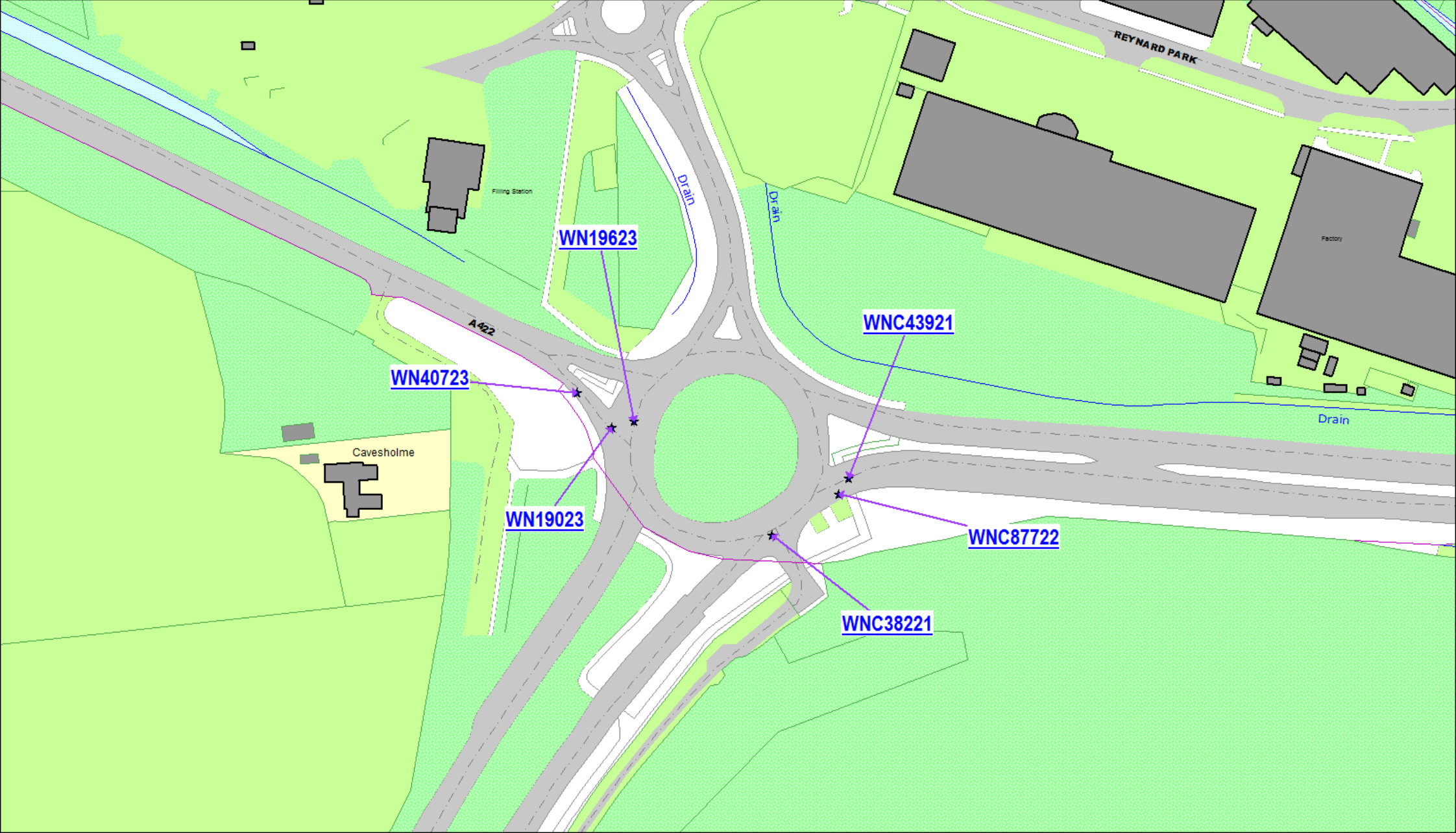
6.3 This report did not identify any trends in accident location apart from identifying an accident problem at the A43 Barleymow Roundabout, at which a large number of accidents were identified. These findings are taken into account within the Transport Assessment.

APPENDIX A

PIA DATA


WNC28721
WN59423
WN54224
WN46823
S081220
WN37323
WN00123
WN28323
WN59124
WN00525
WNC30321
WN08123
WN03324
WNC52721
WN25724
WNC51521
WN57223
WN70224
WN43925
WNC03821
WN10725
WN11224


WNC44221
WNC32321
WNC50921
WNC33321
WNC50021
WN06123
MS
A43
Drain
Drain
BROAD LANE
46
44


WN19623
WNC43921
WN40723
WN19023
WNC87722
WNC38221
A422
Drain
Drain
Drain
REYNARD PARK
Filling Station
Factory
Cavesholme

Police_ref	Plot	Date	Easting	Northing	Severity	Road_cond	Visibility	Casualties
S081220	Barley Mow	19/11/2020	457676	233468	2. Serious	1. Dry	4. Darkness: street lights present and lit	1
WNC03821	Barley Mow	01/02/2021	457712	233421	3. Slight	1. Dry	1. Daylight	1
WNC28721	Barley Mow	09/06/2021	457673	233474	2. Serious	1. Dry	4. Darkness: street lights present and lit	1
WNC30321	Barley Mow	21/06/2021	457753	233423	3. Slight	1. Dry	1. Daylight	1
WNC32321	Broad Lane	07/07/2021	457887	235232	3. Slight	1. Dry	1. Daylight	1
WNC33321	Broad Lane	10/07/2021	457961	235215	2. Serious	1. Dry	1. Daylight	1
WNC38221	A422	12/08/2021	458469	236183	3. Slight	1. Dry	1. Daylight	1
WNC43921	A422	17/09/2021	458493	236201	3. Slight	1. Dry	1. Daylight	1
WNC44221	Broad Lane	20/09/2021	457941	235263	3. Slight	1. Dry	4. Darkness: street lights present and lit	1
WNC50021	Broad Lane	01/10/2021	457914	235203	3. Slight	2. Wet/Damp	4. Darkness: street lights present and lit	1
WNC50921	Broad Lane	07/10/2021	457914	235225	3. Slight	1. Dry	1. Daylight	1
WNC51521	Barley Mow	11/10/2021	457695	233439	3. Slight	1. Dry	6. Darkness: no street lighting	1
WNC52721	Barley Mow	19/10/2021	457673	233440	3. Slight	2. Wet/Damp	1. Daylight	1
WNC87722	A422	22/12/2022	458490	236196	3. Slight	2. Wet/Damp	1. Daylight	1
WN00123	Barley Mow	02/01/2023	457679	233470	3. Slight	1. Dry	1. Daylight	1
WN08123	Barley Mow	11/02/2023	457665	233446	3. Slight	1. Dry	1. Daylight	1
WN06123	Broad Lane	19/02/2023	457918	235190	3. Slight	1. Dry	1. Daylight	1
WN19023	A422	11/04/2023	458418	236217	3. Slight	2. Wet/Damp	4. Darkness: street lights present and lit	3
WN19623	A422	14/04/2023	458425	236219	3. Slight	2. Wet/Damp	1. Daylight	1
WN28323	Barley Mow	24/05/2023	457721	233429	2. Serious	1. Dry	1. Daylight	1
WN40723	A422	12/07/2023	458407	236228	3. Slight	2. Wet/Damp	1. Daylight	1
WN37323	Barley Mow	28/07/2023	457674	233464	3. Slight	1. Dry	4. Darkness: street lights present and lit	1
WN46823	Barley Mow	23/08/2023	457672	233467	3. Slight	1. Dry	1. Daylight	1
WN57223	Barley Mow	14/10/2023	457715	233419	2. Serious	1. Dry	4. Darkness: street lights present and lit	2
WN59423	Barley Mow	28/10/2023	457674	233467	3. Slight	1. Dry	1. Daylight	1
WN03324	Barley Mow	17/01/2024	457779	233421	3. Slight	1. Dry	1. Daylight	1
WN11224	Barley Mow	09/02/2024	457527	233101	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1
WN25724	Barley Mow	18/05/2024	457715	233426	5. Very serious	2. Wet/Damp	1. Daylight	1
WN54224	Barley Mow	10/10/2024	457674	233471	3. Slight	2. Wet/Damp	1. Daylight	1
WN59124	Barley Mow	23/10/2024	457903	233421	3. Slight	1. Dry	1. Daylight	1
WN70224	Barley Mow	31/12/2024	457675	233423	7. Less serious	1. Dry	4. Darkness: street lights present and lit	1
WN00525	Barley Mow	06/01/2025	457680	233456	3. Slight	2. Wet/Damp	4. Darkness: street lights present and lit	4
WN10725	Barley Mow	14/02/2025	457680	233412	3. Slight	1. Dry	1. Daylight	1
WN43925	Barley Mow	06/08/2025	457703	233417	3. Slight	1. Dry	1. Daylight	1

Police_ref	Time	Vehicles	Roadclass1	Roadnum1	Road_type	Speed_lim	Junct_det	Junct_ctrl	Roadclass2	Roadnum2
S081220	18:50:00	2	3. A	43	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	3. A	421
WNC03821	12:20:00	2	3. A	43	1. Roundabout	70	1. Roundabout	4. Give way or Uncontrolled	3. A	43
WNC28721	22:14:00	2	3. A	43	1. Roundabout	70	1. Roundabout	4. Give way or Uncontrolled	3. A	421
WNC30321	15:25:00	1	3. A	421	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	3. A	43
WNC32321	13:55:00	2	3. A	43	1. Roundabout	40	1. Roundabout	4. Give way or Uncontrolled	5. C	21
WNC33321	09:55:00	2	3. A	43	3. Dual 2 lanes	70	1. Roundabout	4. Give way or Uncontrolled	3. A	43
WNC38221	11:36:00	2	3. A	43	1. Roundabout	70	1. Roundabout	2. Automatic traffic signal	3. A	422
WNC43921	12:45:00	3	3. A	43	1. Roundabout	70	1. Roundabout	2. Automatic traffic signal	3. A	422
WNC44221	02:05:00	1	3. A	43	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	5. C	21
WNC50021	06:31:00	1	3. A	43	1. Roundabout	70	1. Roundabout	4. Give way or Uncontrolled	3. A	43
WNC50921	07:44:00	1	3. A	43	1. Roundabout	70	1. Roundabout	4. Give way or Uncontrolled	3. A	43
WNC51521	21:45:00	1	3. A	43	1. Roundabout	70	1. Roundabout	4. Give way or Uncontrolled	3. A	421
WNC52721	16:00:00	2	3. A	43	1. Roundabout	70	1. Roundabout	4. Give way or Uncontrolled	3. A	421
WNC87722	14:00:00	3	3. A	43	3. Dual 2 lanes	70	1. Roundabout	2. Automatic traffic signal	3. A	422
WN00123	14:00:00	2	3. A	43	3. Dual 2 lanes	70	1. Roundabout	4. Give way or Uncontrolled	3. A	421
WN08123	13:50:00	2	3. A	43	1. Roundabout	70	1. Roundabout	4. Give way or Uncontrolled	4. B	4031
WN06123	15:30:00	2	3. A	43	1. Roundabout	70	1. Roundabout	4. Give way or Uncontrolled	3. A	43
WN19023	20:40:00	2	3. A	43	1. Roundabout	40	1. Roundabout	2. Automatic traffic signal	3. A	422
WN19623	14:15:00	2	3. A	422	1. Roundabout	70	1. Roundabout	2. Automatic traffic signal	3. A	43
WN28323	18:30:00	2	3. A	43	1. Roundabout	70	1. Roundabout	4. Give way or Uncontrolled	4. B	4031
WN40723	18:48:00	1	3. A	422	6. Single carriageway	50	1. Roundabout	2. Automatic traffic signal	3. A	43
WN37323	00:10:00	2	3. A	43	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	3. A	421
WN46823	09:20:00	2	3. A	43	1. Roundabout	70	1. Roundabout	4. Give way or Uncontrolled	3. A	421
WN57223	05:25:00	1	3. A	421	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	3. A	43
WN59423	11:44:00	2	3. A	43	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	3. A	421
WN03324	15:40:00	3	3. A	421	6. Single carriageway	60	19. Other junction	4. Give way or Uncontrolled	3. A	43
WN11224	07:00:00	2	3. A	43	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable	
WN25724	17:00:00	1	3. A	421	1. Roundabout	60	. Not coded	4. Give way or Uncontrolled	3. A	43
WN54224	08:30:00	2	3. A	43	3. Dual 2 lanes	70	1. Roundabout	4. Give way or Uncontrolled	3. A	421
WN59124	16:58:00	2	3. A	421	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable	
WN70224	16:50:00	2	3. A	43	1. Roundabout	60	19. Other junction	4. Give way or Uncontrolled	4. B	4031
WN00525	04:25:00	1	3. A	43	1. Roundabout	60	19. Other junction	4. Give way or Uncontrolled	3. A	421
WN10725	10:00:00	2	3. A	43	1. Roundabout	70	19. Other junction	4. Give way or Uncontrolled	3. A	421
WN43925	11:15:00	2	3. A	43	1. Roundabout	70	19. Other junction	4. Give way or Uncontrolled	3. A	421

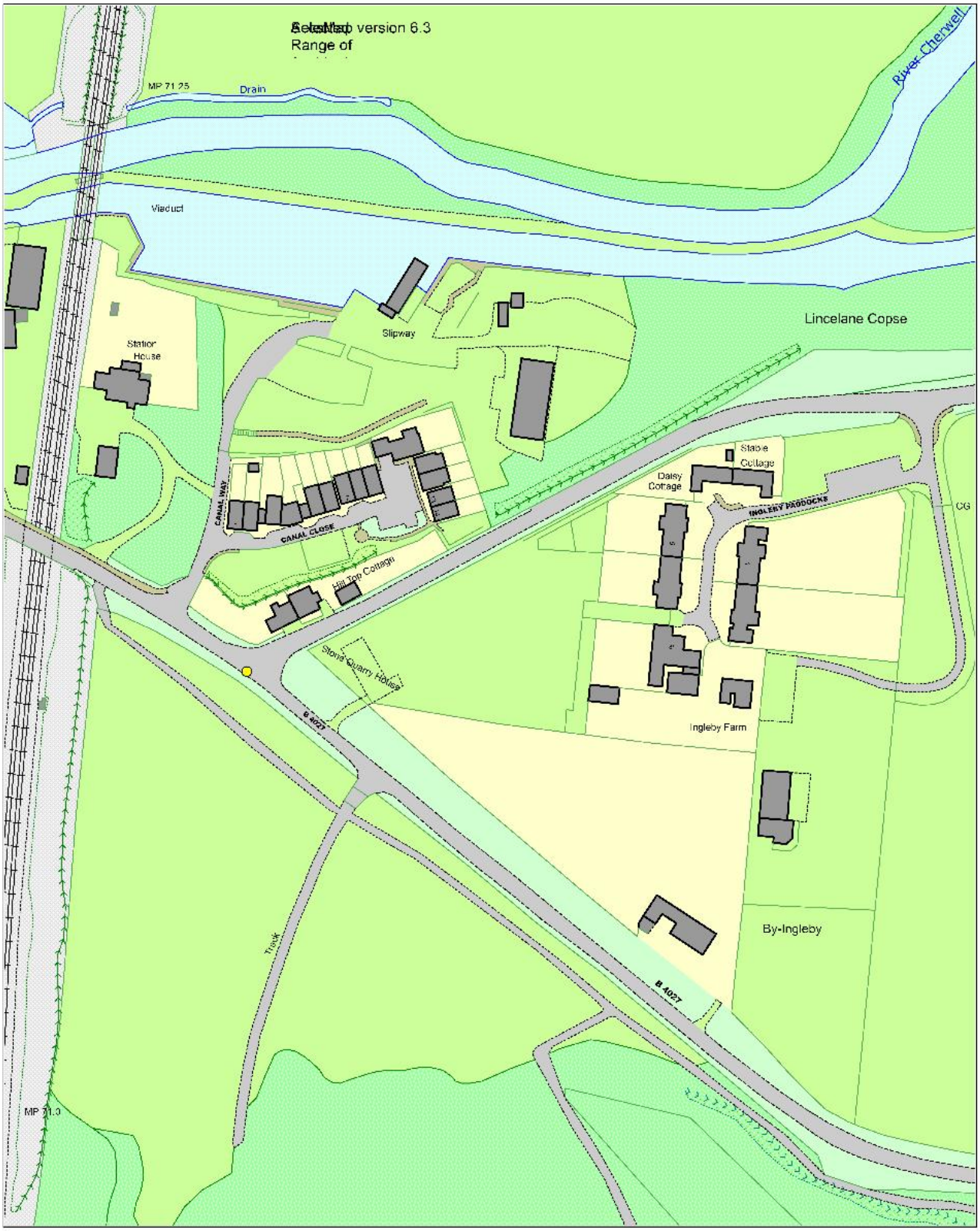
Police_ref	Cross_fac	Weather
S081220	0. None within 50m	1. Fine (without high wind)
WNC03821	0. None within 50m	1. Fine (without high wind)
WNC28721	0. None within 50m	1. Fine (without high wind)
WNC30321	0. None within 50m	1. Fine (without high wind)
WNC32321	0. None within 50m	1. Fine (without high wind)
WNC33321	0. None within 50m	9. Unknown
WNC38221	0. None within 50m	1. Fine (without high wind)
WNC43921	0. None within 50m	1. Fine (without high wind)
WNC44221	0. None within 50m	8. Other
WNC50021	0. None within 50m	2. Raining (without high wind)
WNC50921	0. None within 50m	1. Fine (without high wind)
WNC51521	0. None within 50m	1. Fine (without high wind)
WNC52721	0. None within 50m	2. Raining (without high wind)
WNC87722	5. Ped. phase at traffic signal junction	1. Fine (without high wind)
WN00123	0. None within 50m	1. Fine (without high wind)
WN08123	0. None within 50m	1. Fine (without high wind)
WN06123	0. None within 50m	1. Fine (without high wind)
WN19023	4. Pelican, puffin, toucan etc.	2. Raining (without high wind)
WN19623	5. Ped. phase at traffic signal junction	8. Other
WN28323	0. None within 50m	1. Fine (without high wind)
WN40723	5. Ped. phase at traffic signal junction	1. Fine (without high wind)
WN37323	0. None within 50m	1. Fine (without high wind)
WN46823	0. None within 50m	1. Fine (without high wind)
WN57223	0. None within 50m	1. Fine (without high wind)
WN59423	0. None within 50m	1. Fine (without high wind)
WN03324	0. None within 50m	1. Fine (without high wind)
WN11224	0. None within 50m	2. Raining (without high wind)
WN25724	0. None within 50m	2. Raining (without high wind)
WN54224	0. None within 50m	1. Fine (without high wind)
WN59124	0. None within 50m	1. Fine (without high wind)
WN70224	0. None within 50m	1. Fine (without high wind)
WN00525	0. None within 50m	5. Raining (with high wind)
WN10725	0. None within 50m	1. Fine (without high wind)
WN43925	0. None within 50m	1. Fine (without high wind)

Police_ref	Location
S081220	A43 / A421 BARLEYMOW ROUNDABOUT SOUTH OF BRACKLEY
WNC03821	A43 BARLEY MOW ROUNDABOUT
WNC28721	A43/A421 BARLEYMOW ROUNDABOUT SOUTH OF BRACKLEY
WNC30321	A421 BUCKINGHAM RD & A43 BARLEYMOW ROUNDABOUT, EVENLY.
WNC32321	A43 OXFORD RD ROUNDABOUT & C21 CHARLTON RD, EVENLEY.
WNC33321	A43 OXFORD RD & A43 EVENLEY ROUNDABOUT, EVENLEY.
WNC38221	A43 OXFORD RD & A422 BRACKLEY ROUNDABOUT, BRACKLEY.
WNC43921	A43 OXFORD RD & A422 OXFORD RD ROUNDABOUT, BRACKLEY.
WNC44221	A43 OXFORD TD & C21 BOROAD LANE ROUNDABOUT, EVENLEY.
WNC50021	A43 EVENLEY ROUNDABOUT
WNC50921	A43 ROUNDABOUT FOR EVENLEY
WNC51521	A43 BARLEY MOW ROUNDABOUT EAST OF CROUGHTON
WNC52721	A43 BARLEY MOW ROUNDABOUT
WNC87722	BRACKLEY BYPASS, A43, JUNCTION WITH A422, BRACKLEY
WN00123	BARLEYMOW ROUNDABOUT WHERE A43 MEETS A421, RAF CROUGHTON
WN08123	A43 BARLEYMOW RBT WITH B4031, CROUGHTON
WN06123	A43 EVENLEY ROUNDABOUT, BRACKLEY
WN19023	A43 RBT WITH A422, BRACKLEY
WN19623	A422 RBT WITH A43, BRACKLEY
WN28323	A421 BARLEYMOW RBT WITH B4031, BRACKLEY
WN40723	A422 RBT WITH A43, SOUTH END OF BRACKLEY, BRACKLEY
WN37323	A43 BARLEYMOW RBT, RAF CROUGHTON
WN46823	A43 BARLEY MOW RBT WITH A421, NEAR RAF CROUGHTON
WN57223	A421 BARLEY ,OW RBT WITH A43, IN THE VICINITY OF RAF CROUGHTON, SOUTH OF BRACKLEY
WN59423	A43 RBT WITH A421, (BARLEYMOW RBT), SOUTH OF BRACKLEY
WN03324	A421 EXIT FROM RBT WITH A43, BARLEYMOW RBT, CROUGHTON, BRACKLEY
WN11224	A43, 352M SOUTH FROM RBT WITH B4031 BARLEYMOW RBT, BRACKLEY
WN25724	A421 BARLEYMOW RBT WITH A43, SOUTH OF BRACKLEY
WN54224	A43 BARLEY MOW ROUNDABOUT (JN WITH B4031 AND A 421), BETWEEN BRACKLEY AND BANBURY
WN59124	A421 BUCKINGHAM ROAD, CROUGHTON. APPROX 175M EAST OF THE BARLEYMOW ROUNDABOUT
WN70224	A43 BARLEY MOW ROUNDABOUT, NR CROUGHTON (JN WITH A421 AND B4031)
WN00525	A43 BARLEYMOW ROUNDABOUT, NR CROUGHTON (JN WITH A421 AND B4031).
WN10725	A43 BARLEYMOW ROUNDABOUT, EVENLEY AT JN WITH A421 AND B4031. ON NORTHBOUND C/W (I.E. APPROACH FROM THE SOUTH).
WN43925	A43 BARLEYMOW ROUNDABOUT (JN WITH A421 AND B4031) - ON ROUNDABOUT JUST AFTER A421 ARM, WHERE A43 EXIT HEADS SOUTH.

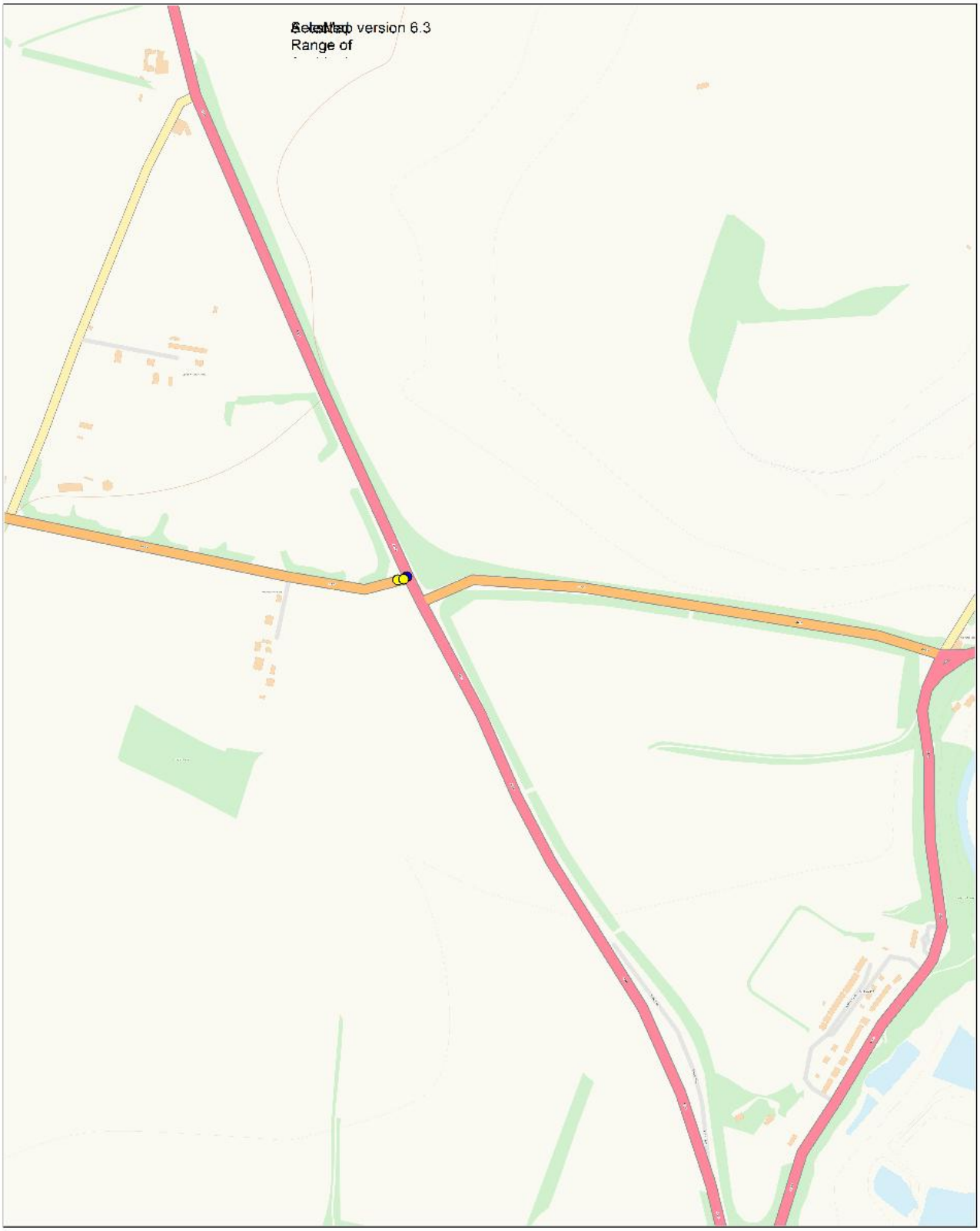
Police_ref	Acc_desc
S081220	V2 IN LANE ONE BUT INDICATING THAT IT IS GOING RIGHT. V1 IN LANE 2 EXPECTS V2 TO GO STRAIGHT ON AND COLLIDES WITH REAR OF V2
WNC03821	V1 IN OUTSIDE LANE BUT WANTING TO TURN RIGHT. V2 IN INSIDE LANE GOING STRAIGHT ON. V1 COLLIDES WITH V2
WNC28721	V1 COLLIDED WITH N/SIDE OF V2 AS BOTH VEHICLES EXITED THE ROUNDABOUT
WNC30321	V1 W/BOUND ON A421, DRIVER SUFFERED A MEDICAL EPISODE, V1 HAS LEFT THE C/WAY COLLIDING WITH A N/SIDE LAMPOST.
WNC32321	V1 N/BOUND ON A43, EXITING FROM A43 R/ABOUT ONTO C21 AND COLLIDED WITH O/SIDE OF V2 E/BOUND ON C21
WNC33321	V1 S/BOUND ON A43 ENTERS RBT AND COLLIDES WITH O/S OF V2 E/BOUND ON THE RBT.
WNC38221	V1 S/BOUND AND EXITING R/ABOUT, N/S TRAILER OF V1 COLLIDED WITH V2 S/BOUND ON R/BOUT, V1 FAILED TO STOP AT SCENE.
WNC43921	V1 W/BOUND APPROACHING JUNCTION COLLIDED WITH R/OF V2, V2 WAS SHUNTED FORWARD INTO THE R/OF V3.
WNC44221	V1 N/BOUND CLIPPED ROUNDABOUT AND LEFT THE C/WAY TO THE N/SIDE COMING TO REST IN A FIELD.
WNC50021	V1 HEADING TOWARDS BRACKLEY HITS ROUNDABOUT A LOSES A WHEEL BEFORE LEAVING THE ROAD AND ENDING IN A DITCH
WNC50921	UNKNOWN VEHICLE IN FRONT OF V1 BRAKES SUDDENLY, V1 DOES THE SAME BUT DRIVER DOESN'T BELIEVE IT WILL STOP BEFORE HITTING OTHER VEHICLE SO V1 SWERVES OVER ROUNDABOUT AND ENDS IN FIELD
WNC51521	V1 HEADING NORTH HAS NOT SEEN THE ROUNDABOUT DUE TO PREVIOUS DAMAGE TO SIGNS AND LIGHTS. V1 COLLIDES WITH ROUNDABOUT AND LEAVES TO NEARSIDE
WNC52721	V1 HEADING FROM M40 WANTS TO TURN RIGHT BUT IS IN WRONG LANE, V2 HEADING NORTH IN LANE 2 IS HIT BY V1 AS V1 TURNS
WNC87722	V3 HAS STOPPED AT LIGHTS WAITING TO JOIN THE ROUNDABOUT. V2 APPROACHES SLOWLY BEHIND. V1 BEHIND FAILS TO SLOW HITTING V2 AND PUSHING V2 INTO V3
WN00123	V1 CUTS ACROSS V2'S PATH ON ROUNDABOUT RESULTING IN V2 HITTING CENTRAL RESERVATION.
WN08123	V1 PULLS OUT ONTO RBT INTO THE PATH OF V2 WHO WAS IN LANE 1. V2 SWERVED TO AVOID BUT WAS CLIPPED BY V1.
WN06123	V1 PULLS OUT ONTO RBT HITTING V2 IN LANE 1. RIDER OF V2 HAS BULLS EYED V1'S WINDSCREEN.
WN19023	UNKNOWN VEHICLE CUTS IN FRONT OF V2 AS EXITING RBT, CAUSING V2 TO BRAKE. V1 WHO WAS BEHIND V2 BRAKES ASWELL BUT IS UNABLE TO STOP IN TIME.
WN19623	V1 LOST CONCENTRATION & DROVE INTO THE REAR OF V2
WN28323	V1 PULLS ONTO RBT INTO THE PATH OF V2 (LANE 2) & V2 WAS UNABLE TO EVADE CAUSING V2'S O/S TO COLLIDE WITH THE REAR O/S OF V1.
WN40723	C1 WAS CROSSING AT PED CROSSING (ON GREEN LIGHT) WHEN V1 CAME ROUND CORNER TO LEAVE RBT & IGNORED RED LIGHT, HITTING C1 IN THEIR O/S BACK.
WN37323	V2 ATTEMPTING TO GO STRAIGHT AHEAD IN LANE 2 AT THE EXIT TO THE RBT WAS HIT IN THE N/S BY V1 ATTEMPTING TO CONTINUE GOING AROUND RBT IN LANE 1
WN46823	V2 (MOTORBIKE) HAS BEEN NEGOTIATING THE RBT WHEN THE V1 HAS HIT THE BACK OF THE BIKE CAUSING THE RIDER TO FALL OFF.
WN57223	V1 FRU LOSES CONTROL AND COLLIDES WITH N/S LAMPPOST. V1'S DRIVER HAS RAN FROM SCENE
WN59423	V1 ENTERED RBT IN LANE 1 TO TURN RIGHT (LEFT & STRAIGHT ONLY LANE). V2 ENTERS RBT ALONGSIDE V1 IN LANE 2 INTENDING TO GO STARIGHT AHEAD (STRAIGHT LANE). V1 ATTEMPTS TO CONTINUE ON RBT WHEN V2 IS LEAVING AT SECOND EXIT AND THEY COLLIDE CAUSING INJURY TO
WN03324	V1 S/BOUND ON A43 TOOK THE FIRST EXIT AT THE BARLEY MOW RBT ONTO THE A421. AS V1 EXITED IT HAS VEERED ONTO THE OPPOSITE SIDE OF THE CARRIAGEWAY, COLLIDING WITH V2 AND V3 ON THE A421 APPROACHING THE BARLEY MOW RBT. DRIVER OF V1 FAILS ROADSIDE BREATH TEST
WN11224	V1 N/BOUND ATTEMPTED TO CHANGE LANES INTO LANE 2 WHEN HE HAS COLLIDED WITH THE FRONT OF V2 CAUSING THE RIDER OF V1 TO FALL FROM THEIR MOTORCYCLE
WN25724	V1 HAS FAILED TO STOP OR SLOW FOR RBT AND HAS DRIVEN STRAIGHT OVER ONTO THE CENTRAL ISLAND, BEFORE CONTINUING ACROSS THE GRASS, REACHING THE OTHER SIDE OF THE RBT AND BEING EJECTED INTO THE AIR.
WN54224	V1 TRAVELLING S TO N TOWARDS BRACKLEY, APPROACHES BARLEY MOW ROUNDABOUT IN INSIDE LANE WITH INTENTION OF CONTINUING STRAIGHT AHEAD. V2 TRAVELLING IN SAME DIRECTION IN OUTSIDE LANE AS INTENDING TO TURN RIGHT. V1 DRIVEN O/S OF V2 TO GO STRAIGHT AHEAD BUT
WN59124	V2 HEADING WEST STARTS TO SLOW FOR TRAFFIC QUEUING AT THE ROUNDABOUT. V1 FAILS TO REACT IN TIME AND COLLIDES WITH REAR OF V2
WN70224	V1 OVERSHOOTS JN AND COLLIDES WITH V2
WN00525	V1 TRAVELLING S TO N ALONG A43 APPROACHING ROUNDABOUT WHEN, FOR REASONS UNKNOWN, IT HAS FAILED TO NEGOTIATE THE ROUNDABOUT AND TRAVELLED THROUGH THE AIR LANDING ON THE CENTRAL ISLAND BEFORE COMING TO REST ON THE OTHER SIDE.
WN10725	V2 HAS BEEN WAITING AT THE ROUNDABOUT FOR TRAFFIC TO CLEAR TO ENABLE IT TO CONTINUE N. WHILST WAITING, V1 HAS APPROACHED FROM BEHIND V2 AND HAS BEEN IN COLLISION WITH IT.
WN43925	V1 ENTERS ROUNDABOUT FROM A421 TO TAKE A43 TOWARDS BRACKLEY (I.E. TURNING RIGHT - E TO N). V1 MISSES EXITS AND GOES AROUND THE ROUNDABOUT AGAIN, BUT IS IN THE OUTSIDE LANE. ON APPROACH TO THE A43 SOUTHBOUND EXIT V1 MOVES ACROSS TO THE INSIDE LANE BUT CU

Police_ref	Day	Cf1	Vcu1	Vcuref1	Conf1
S081220	5. Thursday	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely
WNC03821	2. Monday	403. Poor turn or manoeuvre	V. Vehicle	1	B. Possible
WNC28721	4. Wednesday	403. Poor turn or manoeuvre	V. Vehicle	1	A. Very likely
WNC30321	2. Monday	505. Illness or disability, mental or physical	V. Vehicle	1	A. Very likely
WNC32321	4. Wednesday	410. Loss of control	V. Vehicle	1	A. Very likely
WNC33321	7. Saturday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely
WNC38221	5. Thursday	403. Poor turn or manoeuvre	V. Vehicle	1	A. Very likely
WNC43921	6. Friday	406. Failed to judge other persons path or speed	V. Vehicle	1	B. Possible
WNC44221	2. Monday	501. Impaired by alcohol	V. Vehicle	1	B. Possible
WNC50021	6. Friday	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible
WNC50921	5. Thursday	410. Loss of control	V. Vehicle	1	A. Very likely
WNC51521	2. Monday	104. Inadequate/Masked signs or road markings	V. Vehicle	1	A. Very likely
WNC52721	3. Tuesday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely
WNC87722	5. Thursday	307. Travelling too fast for conditions	V. Vehicle	1	A. Very likely
WN00123	2. Monday	706. Dazzling sun	V. Vehicle	2	B. Possible
WN08123	7. Saturday	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely
WN06123	1. Sunday	706. Dazzling sun	V. Vehicle	1	A. Very likely
WN19023	3. Tuesday	. Not coded	. Not Coded		. Not Coded
WN19623	6. Friday	405. Failed to look properly	V. Vehicle	1	A. Very likely
WN28323	4. Wednesday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely
WN40723	4. Wednesday	. Not coded	. Not Coded		. Not Coded
WN37323	6. Friday	. Not coded	. Not Coded		. Not Coded
WN46823	4. Wednesday	405. Failed to look properly	V. Vehicle	1	A. Very likely
WN57223	7. Saturday	502. Impaired by drugs (illicit or medicinal)	V. Vehicle	1	A. Very likely
WN59423	7. Saturday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely
WN03324	4. Wednesday	D1. Affected by alcohol	V. Vehicle	1	A. Very likely
WN11224	6. Friday	B4. Ineffective observation by either the driver, rider or pedestrian	V. Vehicle	1	A. Very likely
WN25724	7. Saturday	B3. Driver / rider overshot junction or poor turn / manoeuvre	V. Vehicle	1	A. Very likely
WN54224	5. Thursday	B6. Driver/rider passing too close to another road user or pedestrian	V. Vehicle	1	A. Very likely
WN59124	4. Wednesday	. Not coded	. Not Coded		. Not Coded
WN70224	3. Tuesday	B3. Driver / rider overshot junction or poor turn / manoeuvre	V. Vehicle	1	A. Very likely
WN00525	2. Monday	S1. Driver/rider exceeding speed limit	V. Vehicle	1	B. Possible
WN10725	6. Friday	. Not coded	. Not Coded		. Not Coded
WN43925	4. Wednesday	B3. Driver / rider overshot junction or poor turn / manoeuvre	V. Vehicle	1	A. Very likely

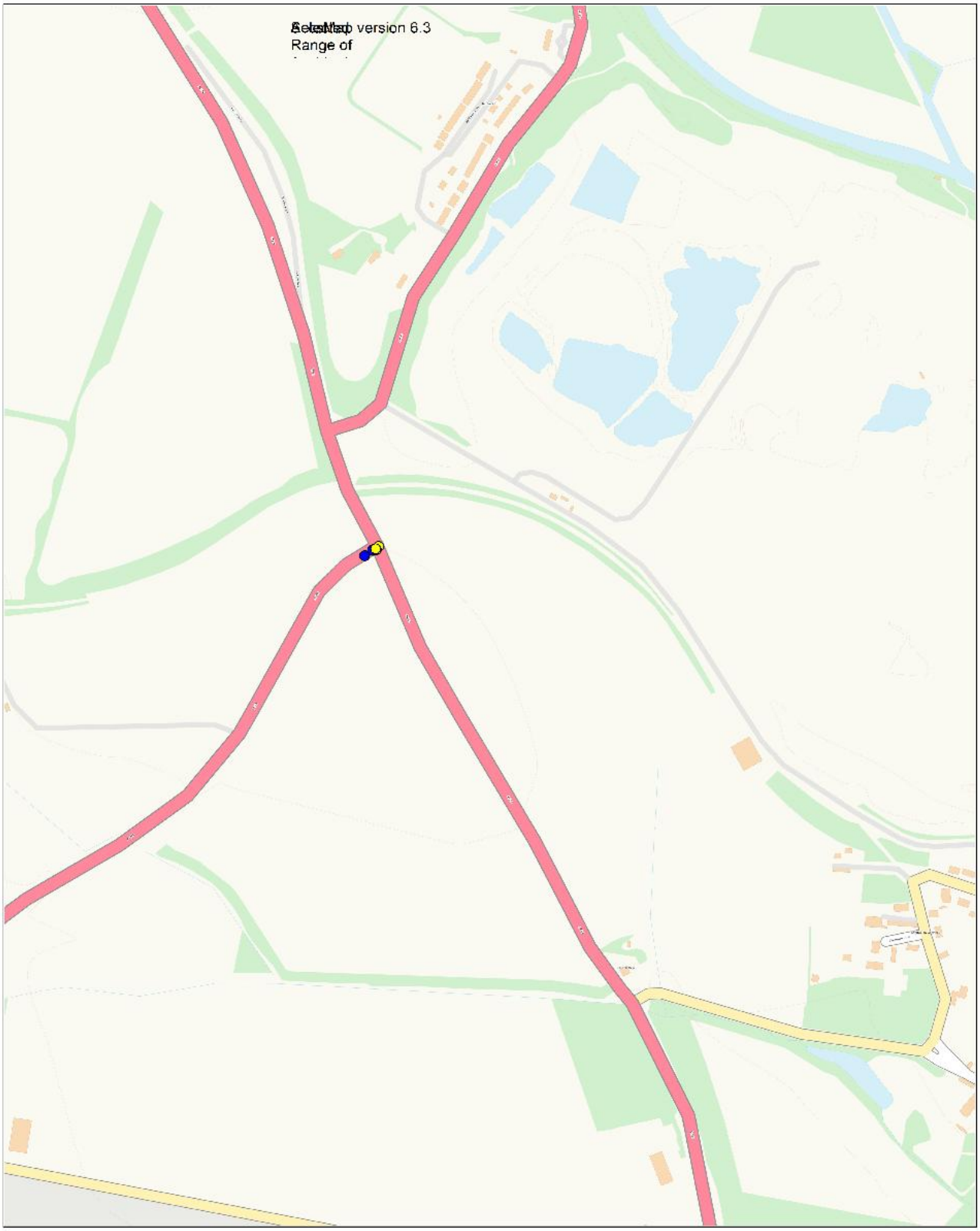
Police_ref	Cf2	Vcu2	Vcuref2	Conf2	Cf3	Vcu3	Vcuref3	Conf3	Cf4	Vcu4	Vcuref4	Conf4
S081220	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC03821	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC28721	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC30321	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC32321	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC33321	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC38221	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC43921	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC44221	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC50021	ling too fast fo	V. Vehicle	1	B. Possible	503. Fatigue	V. Vehicle	1	B. Possible	ıin, sleet, snov	V. Vehicle	1	A. Very likely
WNC50921	3. Sudden brak	V. Vehicle	1	A. Very likely	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC51521	ailed to look p	V. Vehicle	1	A. Very likely	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC52721	rience of drivir	V. Vehicle	1	A. Very likely	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WNC87722	Distraction in v	V. Vehicle	1	B. Possible	ery road (due t	V. Vehicle	1	B. Possible	ailed to look p	V. Vehicle	1	A. Very likely
WN00123	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN08123	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN06123	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN19023	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN19623	3. Sudden brak	V. Vehicle	2	B. Possible	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN28323	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN40723	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN37323	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN46823	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN57223	xceeding spee	V. Vehicle	1	A. Very likely	Aggressive dr	V. Vehicle	1	B. Possible	. Not coded	Not Coded		. Not Coded
WN59423	ailed to look p	V. Vehicle	1	B. Possible	or turn or mar	V. Vehicle	1	B. Possible	. Not coded	Not Coded		. Not Coded
WN03324	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN11224	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN25724	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN54224	r view obscure	V. Vehicle	2	B. Possible	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN59124	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN70224	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN00525	hot junction or	V. Vehicle	1	B. Possible	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN10725	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded
WN43925	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded	. Not coded	Not Coded		. Not Coded



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			DATE	03/12/2025
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Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:
Selected using Manual Selection

Notes:
A4095 Station rd/Lince Lane RTC Data 2020-2024
Non-Confidential

Sunday 29/09/2024 Time 2015 Slight at A4095 LINCE LANE J/W B4027 BLETCHINGDON
E: 448296 N: 218113 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from NE to N Turning right
Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:
Selected using Manual Selection

Notes:
A4095 Station rd/Lince Lane RTC Data 2020-2024
Non-Confidential

Accidents involving:

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

Casualties:

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

Number of casualties meeting the criteria: **1**

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:
Selected using Manual Selection

Notes:
Banbury rd/B4027 RTC Data 2020-2024 Non-Confidential

Saturday 03/10/2020 Time 1257 Slight at A4260 BANBURY RD J/W B4027 TACKLEY
E: 446640 N: 218475 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to W Turning left

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

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

Friday 19/03/2021 Time 0628 Serious at A4260 BANBURY ROAD J/W B4027 TACKLEY
E: 446654 N: 218480 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from W to SE Turning right

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from SE to N Going ahead other

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Serious Injured by vehicle: 2

Wednesday 26/04/2023 Time 1704 Slight at A4260 J/W B4027 TACKLEY
E: 446649 N: 218476 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from W to SE Turning right

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

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

Casualty Reference: 2 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:
Selected using Manual Selection

Notes:
Banbury rd/B4027 RTC Data 2020-2024 Non-Confidential

Accidents involving:

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

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	4	4
Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	4	5

Number of casualties meeting the criteria: **5**

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:
Selected using Manual Selection

Notes:
Banbury rd/Upper Campsfield rd RTC Data 2020-2024
Non-Confidential

Tuesday 01/09/2020 Time 1815 Slight at A4260 BANBURY ROAD J/W A4095 TO WITNEY SHIPTON ON CHERWELL
E: 447212 N: 217268 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to W Turning right
Casualty Reference: 1 Age: 57 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other

Monday 28/09/2020 Time 1433 Serious at A4260 BANBURY RD J/W A4095 UPPER CAMPSFIELD ROAD SHIPTON ON CHERWELL
E: 447210 N: 217267 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to S Turning right
Casualty Reference: 1 Age: 75 Female Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from SE to N Going ahead other
Casualty Reference: 2 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:
Selected using Manual Selection

Notes:
Banbury rd/Upper Campsfield rd RTC Data 2020-2024
Non-Confidential

Wednesday 19/10/2022 Time 0910 Serious at A4095 APPROX 20M SW OF J/W A4260 SHIPTON ON CHERWELL
E: 447200 N: 217260 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up

Wednesday 20/09/2023 Time 1441 Slight at A4260 BANBURY ROAD J/W A4095 UPPER CAMPSFIELD ROACD SHIPTON ON CHERWELL
E: 447218 N: 217272 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to SE Turning right
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 24/09/2024 Time 1608 Slight at A4260 BANBURY RD J/W A4095 UPPER CAMPSFIELD RD SHIPTON ON CHERWELL
E: 447215 N: 217268 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Vehicle Reference 2 Car Moving from N to S Waiting to turn right
Casualty Reference: 1 Age: 62 Male Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:
Selected using Manual Selection

Notes:
Banbury rd/Upper Campsfield rd RTC Data 2020-2024
Non-Confidential

Monday 02/12/2024 Time 1011 Slight at A4260 J/W A4095 SHIPTON ON CHERWELL
E: 447214 N: 217269 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to S Turning right

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

Casualty Reference: 1 Age: 60 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:
Selected using Manual Selection

Notes:
Banbury rd/Upper Campsfield rd RTC Data 2020-2024
Non-Confidential

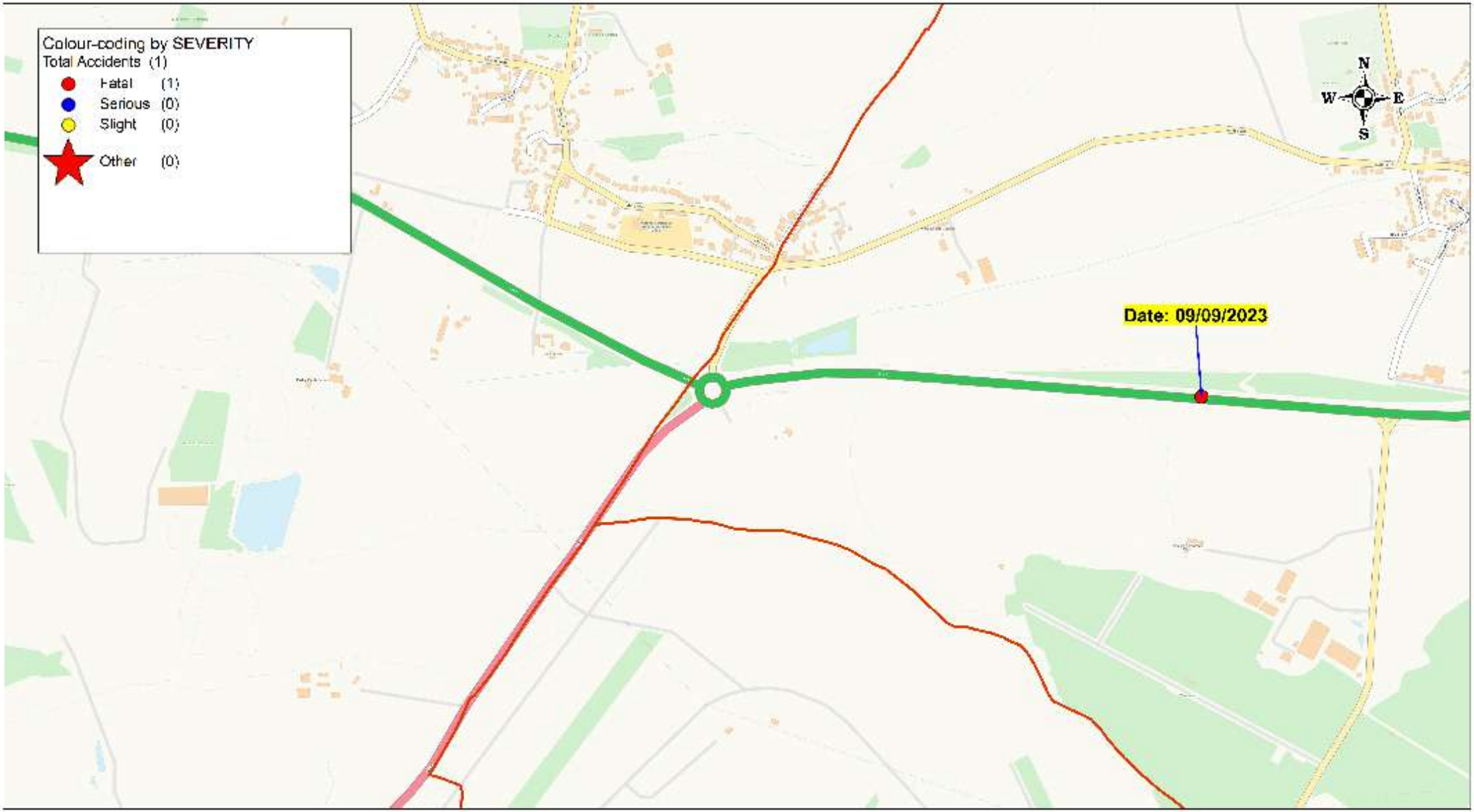
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	3	5
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	2	4	6

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	2	4
Passenger	0	0	2	2
Motorcycle rider	0	0	1	1
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	2	5	7

Number of casualties meeting the criteria: **7**



Buckinghamshire Highways

A421 Tingewick

Selected Range of Accidents between dates 01/09/2020 and 28/08/2025
Selected using Manual Selection

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SCALE	1 : 10570
DATE	03/12/2025
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Accidents between dates **01/09/2020** **and** **28/08/2025** (60) months

Selection:

Selected using Manual Selection

Notes:

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Road	Section	Day	Date	Time	Police Ref.	Easting	Northing	Sev.	Casualties	Location
A 70		Saturday	09/09/2023	1607	43230404494	464889	232407	Fatal	2	A421 TINGEWICK BYPASS (LOC TKN FROM MAP REF)

Light | Fine/ no wind | Rd. Surface: Dry | Acc. Types: NB | Junction Detail: | Control:

ALL VEHS TRAV E TWDS BUCKINGHAM, MC1 & MC2 TRAV AT SPEED UNDERTAKING C3. C3 BGN TO MVE BACK INTO LN1 SIG IMPACT INTO RR C3 CAUSING RDR MC1 TO DISMOUNT & MC1 CATCH FIRE, MC2 LOST FRNT WHEEL COLL CEN BARR. FATAL INJURIES RDR MC1

Total number of accidents listed: 1

APPENDIX 3

WALKING, CYCLING & HORSE-RIDING ASSESSMENT REPORT

WALKING, CYCLING & HORSE-RIDING ASSESSMENT REPORT

OXFORDSHIRE SRFI

DOCUMENT CONTROL

project number: ADC1794			report reference: ADC1794-RP-AK	
version	date	author(s)	reviewer	comments
1		[redacted]		internal draft
1.1	04/04/2023			draft reviewed with Design Team
2	07/04/2023			draft issued to Transport Working Group for comment
3	11/08/2025			updated following project pause
4	18/09/2025			draft issued for Stage 2 Consultation
5	23/01/2026			updated following Stage 2 Consultation feedback
6	20/03/2026			updated following Stage 2 Consultation feedback

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1.0 INTRODUCTION

1.1 ADC Infrastructure Ltd are appointed by Oxfordshire Railfreight Ltd (the Applicant) to assess the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire, to be known as OxSRFI. The site location plan is shown in **Figure 1**.

1.2 The proposals also include various highway improvements, including alterations to Junction 10 of the M40 motorway and to the A43, both of which meet thresholds for nationally significant highway works and the application will therefore also include two highway NSIPs as part of the DCO.

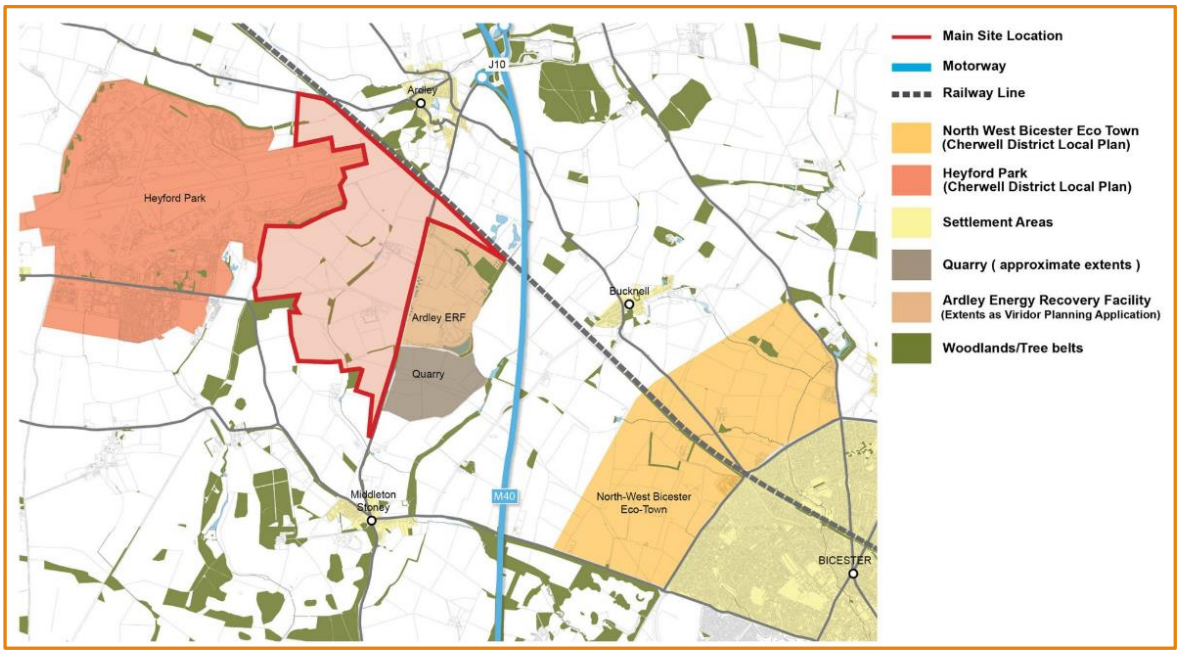


Figure 1: Location Plan (showing OxSRFI Main Site area)

1.3 The development proposals include alterations to the M40 Junction 10 and the nearby Baynard's Green Roundabout on the A43, and M40 Junction 9, which are part of the strategic road network (SRN). Therefore, in accordance with DMRB GG 142[1] the Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) process applies.

1.4 The purpose of the WCHAR guidance is to facilitate the inclusion of walking, cycling and horse-riding modes of travel in the highway scheme design process from the earliest stage, enabling the design team to identify opportunities for improved facilities and their integration with the local and national networks. The WCHAR process is intended to facilitate increase collaboration, interaction, and engagement with key stakeholders.

1.5 The WCHAR process is made up of two distinct parts. The first part is an assessment of the existing situation, the Walking, Cycling & Horse-Riding Assessment, or Assessment Report. The second part relates to an ongoing review of user opportunities throughout the design process, the Walking, Cycling & Horse-Riding Review, or Review Report. The WCHAR process concludes prior to the commencement of construction of a highway scheme. This report is the first part of the process and is the Assessment Report.

[1] GG 142 – Walking, cycling and horse-riding assessment and review, Design Manual for Roads and Bridges (DMRB), November 2019.

1.6 The development proposals also include alterations to the local highway network, specifically improvements to the B430 through the construction of a new bypass around the village of Ardley and a new relief road between the B430 and B4030 around the northeast quadrant of the village of Middleton Stoney, referred to as the Middleton Stoney Relief Road (MSRR). A new road link, termed the Heyford Park Link Road (HPLR) between the B430 north of Middleton Stoney and tying into the existing Upper Heyford Road (sometimes referred to as the Unnamed Road) that passes through the Main Site area, part of which would be stopped up and replaced by the HPLR. Although the B430 and B4030 are not part of the SRN and therefore there is no requirement to apply the WCHAR process to these elements of the highway works, the WCHAR process has been extended to include the B430 corridor works, and the area surrounding the OxSRFI Main Site, thereby providing a consistent and best practice approach to the inclusion of walking, cycling and horse-riding modes of travel for the entirety of the proposed highway works and the Proposed Development as a whole.

1.7 The scale of the proposed highway works has been assessed by the Lead Assessor in accordance with GG 142 Table 2.2.1. It is concluded that the highway works at M40 J10 and the A43 to the east of M40 J10 are categorised as a 'large scheme', and that the highway works at M40 J9 are categorised as a 'small scheme'.

1.8 In accordance with Table 5.3 of GG 142 two Review Reports are required for large schemes, as follows:

- a Review Report at the end of the preliminary design and before commencement of detailed design; followed by
- a Review Report at the end of the detailed design phase (or before the end of each phase of the detailed design, before construction commences).

1.9 Details of the Assessment Team, including the Lead Assessor and Design Team Leader, are given at Section 5.

2.0 SCHEME DESCRIPTION AND STUDY AREA

OxSRFI site location and existing use

2.1 Distinction is made between the OxSRFI Application Site which is the land encompassed within the red line boundary and being the maximum extent of land affected by the Proposal Development, and described as the Order Limits, and the Main Site, which is the area to be occupied principally by the rail terminal and warehousing (the SRFI) and incorporating the HPLR.

2.2 The OxSRFI Main Site is located between the B430 to the east and the former Upper Heyford Airfield and Heyford Park village, which is located to the west of the Main Site. It is immediately south of the Chiltern Railway line. It predominantly consists of agricultural land used for mixed arable and grazing purposes and includes the Ashgrove farmstead.

2.3 Also within the Main Site is the 'In Vessel Composting Facility' (IVCF) which is a commercial food and garden waste composting facility operated by BIFFA. The site receives waste from refuse collection which is turned into bagged compost product. The commercial arrangements for the facility come to an end in 2030 and do not form part of the development proposals.

2.4 To the east of the Main Site and east of the B430 is the Viridor Ardley Energy Recovery Facility as well as the Ardley Fields Household Waste and Recycling facility and Ardley Landfill Site. Further south of the waste facilities is an active Dewars Farm minerals quarry.

2.5 The village of Ardley is located to the north of the Main Site and north of the Chiltern Main Line Railway and is separated from the Main Site by intervening agricultural land and established woodland.

2.6 The village of Middleton Stoney is located approximately 2km to the south of the Main Site, separated by intervening agricultural land and associated landscape and field boundary features. Within the intervening land lies the farmstead of Manor Farm.

2.7 The M40 motorway runs nearby, to the east of the Main Site, as well as to the east of both Ardley and Middleton Stoney, with the town of Bicester beyond the M40 in a south-easterly direction from the Main Site. Junction 10 of the M40 is located approximately 1.6km north of the Main Site when accessed via the B430, and north of the village of Ardley. Junction 10 provides connection to the A43, which is also part of the SRN. Junction 9 of the M40 is located to the southeast of the Main Site, an approximately 10.5km drive when accessed via the B430, B4030 and A41.

Scheme description

2.8 The currently proposed parameters for the Proposed Development on the Main Site are shown on the Parameters Plan, and an illustrative layout of how the Main Site could be developed is shown on the Illustrative Masterplan. The Proposed Development qualifies as a NSIP and accordingly an application for a Development Consent Order (DCO) will be made. The proposals also include various highway improvements, including alterations to Junction 10 of the M40 motorway and to the A43 at Baynard's Green, both of which meet thresholds for nationally significant highway works and the application will therefore also include two highway NSIPs as part of the DCO.

2.9 The maximum warehouse development footprint to be applied for under the DCO is set out on the Parameters Plan, at 603,850 sqm (approx. 6.5 million square feet) with an allowance also

made for the provision of additional mezzanine floorspace (up to one third of the total floorspace, which is 201,283 sqm).

2.10 Ensuring good access to the SRN is a prerequisite for the Proposed Development. The proposed highway strategy associated with the Proposed Development comprises the following embedded Highway Works, along with other local improvements.

Highway Works	Description
M40 Junction 10 highway improvements	the highway works to be carried out in connection with the improvement of J10 of the M40 motorway including works to the A43 Baynard's Green roundabout and associated works to the local road network and footway/cycleway works.
Ardley Bypass	a bypass to the east of the village of Ardley including realignment of Ardley Road and associated works to footpaths and bridleways.
Principal Access and HGV routing strategy	the principal access to the Main Site from the Ardley Bypass and B430, with provisions to enforce the HGV routing strategy.
Middleton Stoney Relief Road (MSRR)	a relief road to the northeast of the village of Middleton Stoney linking the B4030 to the B430 and associated footway/cycleway.
Heyford Park Link Road (HPLR)	the length of new road between the B430 and Heyford Park, including the Secondary Access and associated footway/cycleway.
Secondary access	the secondary access to the Main Site for buses, emergency vehicles and pedestrians/cyclists only, taken from the HPLR.
M40 Junction 9 highway improvements	the highway works to be carried out in connection with the improvement of J9 of the M40 motorway.

2.11 The Highway Works are necessary to accommodate the required access to the SRN, whilst delivering appropriate site access infrastructure and contributing to the overall mitigation of potential adverse environmental impacts of the Proposed Development.

2.12 The details of each component of the proposed highway works strategy is shown on the Highway Works Overview, drawing OxSRFI-BWB-GEN-ZZ-SK-CH-SK041 provided at **Appendix A**. An extract of the drawing is shown at **Figure 2**.

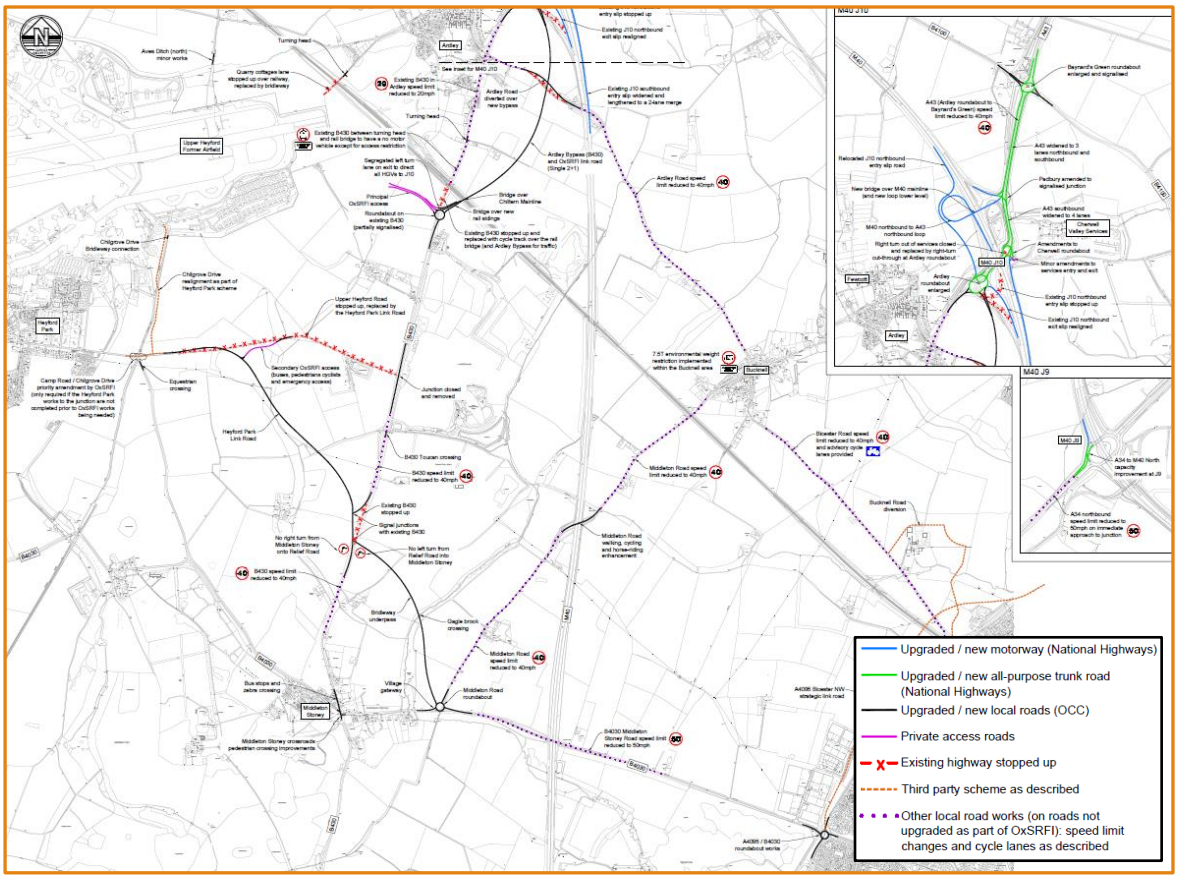


Figure 2: Highway Works Overview (extract from BWB drawing OxSRFI-BWB-GEN-ZZ-SK-CH-SK041)

2.13 The highway works overview drawing also show the proposed highway works where the proposed changes and enhancements to the PRoW interact with the highway network, as follows:

- a new Toucan crossing on the B430 to connect the improved bridleway cycleway route
- the Middleton Road walking, cycling, and horse-riding enhancement
- equestrian crossing at the Camp Road/Chilgrove Drive junction

2.14 Also shown is the proposal to improve pedestrian facilities within the village of Middleton Stoney by providing signal-controlled crossings facilities at the B430/B4030 crossroads in the village and a new zebra crossing and bus stops on the B430 Ardley Road.

WCHAR study area

2.15 DMRB GG 142 states the Lead Assessor shall define the WCHAR study area on a scheme-by-scheme basis, and notes that, for a large scheme, the study area should typically extend for 5km and for small scheme the study area should typically extend for 1 km.

2.16 The study area for assessment, based upon a measurement of 5km from the approximate centre of M40 J10 and the Main Site and 1km from M40 J9 is shown in **Figure 3**.

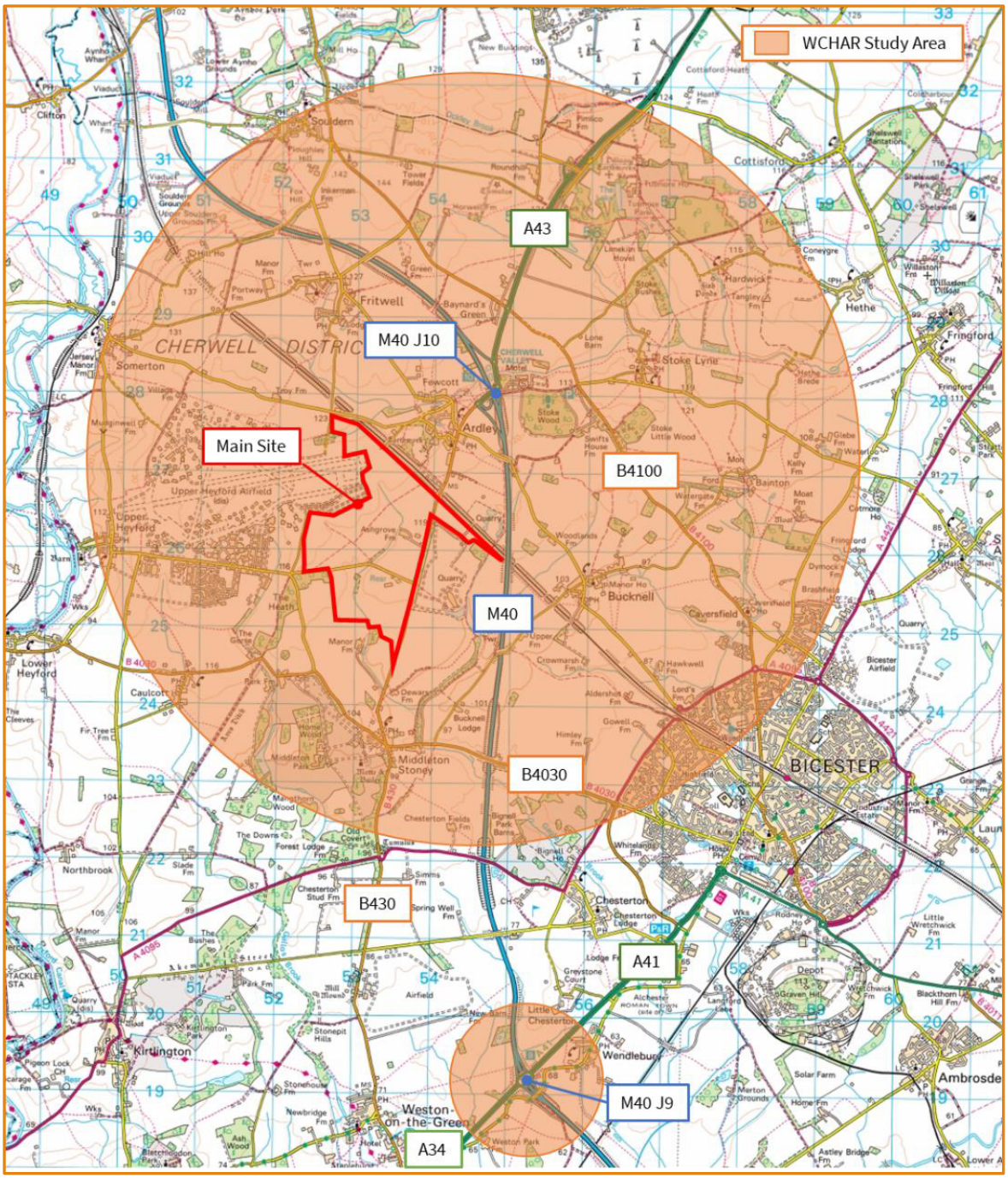


Figure 3: WCHAR study area

3.0 WALKING, CYCLING & HORSE-RIDING ASSESSMENT

Review of walking, cycling & horse-riding policies and strategies

3.1 The following documents have been reviewed as part of the assessment:

- National Networks National Policy Statement (March 2024);
- National Planning Policy Framework (December 2024);
- National Planning Practice Guidance Travel Plans, Transport Assessments and Statements (March 2014);
- Circular 01/2022 'Strategic Road Network and the Delivery of Sustainable Development' (DfT, 2022);
- Oxfordshire County Council - Local Transport and Connectivity Plan 2022-2050;
- The Cherwell Local Plan 2011-2031 Part 1 Adopted (July 2016);
- Cherwell Local Plan Review 2042 (Proposed Submission Document) (December 2024);
- Oxfordshire Infrastructure Strategy Stage 1 (February 2022);
- Oxfordshire Rights of Way Management Plan (2015);
- Bicester Local Cycling and Walking Infrastructure Plan (2020);
- Relevant chapters of the Design Manual for Roads and Bridge (DMRB).

3.2 The policies and strategies above shall be used to inform the opportunities for improvement of walking, cycling and horse-riding facilities.

Personal Injury Accident data

3.3 It is important to understand the Personal Injury Accident (PIA) record in the study area, for both motorised and non-motorised users, to identify any existing problems that might discourage the use of a particular route by walkers, cyclists, and horse-riders (termed WCH).

3.4 A PIA assessment has been undertaken and is described in the PIA Assessment Technical Note. The PIA records for the study area considered in the Technical Note were obtained from Oxfordshire County Council (OCC) for the five-year period between 1 January 2015 and 30 November 2020. A total of 494 incidents were analysed, of which 14 resulted in a fatality, 74 resulted in serious injuries, and 406 resulted in slight injuries.

3.5 As part of this WCHAR Assessment Report further analysis of the PIA assessment has been undertaken to identify any PIAs involving WCH. The majority of the PIAs involved vehicles only. Of 494 recorded PIAs, 13 PIAs involved walkers, 28 involved cyclists, and none involved horse-riders. A breakdown of the severity of the PIAs involving WCHs is provided at **Table 1** (ranked by the highest severity of the PIA).

	Pedestrians	Cyclists	Equestrians
Slight	7	16	0
Serious	4	9	0
Fatal	2	1	0
Total	**13**	**28**	**0**

Table 1: WCH PIA summary

3.6 The following presents the assessment of WCH PIAs grouped into appropriate study areas based on concentration of WCH PIAs. These study areas are presented in **Figure 4.**

North Bicester/Caversfield

3.7 There were 3 pedestrians, and 12 cyclists PIAs recorded within this area at the locations shown in **Figure 4**. There were no recorded PIAs involving horse riders

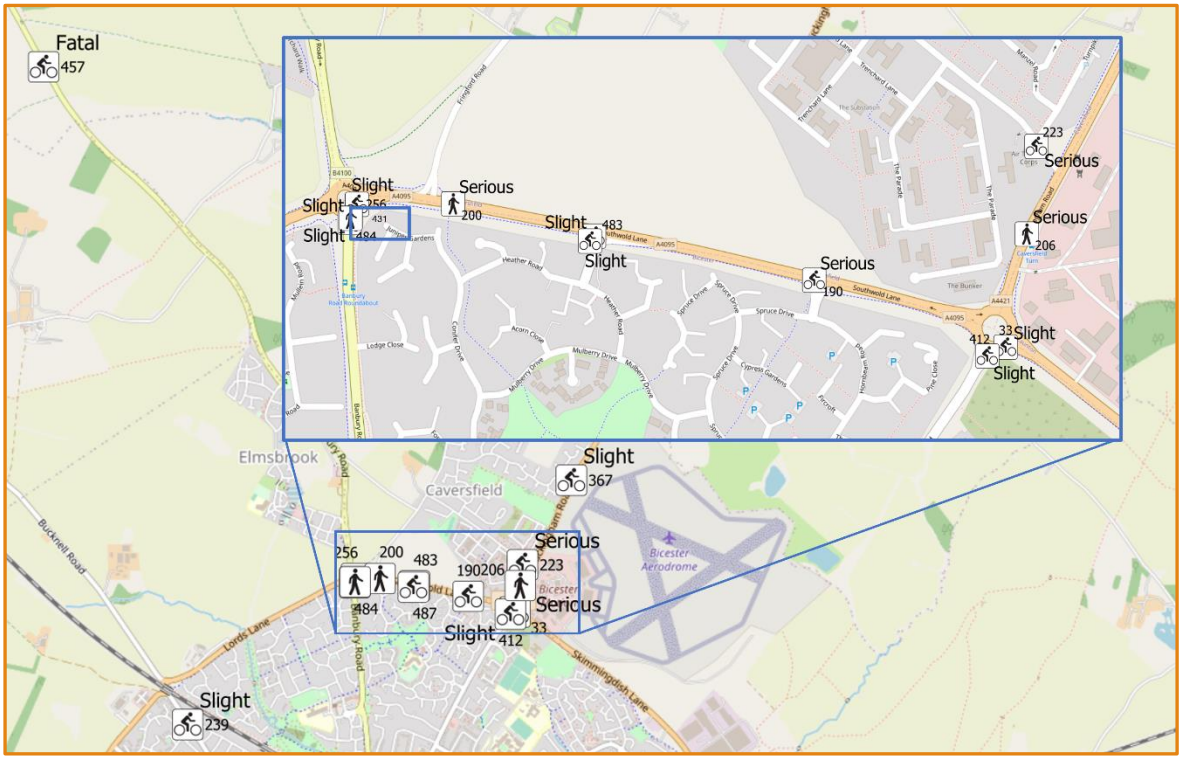


Figure 4: location of WCH PIAs – north Bicester / Caversfield

3.8 As summarised in the **Table 2**, of the incidents involving pedestrians, one resulted in slight injuries and two resulted in serious injuries. Of the PIAs involving cyclists, one resulted in a fatality, two resulted in serious injuries, and the remaining nine resulted in slight injuries.

	Pedestrians	Cyclists	Equestrians
Slight	1	9	0
Serious	2	2	0
Fatal	0	1	0
Total	**3**	**12**	**0**

Table 2: WCH PIA summary north Bicester and Caversfield

3.9 The fatal incident (457) involved a car hitting a cyclist from behind on the B4100. Both were travelling south east at night, and the cyclist was not displaying lights or reflectors.

3.10 One slight incident (239) occurred on the Bucknell Road in West Bicester, and involved a car turning left out of Kingsley Road onto Bucknell Road that collided with a cyclist travelling southeast, who had entered the carriageway from the footway on the south western side of Bucknell Road.

3.11 A slight incident (367) involving a cyclist occurred to the north of Caversfield, adjacent to the Buckingham Road / Thompson Drive junction. The incident involved a car colliding with the rear of a cyclist in dark and wet conditions as the cyclist moved to the offside, intending to turn right at the junction. The cyclist was not displaying lights or reflectors. The second incident in Caversfield (223) was serious in nature and occurred on Skimmingdish Lane. The accident

involved a car clipping the wheel of a cycle as it turned right to Turnpike Lane, causing the cyclist to lose control, and resulting in serious injury.

3.12 The remaining 10 incidents all occurred around the A4095 at or between its junctions with the A421 Buckingham Road and the B4100 Banbury Road, and are shown on the insert at **Figure 4**.

3.13 Three accidents occurred at the A4095 Southwold Lane/A4421/Skimmingdish Lane/Buckingham Road roundabout, of which one was serious in nature and two were slight. The serious accident (206) occurred on the northern arm of the junction, and involved a pedestrian being struck by a car as they crossed the carriageway from east to west. The pedestrian had just alighted at the bus stop and failed to look. Of the two slight incidents, one (33) involved an LGV driving aggressively and deliberately colliding with a cyclist who had previously overtaken the vehicle at the roundabout approach. The second (412) involved a car exiting the junction to travel south on Buckingham Road colliding with a cyclist crossing Buckingham Road from east to west.

3.14 One serious accident (190) occurred on the A4095 Southwold Lane, at its junction with Hornbeam Road. The accident involved a car turning right onto the A4095 failing to give way to a cyclist travelling north west on the A4095.

3.15 Two accidents (483 and 487), both slight in nature, occurred on the A4095 Southwold Lane, at its junction with Heather Road. Both involved cyclists crossing Heather Road to travel east on the cycle path colliding with cars approaching the give way line.

3.16 One serious accident (200) occurred on the A4095 Southwold Lane, at the Toucan crossing facility adjacent to Fringford Road. The incident involved a car travelling east through the crossing on a green light colliding with a pedestrian crossing from the south to north.

3.17 Three accidents, deemed slight in nature, occurred at the A4095 Lords Lane/B4100 Banbury Road/A4095 Southwold Lane roundabout. One slight accident (256) involving a cyclist occurred at the eastern entry to the roundabout and was caused by a car failing to give way to a cyclist on the circulatory. Two slight accidents occurred on the southern exit to Banbury Road. One (431) involved a car exiting the roundabout and colliding with an adult accompanying a child crossing from west to east. One (484) involved a car travelling south colliding with a child cyclist crossing from west to east.

South Bicester

3.18 Although falling outside of the WCHAR study area, the PIA assessment extends to include the south of Bicester. This study area for south Bicester includes 15 WCH accidents. The locations of the PIAs are shown at **Figure 5**. Of the 15 WCH PIAs, 11 involved cyclists and four involved pedestrians. As summarised in the **Table 3**, of the PIAs involving cyclists six resulted in serious injuries and five resulted in slight injuries. Of the PIAs involving pedestrian three resulted in slight injuries and one resulted in serious injuries. There were no recorded PIAs involving horse riders.

	Pedestrians	Cyclists	Equestrians
Slight	3	5	0
Serious	1	6	0
Fatal	0	0	0
Total	**4**	**11**	**0**

Table 3: WCH PIA summary south Bicester

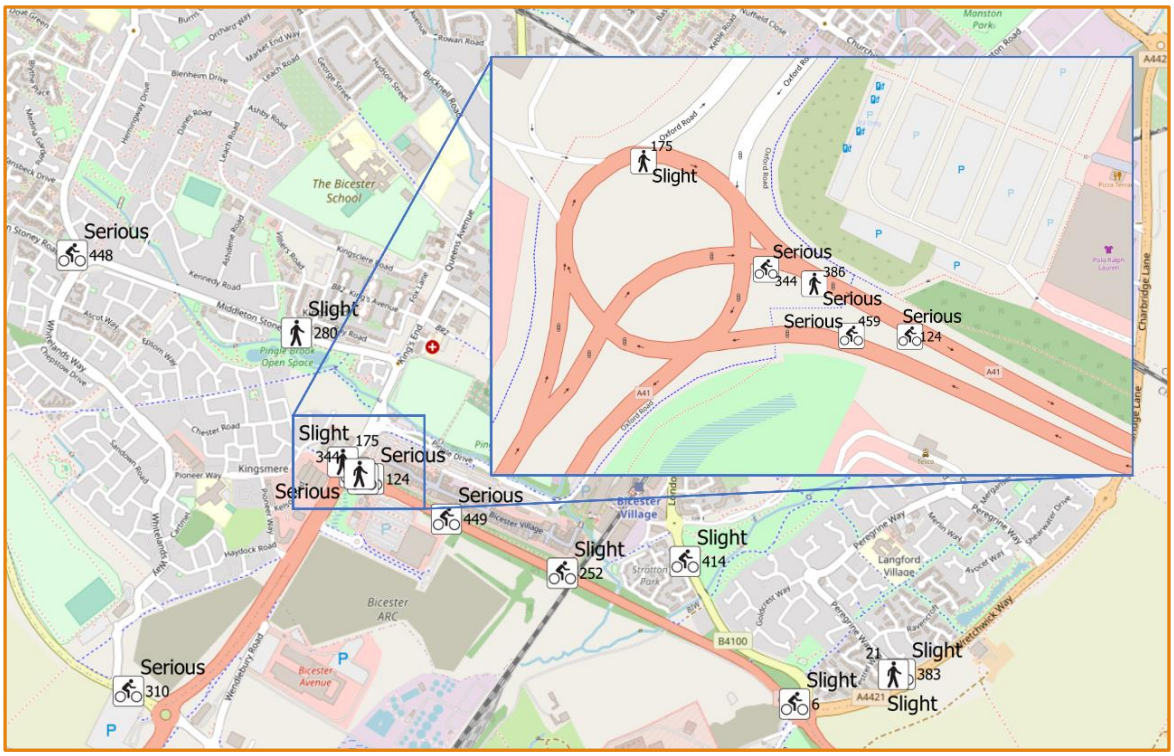


Figure 5: location of WCH PIAs – mid and south Bicester

3.19 Two accidents involving WCH occurred on Middleton Road, of which one was serious, and one slight in nature. The serious accident (448) involved a car travelling east entering the Middleton Stoney Road/Shakespeare Drive/Whitelands Way roundabout into the path of a cyclist already on the circulatory. Further east, the slight accident (280) involved a pedestrian running into the carriageway into the path of a car.

3.20 One serious accident (310) occurred on the B4030 Vendee Drive and involved a car travelling south east colliding with a pedal cycle crossing at the pedestrian refuge.

3.21 Five accidents occurred at the A41/Oxford Roundabout, known as the 'Esso Roundabout', of which four were serious and one was slight in nature. Of the serious accidents, three involved cyclists and one involved a pedestrian. One serious accident (124) involved a car travelling south east in accordance with the green signal colliding with a pedal cycle crossing at the Toucan crossing on a red signal. A second serious accident (344) involved two cars travelling south east in accordance with a green signal colliding with two cyclists crossing at the Toucan crossing point on a red signal. A third accident (386) involved a pedestrian crossing adjacent to the formal crossing point being struck by a car travelling south east in accordance with a green signal. Therefore, all three serious accidents involved WCH disobeying the automatic traffic signal. Additionally, accident (459) involved a pedal cycle disobeying the crossing facility, on the southern side of the central refuge, and was struck by a vehicle travelling north west through a green signal. This resulted in serious injuries.

3.22 The final slight accident at the Esso Roundabout (175) was vehicular assault where a driver deliberately collided with an authorised person directing traffic.

3.23 East of the Esso Roundabout, two accidents involving cyclists occurred on the A41, of which one was serious, and one slight in nature. The serious accident (449) was a shunt where a cyclist was struck by a car as they both travelled north west. The slight accident (252) involved an HGV

overtaking a cyclist failing to notice slowing traffic, causing a shunt with a car and HGV ahead. The cyclist was not struck in this accident.

3.24 To the east, at the A41 Rodney House Roundabout, one slight accident (6) occurred. The accident involved a car entering from the A41 failing to give way to a cycle already on the circulatory.

3.25 A slight PIA (414) involving a cyclist occurred on the B4100 London Road to the north of the Rodney House Roundabout and involved a car turning right onto London Road, failing to give way to a cyclist travelling north west.

3.26 Finally, east of the Rodney House Roundabout, at the A4421/Peregrine Way roundabout, two slight PIAs occurred. One slight PIA (21) involved a car turning left to Peregrine Way at speed colliding with a pedestrian crossing from south to north. The second slight PIA (383) involved a car entering from Peregrine Way failing to give way to a cycle already on the circulatory.

M40 J9 and B430 at Weston-on-the-Green

3.27 A total of four PIAs involving WCH occurred within this study area, of which three involved pedestrians and one involved a cyclist. The locations of the PIAs are shown at **Figure 6**. There were no recorded PIAs involving horse riders.



Figure 6: location of WCH PIAs – M40 J9 and B430 at Weston-on-the-Green

3.28 The two northern PIAs involving pedestrians both resulted in a fatality, and the remaining pedestrian PIA resulted in slight injuries. The accident involving a cyclist resulted in serious injuries. This is summarised in the **Table 4**.

	Pedestrians	Cyclists	Equestrians
Slight	0	0	0
Serious	0	1	0
Fatal	2	0	0
Total	**2**	**1**	**0**

Table 4: WCH PIA summary M40 J9 and B430 at Weston-on-the-Green

3.29 The PIA resulting in a fatality that occurred on the M40 southbound off-slip (169) involved an HGV hitting a group of three pedestrians, formerly the occupants of a broken-down car, that were walking up the slip road. One pedestrian sustained a fatal injury, while the remaining two sustained slight and serious injuries respectively.

3.30 The second PIA (347) involving a pedestrian and resulting in a fatality, occurred on the A41. It involved a car travelling south on the A41 losing control while travelling at high speed due to a road surface defect (undulations) and crashing, causing the driver to sustain fatal injuries. A pedestrian approaching the crossing point (to the bus stop) on the east side of the carriageway was also hit, sustaining serious injury.

3.31 Of the remaining two PIAs, the pedestrian PIA classified as slight on the B430 in Weston-on-the-Green (35) involved a car hitting the driver of a broken-down HGV who was in the carriageway directing traffic. The serious accident involving a cyclist (234) involved a car travelling north on the B430 failing to give way to a cycle already on the circulatory, and who was turning north from the B430 Northampton Road spur.

B4030, B430, and area to the west of the Main Site

3.32 Seven accidents involving WCH occurred in this study area, as shown in **Figure 7**. Six of these were slight in nature and one was serious. Four accidents involved cyclists, all of which were slight, and three involved pedestrians. Including two slight accidents and one serious accident, as summarised in the **Table 5**. None of the PIAs involved horse riders.

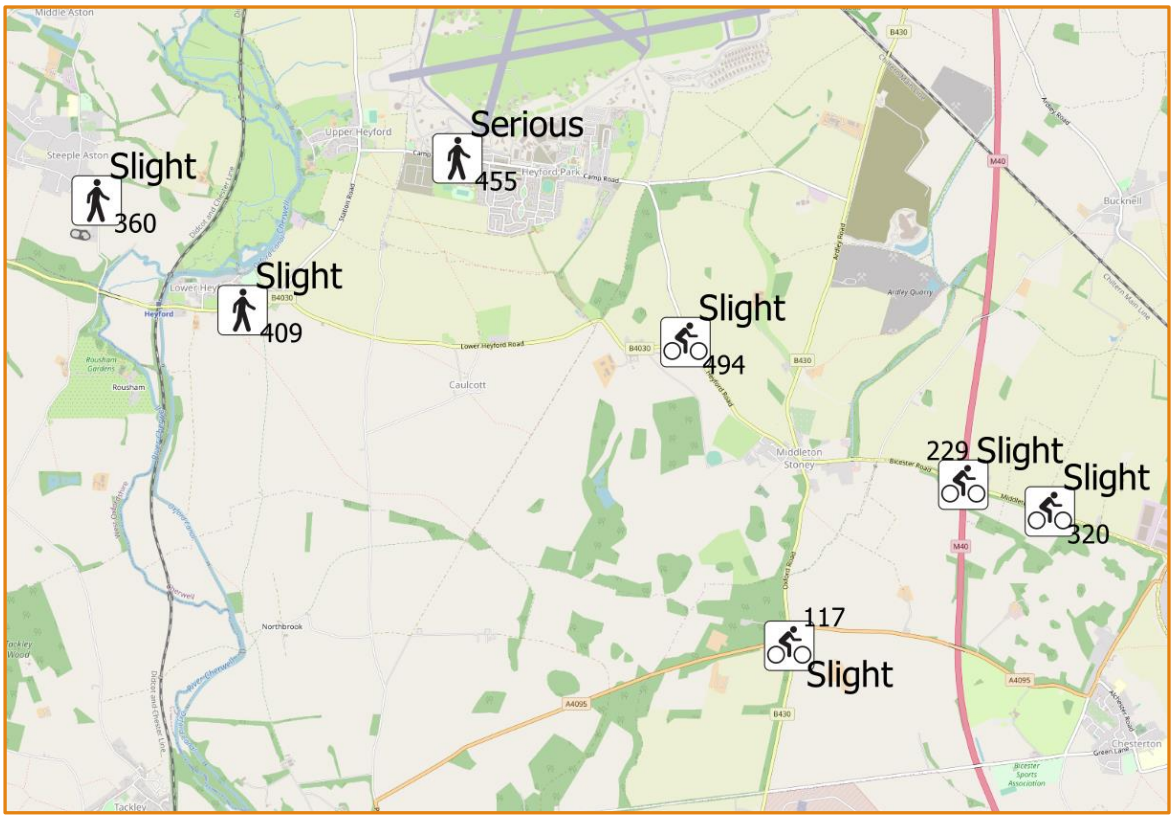


Figure 7: location of WCH PIAs - B4030, B430, and area to the west of the Main Site

	Pedestrians	Cyclists	Equestrians
Slight	2	4	0
Serious	1	0	0
Fatal	0	0	0
Total	**3**	**4**	**0**

Table 5: WCH PIA summary B4030, B430, and area to the west of the Main Site

3.33 Two slight accidents involving cyclists occurred on the B4030 to the east of Middleton Stoney. One of these (229) involved an car overtaking too close to the cyclist, and the other (320) involved a car slowing for a cyclist, causing a car behind to swerve and overturn. The cyclist was not struck in this accident.

3.34 One slight accident (494) occurred at the B4030/Camp Road priority-controlled T-junction which involved a car turning left out of the junction having failed to see a cyclist. A final accident involving a cyclist occurred at the A4095 / B430 crossroads. This accident involved a car travelling from Bicester turning right onto the B430 and then making a manoeuvre to the left, colliding with a cyclist travelling north on the B430.

3.35 Of the three accidents involving pedestrians, one PIA (360) involved a pedestrian crossing the road in Steeple Aston, and another PIA (409) involved a pedestrian walking in the carriageway in poor visibility conditions in Lower Heyford. Both resulted in slight injuries. The serious accident (455) involved a pedestrian crossing Camp Road from behind a line of traffic being struck by a car.

Update of PIA data

3.36 A further review of the PIA data has been undertaken to consider the most recent PIA record available using crashmap.co.uk. It concludes that in the period 1 January 2021 and 31 December

2023, there were an additional 143 recorded PIAs within the study area, 18 of which involved WCH. Of these, 9 PIAs involved walkers and 9 involved cyclists. Crashmap does not differentiate incidents involving horse-riders. A breakdown of the severity of the PIAs involving walkers and cyclists is provided at **Table 6.**

	Pedestrians	Cyclists	Equestrians
Slight	3	6	0
Serious	6	3	0
Fatal	0	0	0
Total	**9**	**9**	**0**

Table 6: WCH PIA summary – 2021 to 2023

3.37 The following presents a detailed assessment of the 18 PIAs that involved WCHs, grouped by the same study areas as used in the initial assessment above.

North Bicester/Caversfield

3.38 In the initial assessment presented above, three PIAs involving pedestrians and twelve PIAs involving cyclists were recorded in North Bicester/Caversfield.

3.39 In the period from 2021 to 2023, a further four PIAs involving WCHs were recorded in the area, located as shown in **Figure 8**. Two of these accidents involved cyclists, who both suffered slight injuries, and two involved pedestrians, who both suffered serious injuries.



Figure 8: location of WCH PIAs – North Bicester/Caversfield (2021 to 2023)

3.40 Accident no.129 occurred at the junction between Trefoil Drive and the A4095 Lords Lane. The incident involved a cyclist, who suffered slight injuries, and one other vehicle. No PIAs involving WCHs were observed in this location as part of the initial assessment.

3.41 Accident no.134 occurred at the junction between Germander Way and the A4095 Lords Lane. The incident involved a pedestrian, who suffered serious injuries, and a single vehicle. No PIAs involving WCHs were observed in this location as part of the initial assessment.

3.42 There were two incidents recorded on the A4421 at the signalised crossing facility within the vicinity of the Skimmingdish Lane junction. These were accidents no.139 and no.140. Accident no. 139 involved a pedestrian, who suffered serious injuries, and a single vehicle. Accident no.140 involved a cyclist, who suffered slight injuries, and one other vehicle. Previously, one incident was observed in this location involving a pedestrian.

South Bicester

3.43 In the initial assessment presented above, four PIAs involving pedestrians and eleven PIAs involving cyclists were recorded in South Bicester.

3.44 In the period from 2021 to 2023, a further seven PIAs involving WCHs were recorded in the area, located as shown in **Figure 9**. Three of these involved cyclists, one of which suffered serious injuries. Four involved pedestrians, two of which suffered serious injuries.

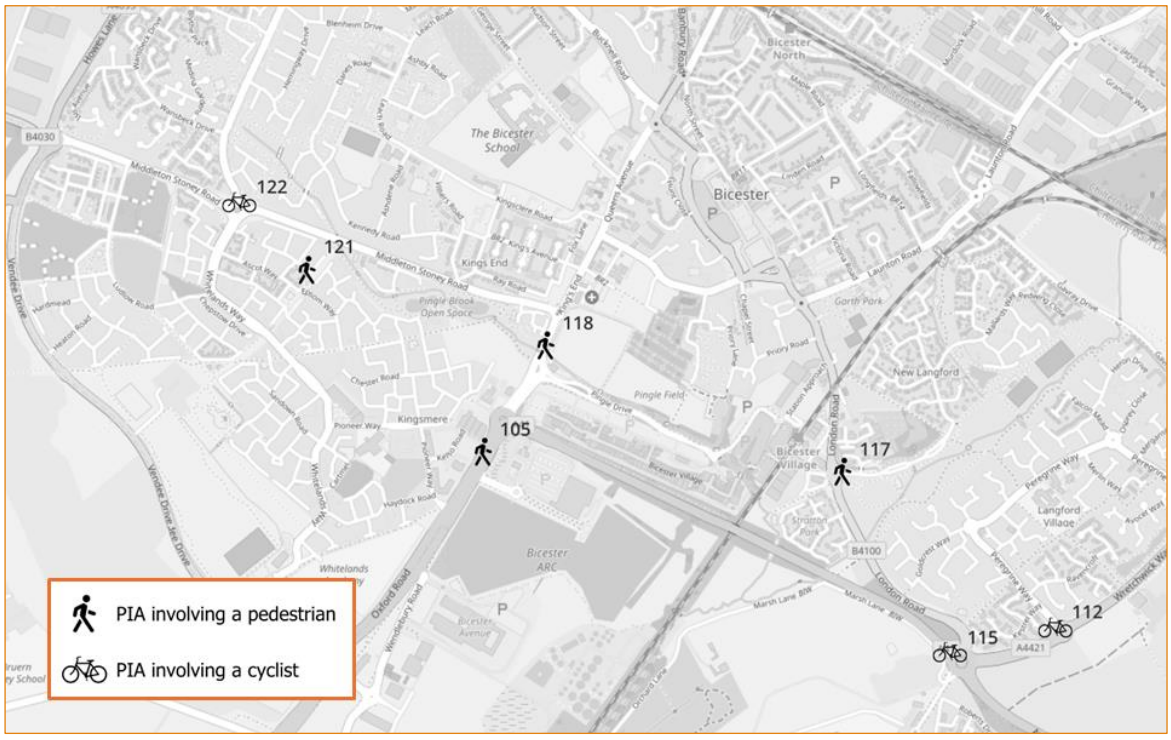


Figure 9: location of WCH PIAs – South Bicester (2021 to 2023)

3.45 Accident no.105 occurred on the northbound carriageway of Oxford Road, adjacent to the Lakeview Drive bus stop. The incident involved a pedestrian who suffered serious injuries, and one other vehicle. No PIAs involving WCHs were observed in this location as part of the initial assessment.

3.46 Accident no.112 occurred at the roundabout between the A4421 and Peregrine Way. The incident involved a cyclist, who suffered serious injuries, and one other vehicle. As part of the initial assessment, two incidents involving WCHs were recorded at this roundabout, one involving a cyclist, and one a pedestrian.

3.47 Accident no.115 occurred at the roundabout between the A41 and the B4100. The incident involved a cyclist, who suffered slight injuries, and one other vehicle. As part of the initial assessment, one incident involving a cyclist was recorded at this roundabout.

3.48 Accident no.117 occurred at the roundabout between Mallards Way and the B4100 London Road. The incident involved a pedestrian, who suffered slight injuries, and one other vehicle. No PIAs involving WCHs were observed in this location as part of the initial assessment.

3.49 Accident no.118. occurred on Oxford Road, just north of the Pringle Drive junction. The incident involved a pedestrian, who suffered serious injuries, and one other vehicle. No PIAs involving WCHs were observed in this location as part of the initial assessment.

3.50 Accident no.121. occurred on Weatherby Road. The incident involved a pedestrian who suffered slight injuries, and one vehicle. No PIAs involving WCHs were observed in this location as part of the initial assessment.

3.51 Accident no.122. occurred at the roundabout between Middleton Stoney Road and Shakespeare Drive. The incident involved a cyclist who suffered slight injuries, and one other vehicle. As part of the initial assessment, one serious incident involving a cyclist was recorded at this roundabout.

M40 J9 and B430 at Weston-on-the-Green

3.52 In the initial assessment presented above, three PIAs involving pedestrians and one PIA involving a cyclist were recorded in the area of the M40 J9 and the B430 at Weston-on-the-Green.

3.53 In the period from 2021 to 2023, a further three PIAs involving WCHs were publicly recorded in the area, located as shown in **Figure 10.** Two of these involved cyclists and one involved a pedestrian. All three incidents were classed as serious.



Figure 10: location of WCH PIAs – M40 J9 and B430 at Weston-on-the-Green (2021 to 2023)

3.54 Accident no.58 occurred south of Weston of the Green, as the B4030 approaches the A34. The incident involved a cyclist, who suffered serious injuries, and one other vehicle. One incident slightly further south was observed within the vicinity as part of the initial assessment, which involved a cyclist.

3.55 Accident no.93 occurred on the A34 northbound carriageway. The incident involved a pedestrian, who suffered serious injuries, and one other vehicle. An incident involving a car and pedestrian in the same location was recorded in the initial assessment, although this was situated on the southbound carriageway.

3.56 Accident no.96 occurred at the eastern extent of an unnamed road between Chesterton and Wendlebury. The incident involved a cyclist, who suffered serious injuries, and one other vehicle. No PIAs involving WCHs were observed in this location as part of the initial assessment.

B4030, B430, and area to the west of the Main Site

3.57 In the initial assessment presented above, three PIAs involving pedestrians and four PIAs involving cyclists were recorded in the area near the B4030, B430, and to the west of the Main Site.

3.58 In the period from 2021 to 2023, a further three PIAs involving WCHs were publicly recorded in the area, located as shown in **Figure 11.** Two of these involved cyclists, one of which suffered serious injuries and two involved pedestrians, who both suffered slight injuries.



Figure 11: location of WCH PIAs – B4030, B430, and area to the west of the Main Site (2021 to 2023)

3.59 Accident no.26 occurred on the M40, just south of Junction 10. The incident involved a pedestrian and two other vehicles. The pedestrian, who suffered serious injuries, was the only recorded casualty. No PIAs involving WCHs were observed in this location as part of the initial assessment.

3.60 Accident no.30 occurred in Heyford Park, on Camp Road, near Darcey Drive. The incident involved a cyclist, who suffered slight injuries, and one other vehicle. As part of the initial assessment, an incident involving a pedestrian crossing Camp Road was recorded within the vicinity.

3.61 Accident no.31 was also located on Camp Road, occurring within the vicinity of Heyford Park School. The incident involved a pedestrian, who suffered slight injuries, and one vehicle. No incidents involving WCHs were previously recorded within the vicinity of Heyford Park School.

3.62 Accident no.125 occurred at the junction between the A4095 and B4030, on the outskirts of Bicester. The incident involved a cyclist, who suffered slight injuries, and one other vehicle. No PIAs involving WCHs were observed in this location as part of the initial assessment.

Collison data summary

3.63 A review of the PIA data for the five years of operation between 1 January 2015 and 30 November 2020 identified a total of 494 PIAs within the study area. The majority of these PIAs involved vehicles only. Of 494 recorded PIAs, 13 PIAs involved walkers, 28 involved cyclists, and none involved horse-riders.

3.64 There were no recorded PIA involving WCH at M40 Junction 10 or the A43 Baynard's Green junction. There was a pedestrian fatality on the M40 Junction 9 southbound off-slip when a HGV hit a group of three pedestrians, formerly the occupants of a broken-down car, that were walking up the slip road.

3.65 A further review of the public available PIA data accessed via crashmap.co.uk, for the period from 1 January 2021 to 31 December 2023 found there were an additional 143 recorded PIAs within the study area. Of these, 9 PIAs involved walkers and 9 involved cyclists. Between 2021 and 2023 there were no recorded fatalities.

3.66 There were no significant changes in incidents location between the two time periods studied.

3.67 Overall, there are no locational or causal trends of PIAs involving WCH that suggest an underlying highway safety issue.

Multi-modal transport services & interchange information

Bus

3.68 The existing bus services which pass within the WCHAR study area are summarised in **Table 7**, with the frequencies given in each direction, where applicable. Buses may not run to all stops across the day. Except for Service 25, all the bus services within the WCHAR study area are remote from the Main Site. There are currently no bus stops in the vicinity of the M40 Junction 10 or M40 Junction 9.

3.69 Ardley Village benefits from three stops and is a regular pick-up point for Service 81, known as the Bicester Bee. The 81 is a fixed route service, operated by ABILITY (Northants) that runs between Bicester and Ardley, six days a week. Two services are provided during the morning peak hour, with a further two in the afternoon. The service stops at Bicester, Caversfield, Souldern, Fewcott, Ardley, and Bucknell. In addition, ABILITY (Northants) operate an On Demand Service, part of a larger scheme that allows paying members to book advance travel between 09:00 and

16:00 Monday to Saturday and serves the areas of Banbury, Bicester, Brackley, Daventry, Milton Keynes, Northampton & Towcester.

3.70 With regards to Bicester, although located outside of the WCHAR study area, the main bus interchange in Bicester is located at Manorsfield Road, adjacent to the Pioneer Square Shopping Centre. The stops serve local routes within Bicester as well as regional destinations like Oxford, Headingham, and Brackley. There are a number of facilities in the vicinity of the stops including toilets, cafes, and cash machines. There are also bus stops at the two railway stations that are located within Bicester.

Service	Approximate distance from Main Site to nearest bus stop	Operator	Route	Frequency		
				Mon-Fri	Sat	Sun
8	2.1km	OurBus Bartons	Middle Barton – Steeple Aston – Lower Heyford – Middleton Stoney - Bicester	2 per day (Friday Only)	-	-
21	4km	Grayline Coaches	Chesterton – Highfield Estate – Bicester	2 per hour	2 per hour	-
24	6.1km	Grayline Coaches	Bicester – Weston on the Green – Kirtlington – Oxford	1 per 2 hours	1 per 2 hours	-
25	500m	Red Rose Travel	Lower Heyford – Heyford Park - Bicester	1 per hour	1 per hour	Every 90 mins
26	4.3km	Stagecoach Oxfordshire	Bicester-Kingsmere	2 per hour	2 per hour	-
81	1.8km	ABILITY (Northants)	Caversfield - Souldern - Fewcott - Ardley - Bucknell - Bicester	4 per day	4 per day	-
500	4.7km	Stagecoach Oxfordshire	Banbury - Bicester via Middleton Cheney & Brackley	1 per hour	1 per hour	1 per hour
505	4.4km	Stagecoach Oxfordshire	Brackley – Elmsbrook Estate – Bicester	1 per 2 hours	1 per hour	-
E1	3.9km	Grayline Coaches	Elmsbrook Estate – Bicester – Bicester Village	2 per hour	2 per hour	-
S5/NS5	4.1km	Stagecoach Oxfordshire	Oxford – Kidlington – Kingsmere – Bicester Village – Highfield Estate – Bicester – Glory Farm	3 per hour (Daytime) 1 per hour (Night)	3 per hour (Daytime) 1 per hour (Night)	2 per hour

Table 7: bus services within WCHAR study area

3.71 At present, the Main Site has limited accessibility by bus. The closest bus route to the Main Site is the Service 25, which runs hourly between Bicester and Lower Heyford Monday to Saturday,

timed to connect with trains to and from Oxford at Bicester Village Station (railway station). The service runs every 90 minutes on Sundays. The route of the 25 service is shown at **Figure 12**. The nearest bus stops to the Main Site are on Camp Road and in Middleton Stoney, but these are not currently accessible from the site on foot.

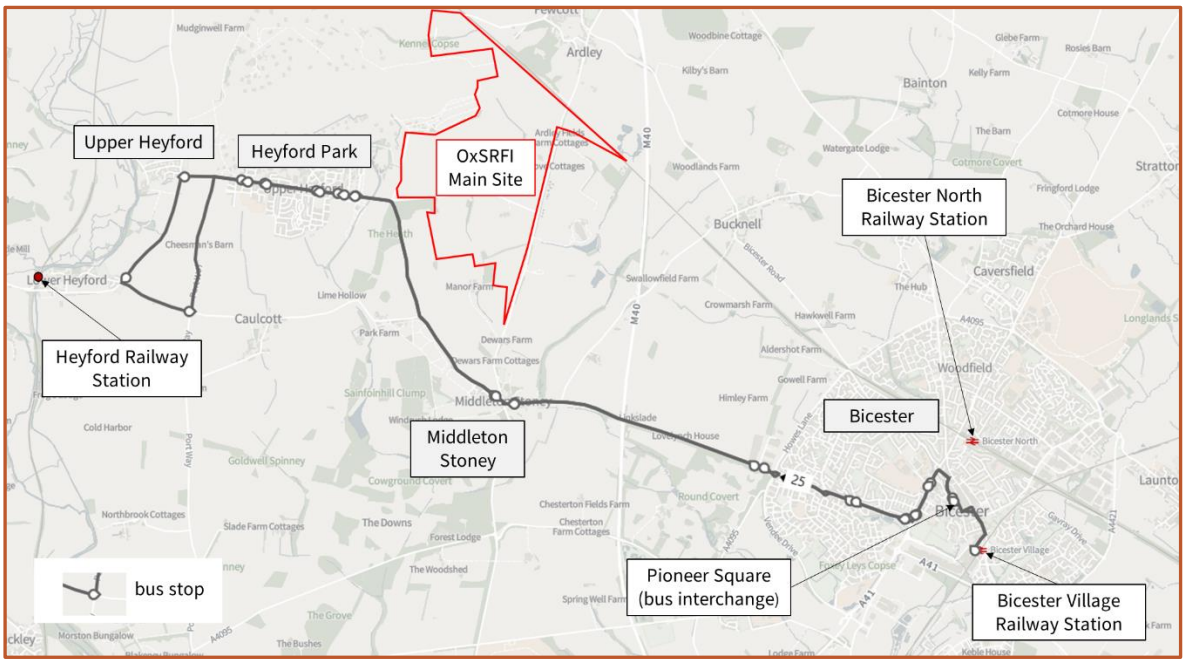


Figure 12: bus service 25

3.72 As part of the Heyford Park committed development, significant improvements will be made to bus connectivity. The focus for the Heyford Park public transport strategy is on a convenient and direct bus route to Bicester, and linking with the rail services within the town thereby facilitating onward train travel to Oxford. The service will operate initially at a 30-minute frequency, increasing to 20 minutes and then 15 minutes as the Heyford Park development is built out, with index linked financial contributions via the S106 Agreement of to secure this, with additional funds secured for bus stops and shelters along Camp Road. The route of the new bus service is via Camp Road and the B4030, through Middleton Stoney.

3.73 The Heyford Park Travel Plan Addendum (March 2021) notes that the improved bus service to Bicester *"will be accommodated at the expense of the existing service to Oxford and, whilst this would reduce the geographical catchment accessible by bus, it is acknowledged that the reliability of journey times and frequency in the Oxford service is limiting patronage levels and resulting in an economically unviable service. By investing more heavily in a high frequency service to Bicester however, where journey times and punctuality are less of an issue, and where a significant proportion of residents are known to work… it is considered that there would be a significant opportunity for bus patronage levels to increase. It should also be noted that travel to Oxford by public transport will still be a viable option for residents when the 250 route to Oxford is dropped. Indeed, a total journey time of around 45-minutes is achievable to Oxford via bus to the centre of Bicester, and then onward train travel from Bicester Village Station to Oxford Station."*

3.74 **Figure 13** is an extract from the Heyford Park S106 Agreement and shows the proposed route of the committed bus service within Heyford Park, as well as the proposed locations of new bus stops.



Figure 13: Heyford Park bus service route (from Heyford Park TA Addendum, OxSRFI Main site area added)

Rail

3.75 The nearest railway stations to the OxSRFI Main Site are shown in **Figure 12**.

3.76 Heyford Railway Station, managed by Great Western Railway and located in the village of Lower Heyford approximately 5km from the centre of the Main Site. Trains arrive approximately hourly at peak times, two hourly in off-peak periods, with no trains on Sundays during the winter. Trains travel between Banbury and Didcot Parkway.

3.77 Although outside the WCHAR study area, the nearest station suitable for serving employees of the OxSRFI is Bicester North, on the Chiltern Main Line linking Birmingham and London Marylebone. Bicester North is located 10 minutes' walk from Bicester town centre, approximately 6km from the centre of the Main Site. There are generally two trains per hour to and from London Marylebone, with more at peak times, and one train to Birmingham. To London, average journey times are around 55 minutes; for Birmingham Snow Hill and Stratford-upon-Avon, around 1 hour 10 minutes.

3.78 Additionally, Bicester is served by Bicester Village station, which opened in 2015 to alleviate pressure and serve the Bicester Village shopping outlet. Bicester Village Station is located on the Oxford to Bicester line with journey times taking an average of 48 minutes to London Marylebone station or 15 minutes to Oxford.

3.79 It is noted that Ardley formerly had a railway station serving the village which was closed in 1963. The station was located directly opposite the Main Site on the northern side of the Chiltern Main Line between the Main Site and Ardley Wood.

Key trip generators and local amenities

Existing trip generators and amenities

3.80 There are a wide variety of trip generators in the study area that could generate pedestrian, cyclist, and/or equestrian trips. The locations of the key trip generators within the WCHAR study area are shown in **Figure 14** and **Figure 15** and are described **Table 7**.

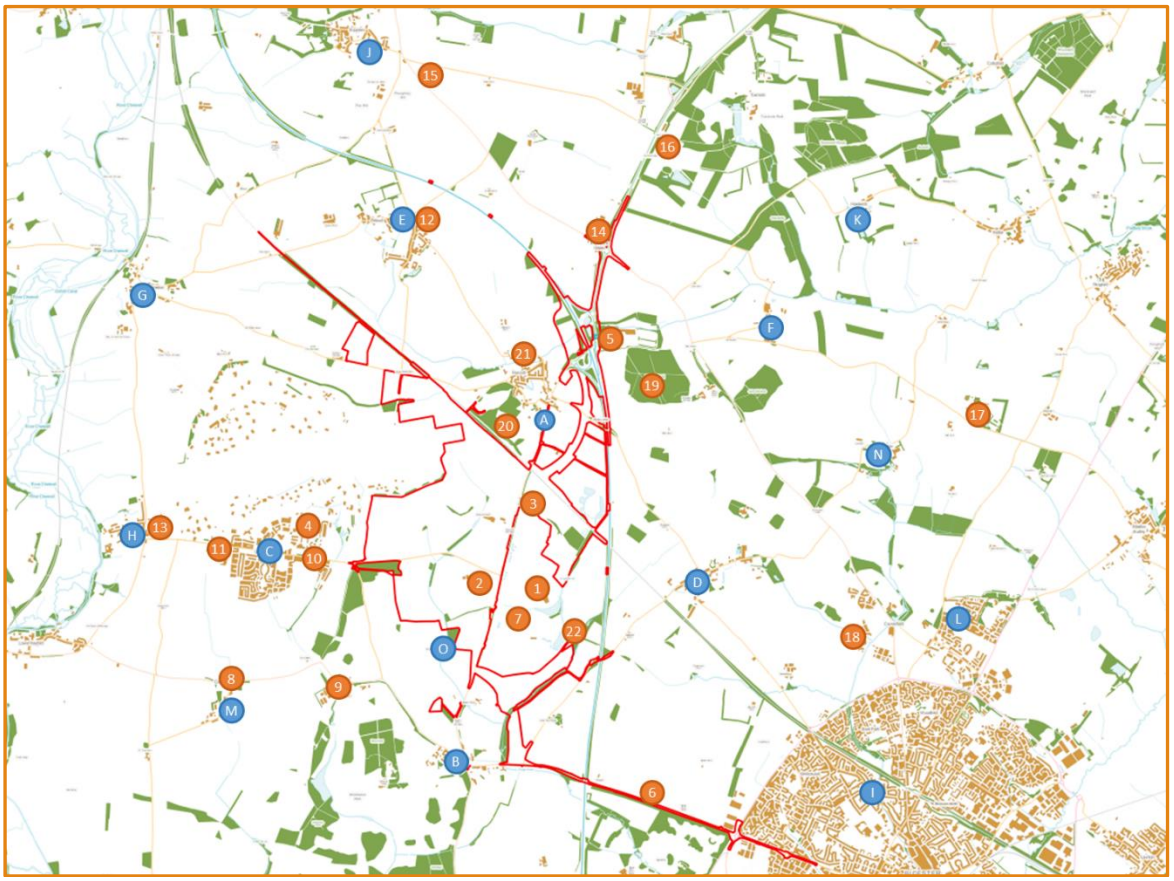


Figure 14: Key trip generators and amenities (OxSRFI order limits edged red)
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Figure 15: trip generators and amenities near to M40 J9 (OxSRFI order limits edged red)
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Reference	Settlement/Amenity
A	Ardley and Fecott
B	Middleton Stoney
C	Heyford Park
D	Bucknell
E	Fritwell
F	Stoke Lyne
G	Somerton
H	Upper Heyford
I	Bicester
J	Souldern
K	Hardwick
L	Caversfield
M	Caulcott
N	Bainton
O	Manor Farm
P	Little Chesterton
Q	Wendlebury
1	Viridor Ardley ERF
2	Severn Trent Green Power Ardley Composting Facility
3	Ardley Fields Household Waste Recycling Centre
4	Businesses at Heyford Airfield
5	Cherwell Valley Motorway Services
6	Residential Properties on the B4030
7	Smiths Quarry, Ardley
8	The Horse and Groom Pub, Caulcott
9	Park Farm and Business Centre
10	Heyford Park Free School
11	Heyford Park Free School Specialisms Campus
12	Fritwell CofE Primary School
13	The Barley Mow Pub
14	Businesses at Baynards' Green
15	Burgess Reclamation Yard
16	Tusmore Estate
17	Glebe Leisure Caravan Touring Park
18	Gagle brook Primary School.
19	Stoke Wood
20	Ardley Wood
21	Willowbank Farm and Stables
22	Trow Pool
23	Sparkling Minds Pre-School and Day Nursery

Table 8: existing trip generators and amenities (see Figures 14 and 15)

Future Scenario Trip Generators

3.81 There are also a number of committed development schemes within the locality of the study area that will in the future have potential to generate walking and cycling trips. The locations of these sites are shown on **Figure 16** and listed at **Table 8**.

Name and Planning Reference	Description	Status
Heyford Park 10/01642/OUT 18/00825/HYBRID	Redevelopment to deliver a new residential settlement, including employment uses, primary school, and a range of other community facilities	Approved
David Wilson Homes (was Pye Homes) 22/03063/F	Residential development for 123 homes	Approved
Richborough Estates/Lone Star 21/04289/OUT	Residential development for up to 230 homes	Approved at appeal
North-West Bicester expansion key consents include: 14/02121/OUT 14/01675/OUT as varied by 19/00347/OUT	6,000 homes total, local centre hubs, 4 primary and 1 secondary school and other community facilities, and 10ha (min.) employment	Some planning permissions approved with phased implementation, under construction and occupied in part
Great Wolf leisure resort 19/02550/F Varied through 21/04158/F	New leisure resort (sui generis) incorporating waterpark, family entertainment centre, hotel, conferencing facilities and restaurants with associated access, parking and landscaping	Approved at appeal
M40 J9, associated with Tritax development (for Siemens) 22/01144/F	Up to 56,162 sqm of B2 floor space and ancillary uses	Approved

Table 8: future trip generators and amenities (see Figure 16)

3.82 In addition, as also shown on **Figure 16** in grey are the planning applications summarised in **Table 9**, which were refused planning permission at the Cherwell District Council (CDC) planning committee meeting held on 15 January 2026.

Name and Planning Reference	Description	Status
Albion Land in the vicinity of the A43, north of M40 Junction 10 21/03266/F (infrastructure only), 21/03267/OUT (east of the A43), 21/03268/OUT (west of the A43	280,000 sqm of logistics floorspace between the two sites	Resolution to grant planning permission received at 3 July 2025 planning committee, but subsequently refused planning permission at 15 January 2026 planning committee
Symmetry Park by Tritax Big Box 22/01340/OUT	300,000sqm of B8 warehousing and distribution use	Resolution to refuse planning permission received at 3 July 2025 planning committee, and subsequently refused planning permission at 15 January 2026 planning committee

Table 9: schemes refused planning permission (see Figure 16)

3.83 Following the July 2025 planning committee at which the three Albion Land applications received a resolution to grant planning permission, the TWG requested that the Applicant include the

Albion Land scheme in the future baseline as a commitment and hence it has been treated as such for the transport modelling undertaken to support the OxSRFI scheme.

3.84 Following the 15 January 2026 planning committee, when both the Albion Land scheme and the Tritax Big Box scheme described at **Table 9** were refused planning permission, it is understood by the Applicant that the applicants for those schemes are going to appeal the planning committee decision.

3.85 At the time of writing, Heyford Park has around 1,100 dwellings, plus other uses, with a further circa 1,500 homes being committed as part of a masterplan approved in 2022 to guide the delivery of the Cherwell Local Plan 2011 to 2031 allocation that was adopted in 2015. The other uses in place include the Heyford Park School (for pupils aged 3-16), the Heyford Hotel, Baton restaurant, 455 Bar and Bowling, Heyford Park Innovation Centre (offices and laboratory space) and retail uses including a Sainsbury's Local. There is also Heyford Park Gym and Leisure Centre, with sports hall, badminton court, tennis court, squash court, football pitch, and dance studio.

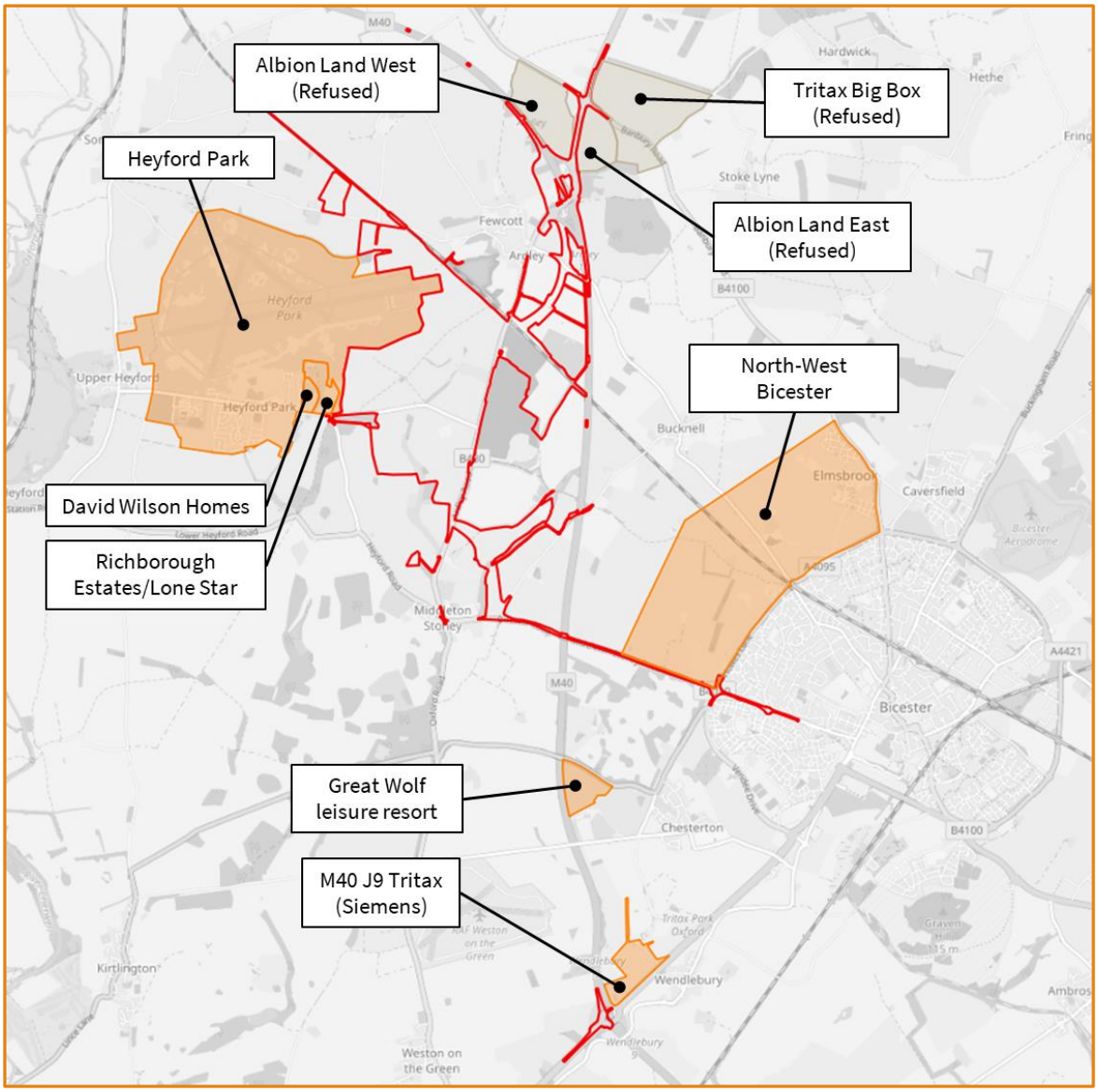


Figure 16: future trip generators and potential trip generators (OxSRFI order limits edged red)

3.86 In addition, Dorchester Group, who developed Heyford Park, have plans for further development, with up to 9,000 homes, plus leisure and employment space at Heyford Park. A planning

application for that scheme was submitted to CDC in 2025 (25/02190/Hybrid). This is of relevance as, if that development does come forward, it will significantly increase the number of people living within walking and cycling distance of the OxSRFI, and who may choose to work at the OxSRFI.

3.87 Between the OxSRFI site and Heyford Park, there is also the David Wilson Homes (was Pye Homes) development of 123 dwelling on land north of Camp Road and Richborough Estates/Lone Star development for 230 dwellings that was approved at appeal, both of which will fall within acceptable walking distance of the centre of the OxSRFI site.

3.88 Similarly, 6,000 homes are to be built at North-West Bicester, which will further increase the number of people living within cycling distance of the OxSRFI, or on the bus routes to/from the OxSRFI, and who may choose to work at the OxSRFI.

3.89 The North-West Bicester site is allocated in the adopted 2011 to 2031 Local Plan and as part of the Cherwell Local Plan 2042 additional land at the Nort-West Bicester site has received a draft allocation, that would mean that a further 1,500 homes could be delivered above the original 6,000 homes envisaged. Delivery rates for the site have been reviewed as part of the housing trajectory and it is expected that 3,200 homes will be delivered by 2042 with, 4,300 homes to be delivered beyond the end of the plan period.

3.90 The number of people living within walking and cycling distance of OxSRFI will therefore increase over time as Heyford Park and adjacent committed residential sites are built out, along with the North-West Bicester allocation.

3.91 The OxSRFI site will also be a key trip generator in the future. The Proposed Development is expected to accommodate around 9,600 full time equivalent employees, with a target modal split for pedestrians and cyclists travelling to and from the site of 4% combined, with a further 8% of development employees using public transport.

Desire lines

3.92 It is important to identify the likely desire lines for walkers, cyclists, and horse riders.

3.93 Regarding walkers, there will be desire lines within all settlements between residential areas and amenities, along with walkers using the existing PRoW. It has been noted by OCC in discussions that there is a desire line between Ardley Village and Stoke Wood, and the Cherwell Valley Motorway Services. It is expected that the main opportunities for commuting desire lines for pedestrians associated with the OxSRFI development will be between the site and the Heyford Park development to the west of the Main Site.

3.94 With regards to cyclists, it is expected that the main desire lines will be between residential areas and employment opportunities, including the Main Site. The largest urban conurbation in the area is Bicester and there is expected to be a desire line between Bicester and the Main Site. There are also existing desire lines between Bicester and other settlements including Heyford Park, Ardley, Bucknell, and Middleton Stoney.

3.95 With regards to horse riders, it is expected that the main desire lines are along the bridleway network.

3.96 The Aves Ditch bridleway is an historic bridleway route running north-south. This was severed when the Airfield was constructed at RAF Heyford. There is a requirement to reinstate the route as part of the Heyford Park development.

Site visits

3.97 Site main visit was undertaken by Stuart Dunhill (Lead Assessor) on Friday 11 November 2022 between 1200 hours and 1700 hours during daylight hour and dusk. The weather was mild and dry. Other site visits were also undertaken by the Lead Assessor on Friday 28 June 2019, and Saturday 14 May 2022 and on 23 April 2025 and 3 October 2025.

3.98 A site visit was undertaken by Kit McNulty (Assessor) on Tuesday 8 March 2022 between 0900 and 1500 hours to review the existing walking, cycling, and horse-riding facilities at Ardley Wood, to the south and east of the Ardley EFW facility and Smiths Ardley, and at Chilgrove Drive, M40 J10, and the Cherwell Valley Services. The site visit was undertaken during daylight hours and the weather was dry and fine. During the site visit pedestrians were observed using the quarry field, located to the west of Ardley Wood and crossed by public bridleway 109/20. One pedestrian was also observed using 148/6 at Trow Pool. Two pedestrians were observed using the walking facilities to the rear of Cherwell Valley Services.

3.99 Selected photographs from the site visits are provided at **Appendix B**. Points of note include:

- Bridleway 109/20 through Ardley Wood is inaccessible to horses and cyclists, and is poorly signed in places. There are steps and stiles which make the route impassable for these users. (**Photos 1 and 2**).
- A Pegasus crossing is to be installed at Bridleway 422/3 Aves Ditch where it joins Camp Road (**Photo 3**) as part of the committed highway works for the Heyford Park development. At this junction there is an easement through the wooded area where power lines are located (**Photo 4**).
- Narrow footway provision at Middleton Stoney Crossroads and poor crossing facilities (**Photo 5**).
- There is an existing disused bridge over Gagle Brook adjacent to the proposed location of the Middleton Stoney Relief Road (**Photo 6**).
- Between Trow Pools and the B430 Bridleway 109/27 was constrained (**Photos 7**). But this has been widened and surfaced as part of the OCC improvement works (see paragraph 3.119) (**Photos 8**).
- There is a gap in the surfaced route, between the edge of the Ardley Energy from Waste Facility and the crossing of Gagle Brook, as the quarry is due to expand and hence it would be abortive to surface the route prior to that (**Photo 9**)
- At Trow Pools there is an existing WCH crossing over Gagle Brook (**Photo 10**).
- Bridleway from Trow Pools to Middleton Road (**Photos 11 ad 12**).
- East of Smiths Ardley Footpath 297/8 is wide, grassed, and bound by hedgerow and fencing (**Photo 13**).
- There is an existing footway on the northern side of the M40 J10 (**Photos 14 and 15**) which runs between the B430 south of Ardley Roundabout and an uncontrolled crossing point south of Padbury Roundabout (**Photos 16 and 17**).
- Bridleway 129/9 routes north west from Bicester along a farm access track, before crossing open fields to Middleton Road (**Photos 18, 19, and 20**).
- Bridleways 148/4 and 148/6 were severed by the Middleton Road M40 overbridge (**Photo 21**). Bridleway 148/6 routes north away from the bridge to connect to Trow Pools (**Photo 22**).

Liaison with key stakeholders

3.100 A Transport Working Group (TWG) has been established to oversee the transport and highway matters associated with the scheme. The TWG comprises representatives from OCC, who are the local highway authority and National Highways, National Highways' term consultant Aecom, and the local planning authority CDC. The TWG was formed in November 2020, and since then there has been an ongoing dialogue regarding the OxSRFI scheme and proposed highway works, with OCC and National Highways providing regular feedback[2]. This has included regular meetings of the TWG[3], with meetings planned up to submission of the DCO.

4.0 In addition to the regular TWG meetings with both OCC and National Highways, separate workshop sessions have also been held with the OCC and National Highways representatives on PRoW to gain views on the opportunities and challenges presented by the Proposed Development and to constructively discuss the WCH strategy for the scheme. There have been seven workshop meetings held between December 2020 and December 2025, the latter three of these meetings took place following the scheme public pause and have led to the finalisation of the Walking, Cycling and PRoW Strategy, and in principle agreement with OCC.

Stage 1 (Non-statutory) consultation feedback

3.101 OCC provided the following detailed comments as part of the OCC Cabinet Response to OxSRFI Stage 1 Consultation which was held from 9 May 2022 to 4 July 2022, with regards to 'Public rights of way and non-motorised user connectivity'.

OCC comment	Applicant's response/Action taken
"35. The developer has considered most aspects for non-motorised users of roads and public rights of way and has proposed a wide range of mitigation measures that seem wide ranging and inclusive. The detail of these needs to be worked up and agreed. However, there is not yet any walking, cycling and horse-riding assessment and review to consider so full endorsement cannot be provided. This must be carried out as soon as possible so that OCC can assess it.	A draft version of this WCHAR Assessment Report was shared with OCC in April 2023.
36. A commitment to providing wide green access and landscape corridors, better connectivity, and full year-round accessibility for all NMUs for new and upgraded routes needs to be built in at early stages, along with provision for ongoing maintenance and replacement costs. There also needs to be a contribution towards offsite (beyond DCO limits) mitigation measures focused on NMU safety, accessibility, and connectivity.	Diversions and changes to PRoW will be undertaken as soon as practicable as part of the construction of the Proposed Development, with temporary diversions provided where necessary, unless it is agreed with OCC that a temporary route is not required. The walking, cycling and right of way strategy has been developed in consultation with OCC and includes enhancements to routes beyond the Main Site.

[2] West Northamptonshire Council were invited to attend the TWG but declined to do so. Copies of the TWG meeting notes are sent to them.
[3] At the time of writing 27 TWG meetings have been held. Note that there was a scheme pause between April 2023 and July 2024, when no TWG meetings were held.

37. The detail of crossings, underpasses, diversions, widths, surfaces, and furniture needs to be agreed at earliest stages. Likewise, for potential environmental and amenity improvements like seating and viewing points, information panels, landscape, biodiversity, and habitat enhancements. Any proposals for diversions and replacement routes, including temporary ones, will benefit from early engagement with OCC countryside access colleagues.	Details with regards to crossing points are provided as part of the Highway Plans (Document 2.7) provided as part of the Stage 2 consultation, with information on bridge crossings and underpasses provided in the bridge plans Document 2.12.
38. Additional measures are required where bridges separate bridleway routes, requiring NMUs to join the carriageway to cross the bridge. These are the subject of ongoing discussion with the promoter, as are the types of crossing to be provided at each point where a PRoW crosses highway. Details of proposed underpasses will be required.	Separate facilities for NMU are provided where appropriate. The scheme includes the proposal to reallocate road space to NMUs at the Middleton Road bridge over the M40 as part of the proposed enhancement to the Cherwell Valley Green Way[4] route.
39. The highway proposals at Junction 10 have provided a welcome opportunity to create links between Ardley and the public rights of way network to the northeast of the M40, which are currently severed by the M40."	Noted, this is identified as an Opportunity within this WCHAR Assessment Report.

3.102 In addition, OCC provided the following additional detailed comments in 2022 with regards to the draft Public Rights of Way Strategy Plan.

OCC comment	**Applicant's response/Action taken**
"Any proposals for diversions and replacement routes, including temporary ones, will benefit from early engagement with OCC countryside access colleagues."	Consultation with OCC has been ongoing and continued after the Stage 1 consultation, including meetings (as set out above) specifically focused on walking, cycling and PRoW.
"A safe crossing point will be required on the B430 to provide a link between the onside NMU route around the south of the site to bridleway 109/27 opposite."	This is identified as an Opportunity within this WCHAR Assessment Report. The proposed walking, cycling, and PRoW Strategy includes a Toucan crossing on the B430 at this location. Horse Riders are provided with an alternative southern perimeter route, via the upgrading of footpath 297/78 to a bridleway, with an underpass at the MSRR and an equestrian crossing provided on the B430 at the new junction with the MSRR.
"A bridleway connection is required to connect existing bridleway 109/20 to the proposed new bridleway leading to the bridge across the northern end of the railway sidings. Improvements to the existing bridleway through the quarry will be required to ensure it is safe and convenient to all users."	This is identified as an Opportunity within this WCHAR Assessment Report. A new bridleway connection is proposed over the rail sidings and connecting with 109/20. Maintenance and accessibility of the existing bridleway is an existing issue.

[4] See paragraph 3.130 which describes the Cherwell Valley Green Way

3.103 OCC provided the following detailed comments in 2022 on other documents and plans included in the Stage 1 Consultation which are considered pertinent to the WCHAR Assessment Report.

OCC comment	Applicant's response/Action taken
Principal Access Roundabout General Arrangement SK018-S1-P03	
"Signalised crossing facilities for pedestrians and cyclists will be required – the drawing does not currently show any crossing facilities."	This is identified as an Opportunity within this WCHAR Assessment Report. Signalised Toucan crossing facilities are provided on the site access arm of the roundabout.
"Cycle paths will need to be designed in accordance with LTN 1/20	Noted.
Heyford Park Link Road west GA SK023-S1-P03	
Footway/cycleway between the site and Heyford Park must be segregated to LTN 1/20 standards – verge separation looks too narrow."	The segregated route has been taken forward into the design with a 5.2m wide route comprising 3m 2-way cycleway (LTN1/20 table 5-2 <300 users/hr), 2m footway and 0.2m segregation. There is a 3m margin between the edge of the segregated facility and the running lane of the link road which exceeds the requirement of LTN1/20 table 6-1 for a 60mph road.
"Beyond Heyford Park unsegregated would be acceptable, as there are likely to be very few pedestrians, but again, verge separation looks too narrow for high-speed road."	The shared use route is 3.0m as per LTN1/20 table 6-3. There is a 3m margin between the edge of the segregated facility and the running lane of the link road which exceeds the requirement of LTN1/20 table 6-1 for a 60mph road.
"Cycle/ped crossing point should be set back, with the route cutting the corners rather than hugging the radii – see LTN 1/20 examples."	Noted.
Middleton Stoney Relief Road SK025-S1-P03	
"Form of crossing on Middleton Stoney arm of roundabout will need to be appropriate to the traffic flow."	This is identified as an Opportunity within this WCHAR Assessment Report.
"Pedestrians and cyclists on Middleton Road need to be considered".	This is identified as an Opportunity within this WCHAR Assessment Report.
"Cycle facility could 'cut the corner' instead of hugging the roundabout."	This will be considered as part of the ongoing design process.
"Suitable crossing should be provided for PRoW"/	This is identified as an Opportunity within this WCHAR Assessment Report
"Lower speeds should be considered."	A 30mph speed limit is proposed through the roundabout and at the NMU crossing points.
Signalised junction arrangements on the B430	
How many separate sets of signals will cyclists and pedestrians need to wait at? Would it be better to take cycle route along E side of B430 between the junctions?"	The cycle route has been moved to the east side of the junction and the northern side of the MSRR, which has reduced the number of signalised crossings.
Ardley Bypass	
"Plans need to be extended to include the existing bridge of Ardley Road over the M40 –	This does not form part of the proposed highway works.

see PRoW comments for treatment of bridleway over bridge."	
"There is no mention of any treatment to the existing B430 through Ardley, e.g., to downgrade the road and make it more attractive for walking/cycling, decommissioning of signalised crossings etc. Further discussion is required."	The B430 north of the Principal Site Access would be closed to vehicular traffic (which will now use the Ardley Bypass) and a high-quality pedestrian and cycle link will be created between OxSRFI and Station Road, providing a connection to Ardley. As show on the traffic regulation plans (Document 2.9C), the section of road between the footway/cycleway link and the proposed turning head will be gated with motor vehicle access prohibited except for access. It is proposed to reduce the speed limit through Ardley to 20mph as shown on the speed limit plans (Document 2.10B and 2.10C).
M40 J10 proposed layout	
Cycle/ped route from Ardley across M40: This is welcomed as it allows a safe connection over the motorway to the facilities the village relies on at Cherwell Valley MSA. As the B430 north of Ardley Roundabout is still likely to carry a significant amount of traffic, the off-carriageway facility should be continued south to Ardley Road."	This is identified as an Opportunity within this WCHAR Assessment Report.
"Cycle ped route should be separated from the carriageway more where space allows, i.e., it does not need to follow the kerb."	This has been taken forward into the design which shows footway/cycleway routes set back where there is space to do so.
"Options to enable cyclists to cycle over the motorway bridge without dismounting should be explored."	The current width and parapet height at the bridge requires that cyclist dismount. Options to reallocate road space to allow an increased footway/cycleway width were considered but found to have a significant detrimental impact on capacity and therefore not possible at this location.
"The connection into the existing bridleway leading to Stoke Woods is welcomed, as is the new proposed bridleway leading southeast running parallel to the M40."	Noted. The bridleway leading southeast running parallel to the M40 is no longer part of the scheme, as it is not required to make the Proposed Development acceptable.
"Direct connection into the MSA should be sought."	The Proposed Development would provide connections to the PRoW that surround the MSA. The MSA operator could connect to these if they so desire.
"The [Baynard's Green] layout would be extremely intimidating for cyclists using the B4100. Cycle facilities should be provided through the junction to allow them to negotiate it off carriageway."	This has been taken forward into the design and off carriageway cycleway facilities and Toucan crossings are proposed.

3.104 The British Horse Society (BHS) provided the following comments via email in response to the Stage 1 Consultation. The BHS comment that *"The proposals for a new and extended bridleway network are therefore very welcome, however the following factors must be considered and addressed if these new routes are to provide effective and adequate mitigation for the impact of this development on the local equestrian network."*

British Horse Society	**Applicant's response/Action taken**
…"It is important that the new bridleways comply with BHS guidance Dimensions for width, area and height…which advises a minimum recorded width of 4 metres for a bridleway to provide a minimum useable width of 3 metres)."	A 5m corridor has been allow for all new bridleways, and underpass headroom meets the BHS guidance of 3.7m.
"Bridleway surfaces must support safe equestrian us…please note that asphalt or bituminous mastic is not a suitable surfacing material for a bridleway because it is designed to provide grip for motor vehicle tyres rather than metal horse shoes, and is often dangerously slippery for horses."	This is noted for detailed design.
"The phasing for stopping-up existing and opening new bridleways will be critical for local horse riders, during both construction and operation of the SRFI. Every effort should be made to keep an adequate off-road network available to horse riders throughout the implementation of the project, if necessary providing temporary diversion routes during construction so that they do not have to make more use of the roads at a time when these are busy with construction traffic."	The DCO requires that no PRoW may be wholly or partly stopped up unless: 1) the permanent substitute PRoW as referred to in the DCO has been provided; 2) an alternative temporary substitute agreed by the local highway authority has first been provided; or 3) the local highway authority agrees that an alternative temporary substitute is not required.
"We note that several new and upgraded roads will be provided within the scheme, including diversion of the B430 to bypass Ardley. It is essential that adequate provision is made for walkers, horse riders and cyclists to cross these roads safely where they intersect with existing and new bridleways. We welcome the proposal for a bridleway underpass for the new bridleway under the link road between Middleton Road and the B430 and refer you to BHS guidance on Underpasses and Tunnels…"	Appropriate crossings are proposed as part of the Highway Works. Details of the bridges and underpass are provided on the bridge plans (Document 2.12).
"Where at-grade signal controlled crossings are to be provided, these should comply with BHS advice on Road Crossings…"	Two at grade signalised equestrian crossing are proposed and each provides for the necessary space to comply with guidance.
"Several rail crossings are proposed for the new bridleway network, which appear to use existing road or accommodation bridges. Provision should be made to ensure that the parapets for these are at least 1.8 metres high	The bridge plans (Document 2.12) identify that parapets will be upgraded as necessary where bridleways or cycle tracks are to be diverted over existing bridges.

Stage 2 (statutory) consultation feedback

3.105 Stage 2 Statutory Consultation ran from 23 October 2025 until 4 November 2025. OCC, within their joint response with CDC to the consultation, noted the content of the draft WCHAR Assessment Report that was submitted as part of that process and made the following comments.

OCC comment	**Applicant's response/Action taken**
"WCHAR Assessment Report.. The contents of this are noted"	Noted
"STRAVA Heatmaps only record uses by users of STRAVA and so are not a comprehensive source of information. Alongside Heatmaps, reference should be made to 'segments' which are user defined within STRAVA."	This is recognised. The Stava Heatmaps are included to provide an indication of potential usage and are referenced as such in the relevant section. STRAVA segments have been added.
With regard to the 'no equestrians' statement at 3.154 this needs to be read in the context of a currently disconnected public rights of way network that intersects with busy and noisy roads. So, although current use is low or non-existent it is more likely to mean that these users are being restricted by these issues and that their use of an improved/mitigated network will increase as a result of proposed measures."	This paragraph (now 3.165) has been amended to reflect this.

3.106 OCC and CDC provided comments with regards to PRoW as part of their joint response to the Stage 2 Statutory Consultation. The Applicant met with OCC on 1 December 2025 to discuss the comments relating to PRoW and agreed actions arising. The actions are set out below and will be taken forward into the WCHAR Review Report, where set out below.

1. Add labels identifying new bridges and rail sidings to AROW plans to aid interpretation of drawings. The drawings provided for the DCO submission show this information.
2. Add to AROW plans a cross reference to Highway Plans for detail of NMU provision at new Ardley Road bridge over the Ardley Bypass, at the Pegasus crossing to the south of Camp Road and at the Middleton Road M40 overbridge. The drawings provided for the DCO submission show this information.
3. Review hard screening to railway track at the bridleway as it passes underneath the Ardley Bypass – this is identified in the Review Report as Opportunity E3.
4. Amend the location (27 on ARoW plans) at which the proposed bridleway to be provided alongside the Ardley Bypass connects with Ardley Road to match the existing connection for bridleway 109/26 that will be stopped up – this is identified in the Review Report as Opportunity G32.
5. Review bridleway route alongside the Ardley Bypass to increase off-set from the road – this is identified in the Review Report as Opportunity E2.
6. Applicant to review if the bridleway route between Chilgrove Drive and Aves Ditch north of the airfield can be brought forwards into the pre-occupation (Phase 1) works. This has been taken into the scheme proposals.
7. Opportunity for the footway/cycleway link (between the proposed southern perimeter bridleway and the Toucan crossing of the B430 and connection to Cherwell Valley Green Way bridleway) to allow use by equestrians on an interim basis until the wider bridleway connectivity is provided as part of the Phase 2 works. This would be on the understanding

that the crossing of the B430 would not be a Pegasus crossing. This has been taken into the scheme proposals.

8. Applicant to review bringing Middleton Road M40 overbridge works into Phase 1. This has been taken into the scheme proposals.

3.107 Paras 8.2.40 to 8.2.44 of the joint OCC and CDC response to the Stage 2 Statutory Consultation set out the following comments with regards to the bridges as they relate to PRoW. These were also discussed the meeting with OCC on 1 December 2025.

OCC comment	**Applicant's response/Action taken**
"Bridge 2 (proposed bridleway crossing of revised railway line) to Ardley. This needs to be included in phase 1, alongside the bridleway creation as this is a replacement for the stopped up bridleways and committed link to Ardley from Heyford Park development"	PRoW route connecting to Quarry Cottages requires a new bridge over the new rail siding. The rail works require significant earthworks and hence it is not practicable to provide a temporary route during construction and timing of the works means that these may not be completed prior to first occupation. There is no legal route at present (despite commitment from Heyford Park to provide a connection) and hence provision of this route is included in Phase 2.
"Bridge 8 and 9. Quarry/Landfill site railway overbridge. Works to provide this for NMUS along with the linking bridleways need to be included within phase 1."	These bridges (Smiths/new bridge over the rail sidings are included in Phase 1.
"Bridge 16 (Ardley Road overbridge). There's no specific equestrian provision apparent here and this should be corrected by adjusting parapet height and the surface/width provision as NM equestrians will need to pass west and east from here. Importantly as per the map extract above, there's no provision along the Ardley Road for equestrians between the diverted bridleway 109/26 and the bridleway 109/31 east of the M40. The dDCO boundary needs to extend to include this along with on/off carriageway measures as per Bucknell Road (Bridge 22)."	Bridge 16 which takes Ardley Road over the Ardley Bypass will provide an off-carriageway footway/cycleway as shown on the Highway Plans (Document 2.7B). The link to bridleway 109/31 and reallocation of road space at the Ardley Road M40 overbridge is not considered to be justifiable based on the OxSRFI scheme. However, the scheme will provide other changes to reduce the speed limit on Ardley Road to 40mph and include for signage/markings (to be delivered by OCC via S106 funding) to advise road users of the use of the route by cyclist. As a result of the package of highway works, traffic volumes on Ardley Road are forecast to reduce.
"Bridge 19 (Middleton Stoney Relief Road underpass). The provision of a box culvert is noted to accommodate the proposed new bridleway. Ideally the headroom would be increased along with increased insulation to reduce the feeling of enclosure and	Document 2.12E showing the detail of the underpass was reviewed with OCC at the meeting held on 1 December 2025. This demonstrates sufficient headroom will be provided, principle of drainage etc. OCC will

noise/vibration from vehicles passing overhead. Drainage needs to extend past the curtilage of the structure to ensure year round use is possible and careful design should be applied for surface treatment, lighting and wall covering material. Approach slopes and any fencing needs careful design to ensure suitable all year surface, visibility and protection from unauthorised access.2	have opportunity for review of detail at the detailed design stage.
"Bridge 22 (Middleton/Bucknell Road overbridge). Works to provide NMU safety features incl equestrian parapets, signalised shuttle and allocated/separated carriage way and approaches for NMUs needs to be included in phase 1."	The Applicant agrees there would be benefits for NMUs of bringing these into the Phase 1 works as they will enhance the Bicester to OxSRFI cycle route connection in Phase 1, and these works have been moved from Phase 2 to Phase 1. The works detail is shown on the highway plans and includes equestrian parapets.

3.108 The Applicant met with the Bicester Bicycle User Group (BBUG) as part of the Stage 2 Statutory Consultation to discuss the proposals. The BBUG provided the following feedback.

BBUG comment	**Applicant's response/Action taken**
"Overall, we are very impressed with the quality of the designs which have obviously been developed with a view to integrating active travel at an early stage. This would go a long way towards undoing the severance historically caused by the construction of the railway and M40 and will mitigate the effect of this proposed development."	Noted
"We are particularly pleased to see the pedestrian and cycle routes across the M40 at a revised Junction 10 which has historically had no feasible means of navigating it. The proposed upgrades to the public right of way network are also legible and coherent, providing links that are currently poor, limited, and often incomplete."	Noted
M40 Underpass	
"There are very few safe and convenient means of traversing the M40 that avoid carriageways. We would therefore like to suggest that footpath 148/3/10 from Bucknell to Ardley is upgraded to a bridleway and surfaced suitable for cycle use, with the consent of the landowner, probably Smith and Sons of Bletchingdon Ltd. This ought to amount to a modest cost and the route would provide a very useful connection to the development and to active travellers looking to cross from east to west for work or leisure."	This has been taken forward in this WCHAR Assessment Report as an opportunity to consider.

Shared Path Widths	
"The shared paths are generally 3m. We note that the Bicester Local Cycling and Walking Infrastructure Plan minimum is 3.5m for shared paths. We wondered whether this width or wider could be considered, particularly as it may be unlikely that these rural paths will be regularly cut back meaning that the effective width may well be reduced in time by encroaching vegetation	The shared paths are proposed to be 3m in width - this is considered suitable for their purposes and reflects general best practice and OCC's Oxfordshire Cycling Design Standards.
Baynard's Green junction	
"This junction is currently extremely hostile for active travel, so it is good to see crossings over 3 of the 4 arms. *It would be helpful however to have crossings over the forth, north arm to minimise the time and distance travellers have to take when crossing from the north-west to north-east shoulders of the junction and vice-versa."*	Provision of a crossing on the northern arm would have a negative impact on capacity and is not something that could be justified considering that a suitable NMU route is provided across the other three arms of the junction.
"While perhaps it would be outside the scope of the present application, thought could be given to connecting the north-east shoulder of the junction to the single carriageway road that runs parallel to the A43 on the eastern side from the northern arm of the Baynard's Green junction. This would provide further connectivity north for cyclists, avoiding the A43 dual carriageway."	Development users would not be expected to use this link, and it is outside the scope of the scheme.
"A point, raised by the developer's transport team, was whether pedestrian and cycle access could also run across the middle of the roundabout rather than around the outside. This comes across as a good idea to improve the active travel connections and we would like to see this developed further."	This has been considered further and is not feasible due to the lack of sufficient storage on the internal stop line at the roundabout. The provision of the NMU route through the centre of the junction would reduce the storage below that required.
Speed Limits	
"It is inevitable that many cyclists will want to travel using the faster carriageways rather than the slower bridle and cycle routes proposed. The highways around the site are already very intimidating for cyclists using the carriageway with users regularly being passed at high speeds and with minimal clearance. This is likely to escalate with the greater development demand. We would like to see carriageways with alternative routes closed to motor vehicles other than for access, and / or speed reductions to 40mph or lower. In particular, carriageways that would benefit	This has been discussed with OCC, and it is agreed that the speed limits on Ardley Road, Middleton Road and Bicester Road be reduced from derestricted to 40mph and include for signage/markings to advise road users of the use of the route by cyclist. As a result of the package of highway works, traffic volumes on Ardley Road are also forecast to reduce.

from speed reductions include the Ardley-Bucknell Road and the Bucknell-Middleton Stoney Road."	

3.109 OCC also provided additional comments on 16 December 2025 via email with regards to the draft WCHAR Assessment Report submitted for the Stage 2 statutory consultation. Within those comments, OCC requested the consideration of the OxSRFI scheme to fund improvements at five locations within the 5km catchment of the Main Site. This is considered further at paragraphs 3.139 and 3.141 of this report.

3.110 National Highways confirmed at the TWG meeting held on 21 January 2026 that they did not have any comments on the draft WCHAR Assessment Report and that they considered the opportunities identified as appropriate to be taken forward into the WCHAR Review.

Existing walking, cycling, and horse-riding facilities

3.111 There are the following walking, cycling and horse-riding facilities within the scheme extents.

Existing Public Rights of Way (PRoW)

3.112 **Drawing 1794-DR-011** shows the existing and committed PRoW network both within and in the vicinity of the Main Site and embedded Highway Works. A number of existing PRoW are within the DCO Order Limits and are detailed in the **Table 10**.

PRoW Designation (Parish/Route)	PRoW type	Location Details
109/20	Bridleway	Within Ardley Woods connecting Quarry Cottages and the B430
109/22	Footpath	Runs east to west to the east of Ardley
109/24	Footpath	Runs east to west to the east of Ardley
109/26	Bridleway	Runs north to south alongside the M40 to the east of Ardley and includes a level crossing of the Chiltern Mainline Railway
109/27	Bridleway	Runs along the southern boundary of Ardley EFW facility and alongside the B430 to the B430/Upper Heyford Road junction
109/28	Bridleway	Runs southwest to northeast from Upper Heyford Road within the Main Site area
109/29	Bridleway	Runs southeast to northwest across the Main Site area from Upper Heyford Road towards Heyford Park
109/30	Bridleway	Runs southwest to northeast from within the Main Site area to Chiltern Mainline Rail and then east to the B430
109/31	Bridleway	Running north from Ardley Road to the east of M40
109/32	Footpath	Connects northeast Ardley to the M40 Junction 10
148/3	Footpath	Runs northwest to southeast alongside the Chiltern Mainline Railway, connecting bridleway 109/26 to Bucknell via an M40 underpass
148/5	Footpath	Runs southwest to northeast adjacent to Gagle Brook
148/6 148/4	Bridleway	Runs east west either side of Middleton Road bridge over the M40
297/3	Footpath	Runs southwest to northeast away from Middleton Stoney adjacent to Gagle Brook
297/7	Footpath	Within Middleton Stoney connecting the B340 Ardley Road and the B4030
297/8	Footpath	Runs southwest to northeast along the boundary to Dewars Farm Quarry
297/14	Bridleway	Runs north to south to the south of the B4030 opposite Middelton Stoney Road
367/20	Bridleway	Running east west from M40 J10 to the B4100

367/21	Bridleway	Running around the northeast sides of Cherwell Valley MSA
349/13	Footpath	Runs east west around the northern part of the Heyford Park airfields
349/14 291/1	Footpath	Running north from Ardley Road and over the Chiltern Railway Line
367/21	Footpath	Short section of footpath to east of A43 between A43 and Cherwell Valley MSA
398/7	Footpath	Runs adjacent to M40 Junction 9
422/3	Bridleway	Part of the Aves Ditch route running north south away from the Camp Road/Chilgrove/Upper Heyford Road junction

Table 10: PRoW within the DCO Order Limits

Future Public Rights of Way

3.113 Through discussions with OCC, future commitments to improve the PRoW network around the site have been identified associated with the development of Heyford Park and the Ardley EFW facility. These improvements are to be in the form of bridleways, and these are also shown on **Drawing ADC1794-DR-011** as '*Indicative Committed Bridleways'* associated with their respective developments.

- Where the committed route through the Ardley EFW facility has not yet been fixed an indicative route based upon plans provided by OCC has been shown as '*Indicative Committed Bridleway through Ardley EFW*'.
- There are commitments to improve PRoW as part of the Heyford Park development. These include the restoration of a now defunct route around the perimeter of the airfield and changing Chilgrove Drive to become a bridleway to reinstate the 'Aves Ditch' route. The routes Heyford Park is required to deliver through the S106 Agreement are shown as 'Indicative S106 committed Bridleway' and the proposed routes as shown on the Heyford Park masterplan are shown as 'Indicative Committed Bridleway through Heyford Park'.

3.114 The following indicative Heyford Park and Ardley EFW S106 commitments would be affected by the Proposed Development, as follows

- The commitment to extend Bridleway Route 109/29 along Upper Heyford Road (often referred to as the Unnamed Road) to the B430, and into Heyford Park in the west, would not be provided. This is because Bridleway Route 109/29 would be stopped up as part of the Proposed Development and replaced by a perimeter route.
- The commitment to provide a bridleway link from the north-eastern corner of the airfield to the existing railway bridge at the quarry cottages, would not be provided as it would conflict with the rail sidings. However, it would be replaced by the proposed new bridleway link to be provided by the Proposed Development, which will include a new bridge over the rail sidings.
- The commitment to provide a bridleway between route 109/26 and the B430 on the southern side of the Chiltern Main Line would conflict with the proposed rail sidings. An alternative bridleway route, including a new bridge over the rail sidings would be provided by the Proposed Development.

Pedestrian facilities

3.115 At M40 Junction 10 there is an existing footway across the northern section of the junction, running between the Ardley Roundabout to the south and the Padbury Roundabout to the north. At the northern end of the footway there is an at-grade crossing with a pedestrian refuge at the central island across the A43, which is located on the southern arm of the Padbury Roundabout. The crossing facility links with a grass verge, from which access can be gained to Bridleway 367/21 that runs to the north and west of Cherwell Valley Services. The connection between the A43 and

Bridleway 367/21 is overgrown and steep. At the southern end of the footway, it terminates on the B430 arm of the Ardley Roundabout, there is no footway provided along the B430 into Ardley, nor connecting to bridleway 109/09.

3.116 To the east of Ardley Roundabout, the footway provides a link with footpath 109/32. Footpath 109/32 provides connectivity to the village of Ardley, via links with footpath 109/9 and bridleway 109/09, although the link to 109/09 is overgrown.

3.117 There are currently no footways at the A43 Baynard's Green Roundabout, and no provision for pedestrian access to the services located on the north western corner of the junction. Public footpath 367/29 terminates at the B4100 (west) on the southern side of the road. No crossing facilities are provided.

3.118 The Albion Land development (see **Table 9**) proposed to improve the A43 Baynard's Green Roundabout. The improvement scheme includes staggered Toucan crossings on the B4100 east and west and A43 south arms of the junction and new shared use footway/cycleway links, including a link to the Baynard's Green services. However, that scheme was refused planning permission and hence the improvement works at Baynard's Green can no longer considered a commitment.

3.119 DCO therefore includes two alternative arrangements for the proposed Highway Works at the Baynard's Green roundabout: 1) an OxSRFI only scheme; and 2) an alternative scheme which enhances (builds upon) the Albion Land highway works at the junction should they be successful in overturning the refusal at appeal. In this way, the DCO will allow for range of options:

- The Albion Land scheme does not appeal the planning refusals or is not successful at appeal.
- The Albion Land scheme does receive planning permission at appeal but has not yet commenced construction of the works at the A43 Baynard's Green junction in accordance with the planning permission(s) for that scheme.
- The works at the A43 Baynard's Green junction in accordance with planning permission received at appeal for the Albion Land scheme have been completed or have commenced construction.

3.120 In the absence of committed improvement scheme at the Baynard's Green junction, the Proposed Development would provide staggered Toucan crossings on the B4100 east and west and A43 south arms of the junction and new shared use footway/cycleway links, including a link to the Baynard's Green local services.

3.121 The Albion Land scheme was also required to provide a footway/cycleway alongside the B4100 between Bicester and their two sites, which would have connected with the new facilities provided at the Baynard's Green junction. Note that the footway/cycleway alongside the B4100 is not required as part of the Proposed Development and would not form part of works undertaken by the Proposed Development in any of the above scenarios.

3.122 At M40 Junction 9 there are no walking, cycling, or horse-riding facilities provided at the junction. There is however a public footpath on the western and eastern sides of the junction. Both footpaths are designated as 397/8, which is severed by the M40 Junction 9.

3.123 The B430 is a single carriageway road that links the A34 to the south and M40 Junction 10 to the north. It is generally rural in nature and so has limited walking, cycling, and horse-riding facilities. It passes through the villages of Weston-on-the-Green, Middleton Stoney, and Ardley, where footways are generally provided throughout each settlement. The speed limit along the B430 is

derestricted, with sections of 40mph and 30mph restriction though and on the approaches to the villages, and a 40mph speed limit on the section of the B430 adjacent to RAF Weston-on-the-Green.

3.124 There is an existing footway on the northern side of Camp Road within Heyford Park and a shared footway/cycleway on the southern side of the road. As part of the Heyford Park S106 Agreement, there is a requirement to provide a footway connection along the length of Camp Road to the Camp Road/Chilgrove Drive/Upper Heyford Road junction. Also included in the S106 Agreement is a requirement for the Heyford Park development to signalise the junction and provide a realigned Chilgrove Drive to serve as one of the Heyford Park development accesses, including HGV access. The old alignment of Chilgrove drive will be changed to bridleway and as part of the junction signalisation a shared footway / cycleway will be provided at the northern side of the junction, extending north along the new junction alignment. A Pegasus crossing will be provided to connect the bridleways to the north and south of the junction, as part of the reinstatement of the Aves Ditch route. The crossing point will also connect the with the committed footway on Camp Road.

3.125 There are currently no dedicated pedestrian facilities along Upper Heyford Road (sometimes referred to as the Unnamed Road). The Heyford Park S106 Agreement includes a commitment for the Heyford Park development to provide a new pedestrian and cycle path adjacent to Upper Heyford Road and linking Camp Road and the B430. The Heyford Park S106 Agreement also requires the signalisation of the B430/Upper Heyford Road junction and the incorporation of a Pegasus crossing over the B430 as part of that signalisation, linking with bridleway 109/27.

3.126 Within Bicester there is an extensive network of footways alongside the road network.

Cyclist facilities

3.127 As described above, there are pedestrian facilities at the M40 Junction 10, but no cyclist facilities and hence cyclists are required to use the road. There are no WCH facilities at M40 Junction 9. There are currently no cyclist facilities at the A43 Baynard's Green Roundabout but an improvement works associated with the Albion Land development (see paragraph 3.110) will provide new shared footway/cycleway links through the junction with Toucan crossings, along with a connection from Bicester alongside the B4100.

3.128 To the west of the Main Site, on Camp Road within the village of Heyford Park, there is a shared footway / cycleway on the southern side of the road. As part of the committed highway works associated with Heyford Park, the cycle provision will be extended east to connect with the new facilities to be provided at Camp Road / Chilgrove Drive / Upper Heyford Road junction, through the provision of an on-road cycle facility and traffic calming.

3.129 The Richborough Estates/Lone Star development will also provide a new section of off-road footway cycleway within the site frontage on the northern side of Camp Road, that will connect with the Camp Road / Chilgrove Drive / Upper Heyford Road junction.

3.130 Heyford Park are also required to contribute via the S106 Agreement towards a cycle route between Heyford Park and Bicester. These funds are primarily to be used for surface improvements along the bridleway route formed by Bridleways 109/27, 297/6, 148/6, 148/4, and 129/9 to provide a resin bound surfaced route suitable for cyclist, horse-riders, and walkers. OCC are working with Sustrans to improve the bridleway route - referred to as the 'Cherwell Valley Greenway' - including addressing the current cross-arable field sections of the bridleway route to

either harden the surface or divert to field edges, with proposals for artwork and other amenity improvements at points along the Greenway route. Combined with the committed footway/cycleway facility to be provided alongside Upper Heyford Road, this will provide a cycleway connection between Heyford Park and Bicester. As shown in Photos 7 to 8 in **Appendix B**, clearance and surfacing works have taken place on the sections of the bridleway between the B430 and Trow Pools (other than a short section where further quarry works are pending).

3.131 As part of the planned Himley Village Development, forming part of the North West Bicester development, a 3m wide shared footway / cycleway will be implemented running parallel or directly alongside the B4030 Middleton Stoney Road along the Himley Village site frontage.

3.132 Although outside of the WCHAR study area, a 3m wide shared footway/ cycleway is also located in Weston-on-the-Green, on the eastern side of the B430. This forms part of the National Cycle Network (NCN) Route 51 which runs from Bicester to Kidlington approximately 7km south of the site.

3.133 **Figure 17** is an extract from the 2020 Bicester Local Cycling and Walking Infrastructure Plan. The figure shows the existing cycling and walking facilities within Bicester.

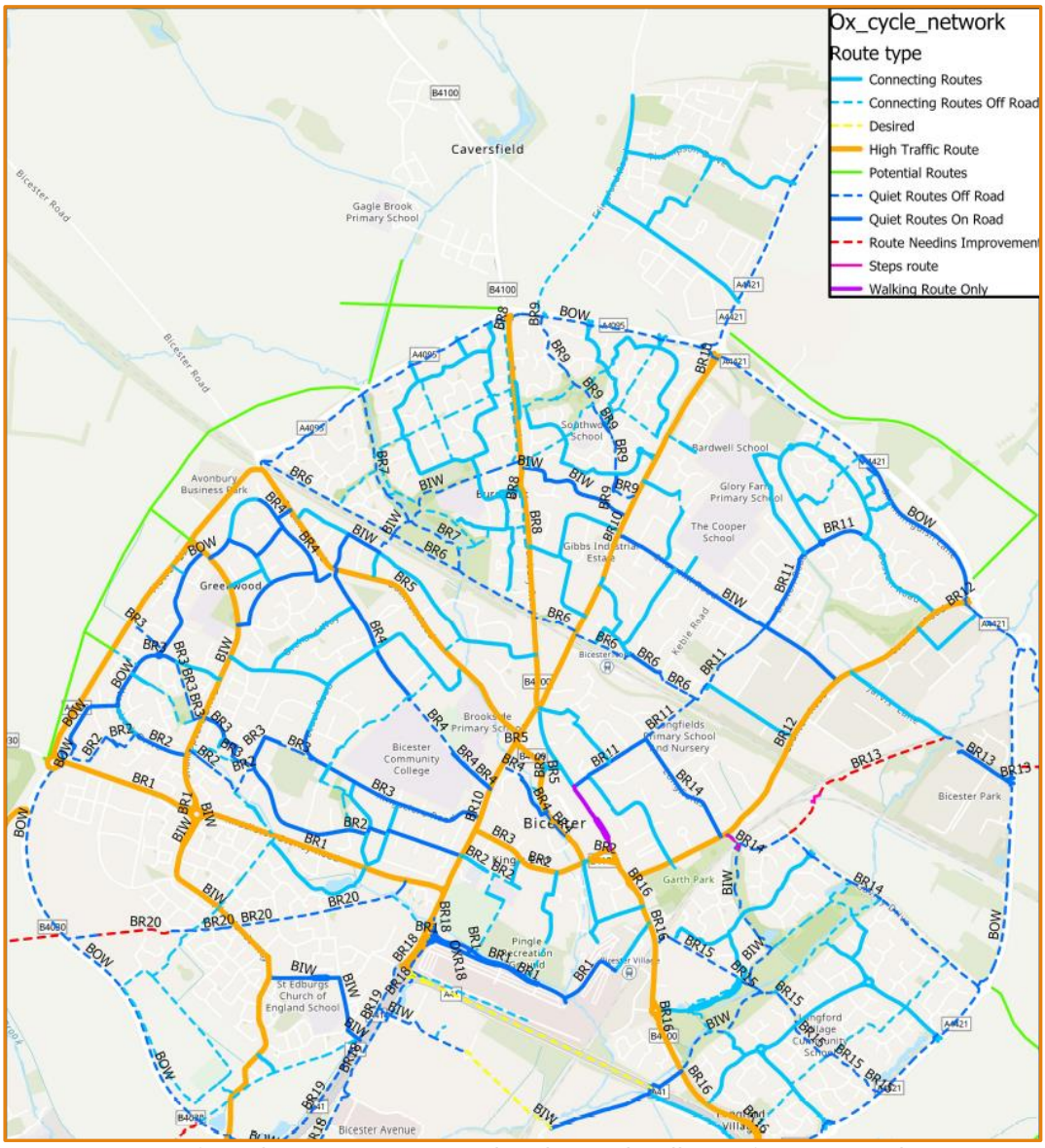


Figure 17: extract from the 2020 Bicester Local Cycling and Walking Infrastructure Plan

3.134 As shown, Bicester has a high number of designated cycle routes, both on and off-street which form a well-connected network. There are additionally opportunities for potential routes to come forwards as part of the future development of the North-West Bicester and the realigned Howes Lane link road (routes shown in green).

3.135 OCC have also recently consulted on the Middleton Stoney Road Active Travel Scheme to design and deliver an active travel scheme along the road between Oxford Road and the A4095 in Bicester. Details of the scheme are provided at **Appendix D**.

Equestrian facilities

3.136 The existing bridleways that would be impacted by the proposed highway scheme are described above.

3.137 The signalisation of the Chilgrove Drive / Camp Road/Upper Heyford Road junction to come forward as part of Heyford Park includes a Pegasus crossing to connect the bridleway 422/3 (part of the Aves Ditch route) to the new bridleway to be provided to the north following changes to the Chilgrove Drive that are committed as part of the Heyford Park development.

3.138 Additionally, the signalisation of the B430/Upper Heyford Road junction that is committed as part of the Heyford Park works includes a Pegasus crossing over the B430 to connect with Bridleway 109/27.

3.139 OCC also identified the following suggested improvements to areas outside of the DCO order limits boundary and could help provide better alternative riding networks. See map extract at **Figure 18**.

1. Upgrade footpath to bridleway. This creates a loop from the bridleway south of the railway crossing.
2. Create a safer roadside link and road environment along the Fringford Road. This may include speed or traffic control measures and refuge verges etc.
3. Create a link or links between Stoke Woods bridleway and bridleway east of the M40 overbridge and improve informal road crossings of B4100. Seek to upgrade Stoke Lyne footpaths to bridleways
4. Create an in-field link between bridleways alongside B4100, possibly upgrading footpaths to bridleways.
5. Create a link between restricted byway and bridleways along Souldern Road and link the bridleways north of the M40.

3.140 Whilst the areas set out above by OCC are within the WCHAR study area, the OxSRFI development would not materially impact routes 2 to 5, which are remote from the development.

3.141 The OxSRFI already proposes a significant increase in bridleway routes surrounding the site, increasing the length of bridleway provision from 4.4km to nearly 10km and therefore will increase the opportunities available for horse riders. Routes 2 to 5 are not therefore taken forward as opportunities within this WCHAR Assessment Report. Route 1 is more relatable to the Proposed Development and could potentially provide an alternative cycle connection between Middleton Road and the new bridleway network proposed by OxSRFI to the west of the M40. Consideration of Route 1 has therefore been taken forward as an additional opportunity within this WHCAR Assessment Report.

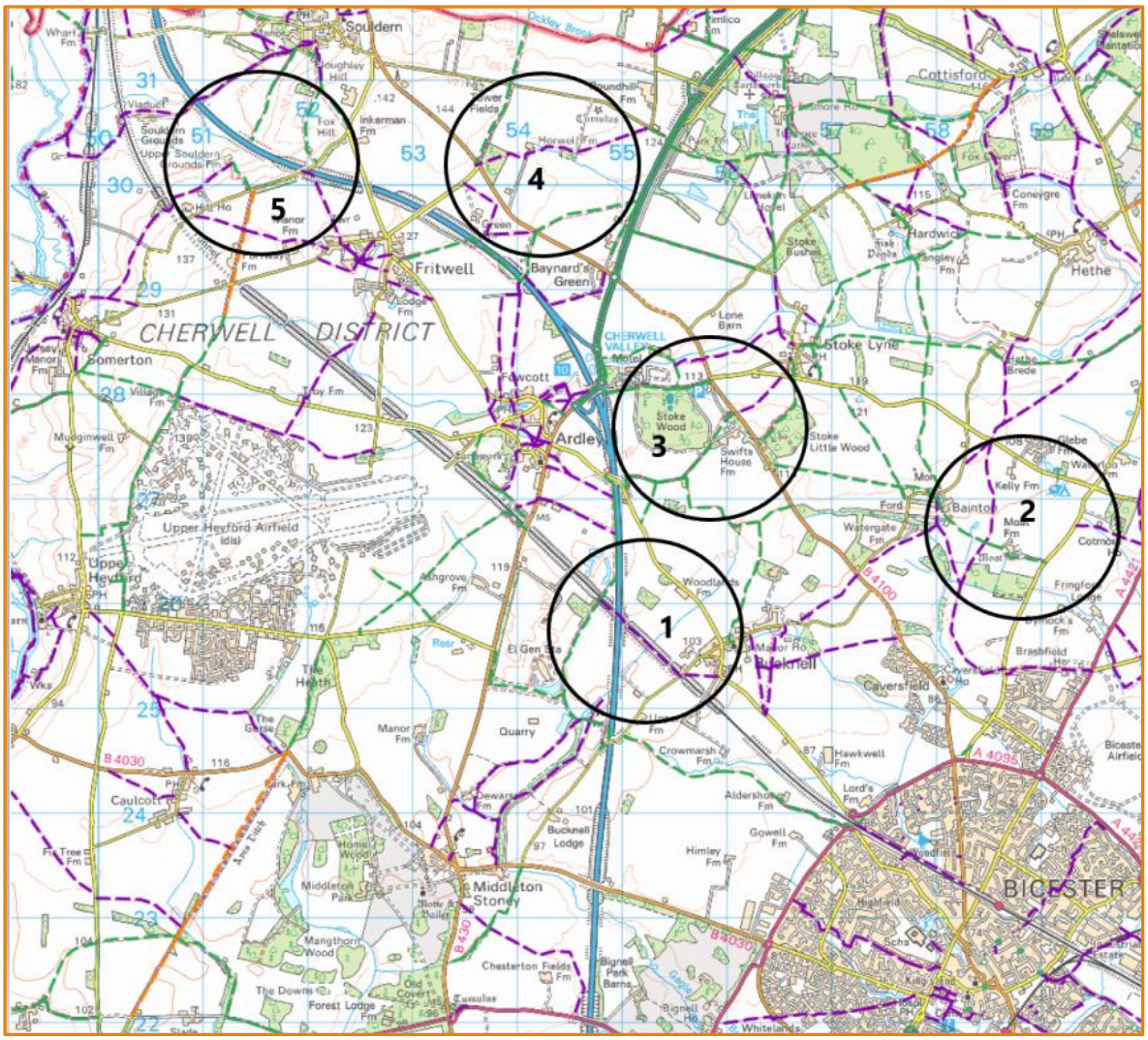


Figure 18: OCC identified additional areas outside the DCO order limits boundary

Walking, cycling and horse-riding (WCH) user survey data

3.142 To determine the volumes of WCH users using the existing highway and PRoW network, camera surveys were undertaken at eight locations in the WCHAR study area. The surveys were conducted over two 12-hour periods between 0700 and 1900 hours on Tuesday 19th July and Wednesday 20th July 2022. The full survey data is included in **Appendix E**.

3.143 It is noted that on Tuesday 19th July the recorded camera temperature was 38°C. The recorded temperature on Wednesday 20th July was 23°C. While the surveys comply with standard practice regarding undertaking WCH user surveys it is considered that the high temperature on the 19th may have supressed WCH demand.

3.144 The survey locations were determined by the Lead Assessor based upon the ongoing discussions with OCC and the emerging WCH strategy. It was agreed, given the overall objective to maintain or provide alternative PRoW routes, that there was no requirement to survey usage of the wider PRoW. The survey locations are detailed below and shown on **Figures 19 and 20**.

1. B4100 (east) at Baynard's Green Roundabout
2. A43 uncontrolled crossing point and Padbury Roundabout southern arm
3. A43 eastbound/A43 footway/footpath 367/31
4. A43 westbound
5. Ardley Road/Bridleway 109/26

6. Chilgrove Drive/Unnamed Road/Camp Road/Aves Ditch Bridleway 422/3
7. Upper Heyford Road/B430/Bridleway 109/27
8. B4030/Middleton Road/Bridleway 297/1.



Figure 19: WCH survey locations at M40 J10 and Baynard's Green

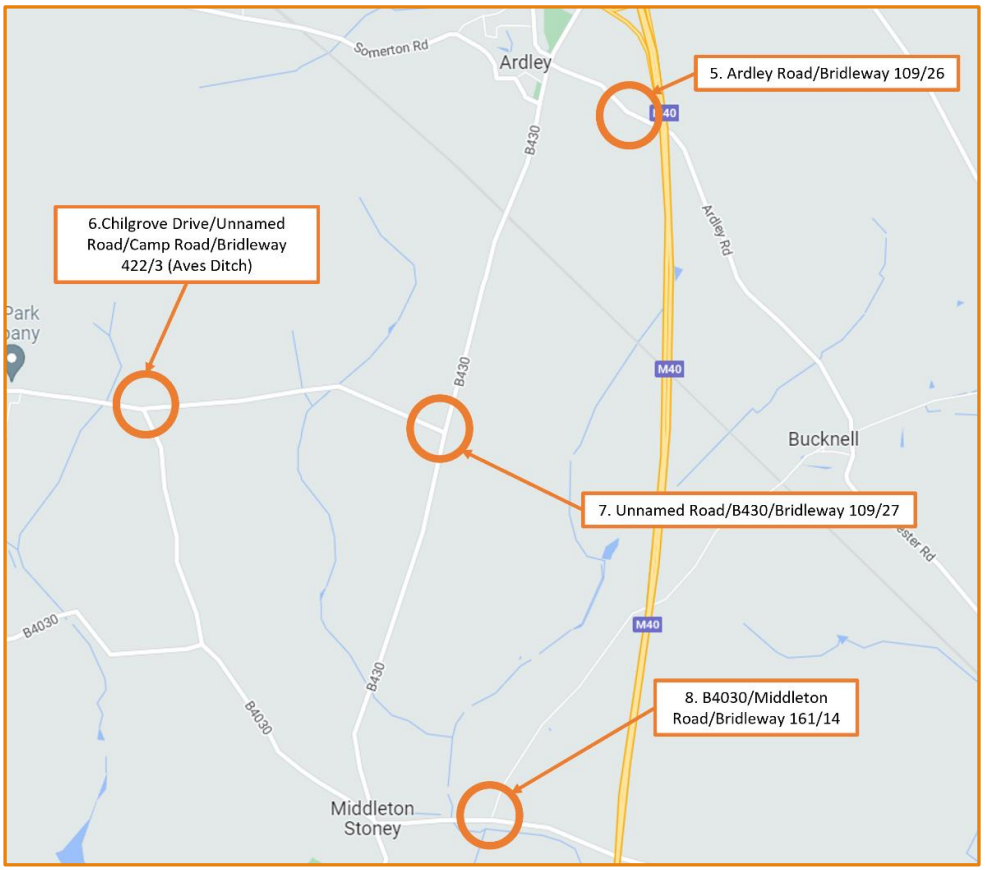


Figure 20: WCH survey locations at on road network surrounding the Main Site.

3.145 In addition, to provide a further indication of potential usage, reference was made to the cycling and running 'heatmaps' that are provide by Strava. The heatmap shows 'heat' made by aggregated public activities over the last year. The cycling 'heatmap' and 'running' heatmap for the main WCHAR study area are shown at **Figures 21 and 222**, respectively, and at **Figures 25 and 26** for the M40 J9 WCHAR study area. **Figure 23 and 24** provide Strava Segment data, which is user defined.

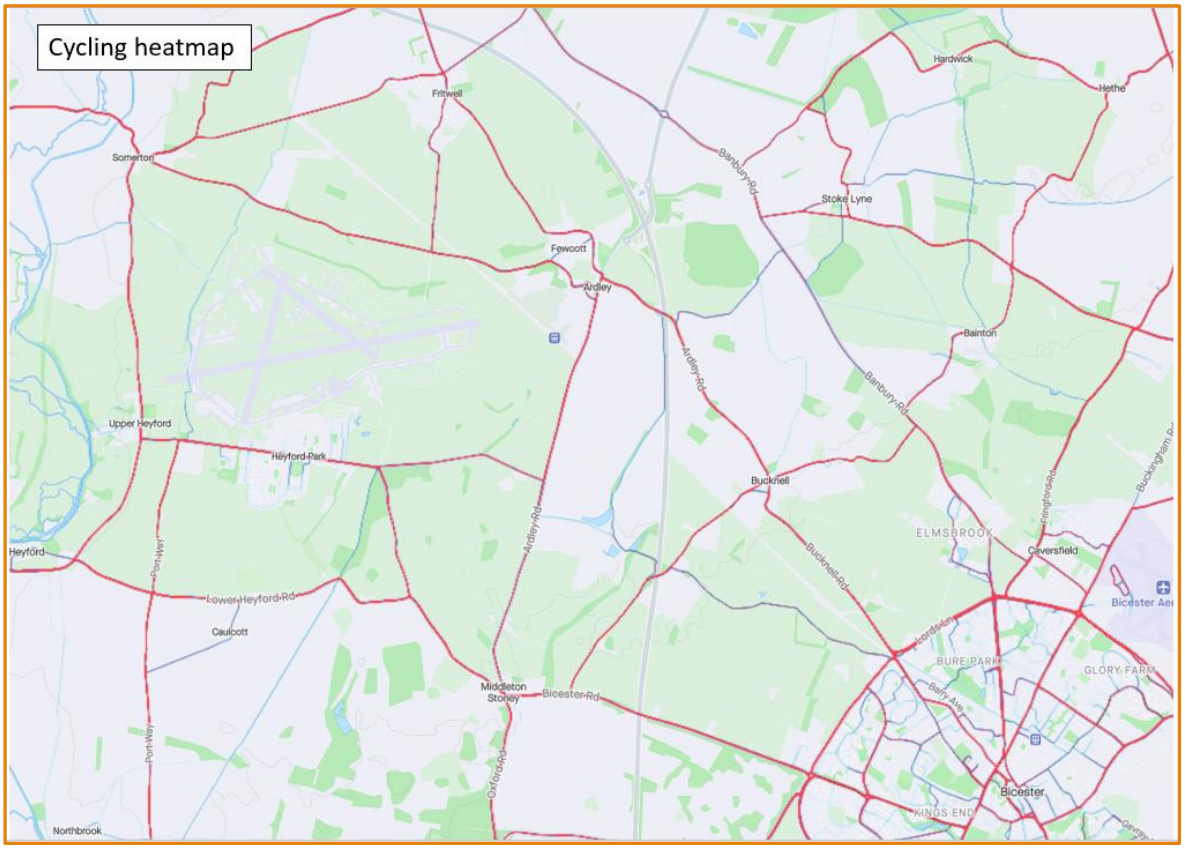


Figure 21: Strava Cycling 'heatmap'
(the darker the colour from blue to red the greater the number of users)

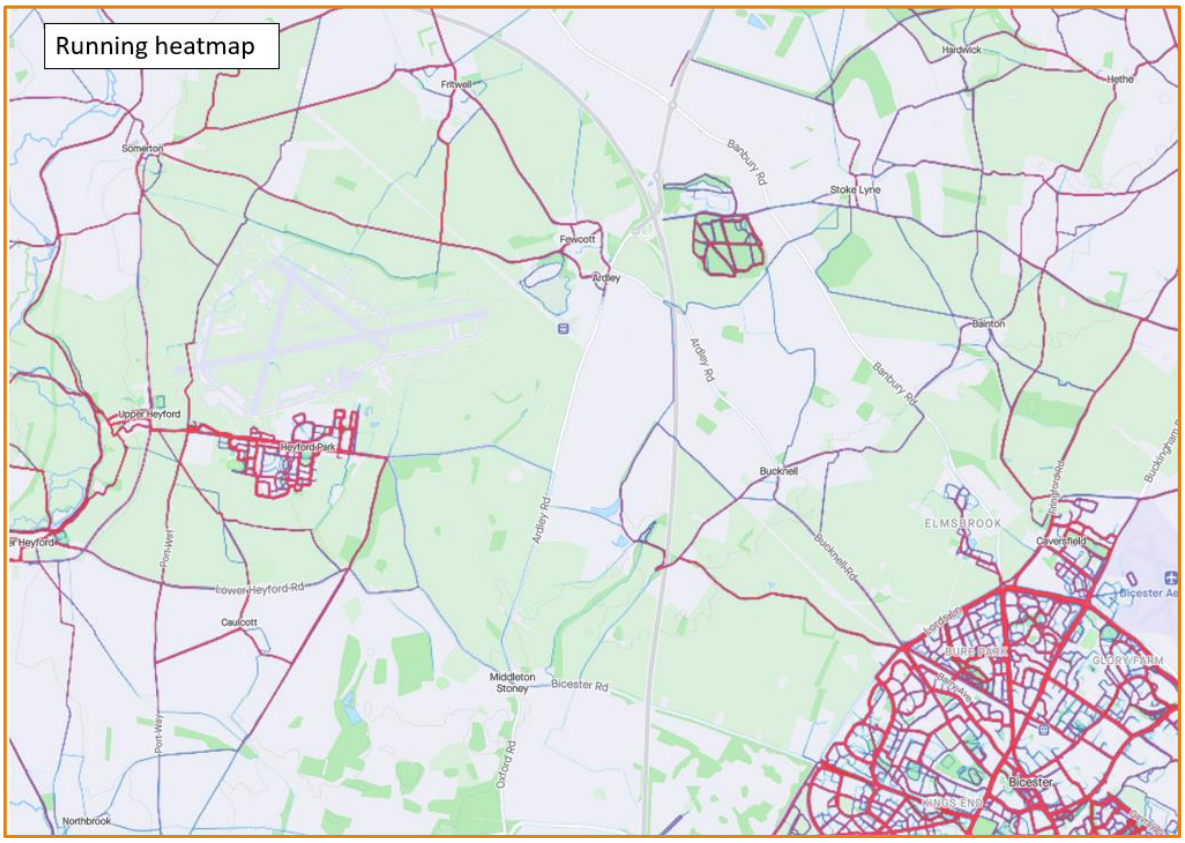


Figure 22: Strava Running 'heatmap'
(the darker the colour from blue to red the greater the number of users)

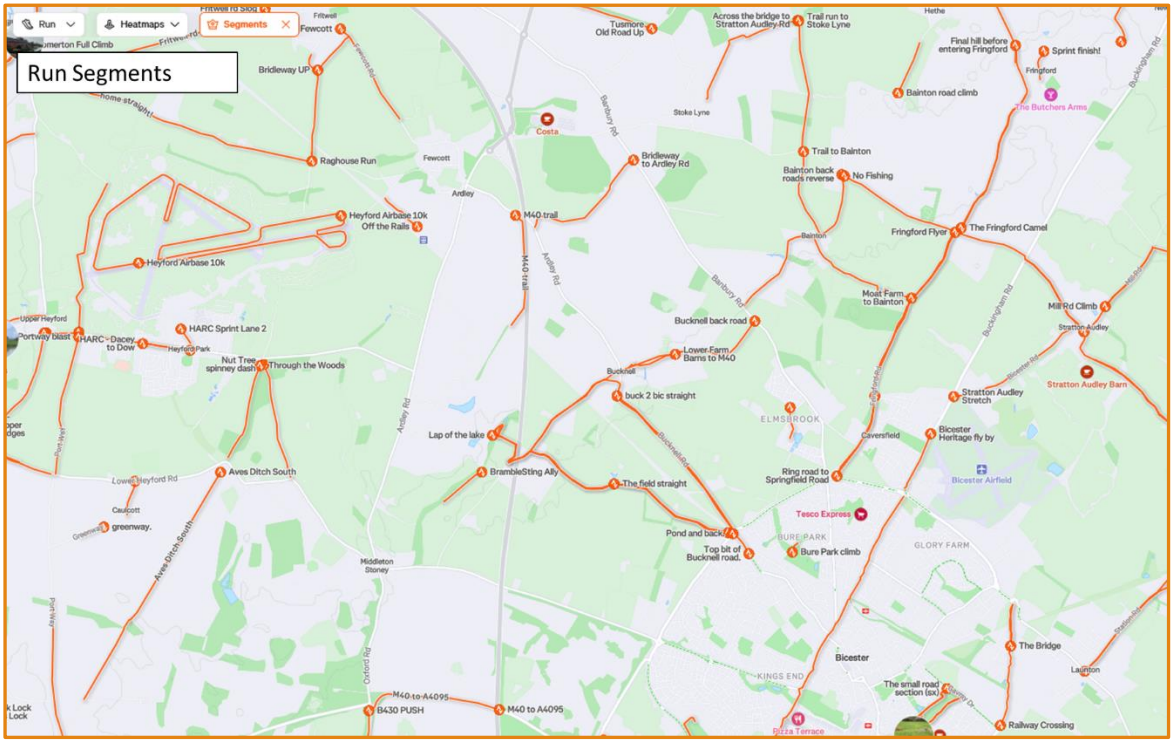


Figure 23: Strava Running 'Segments'

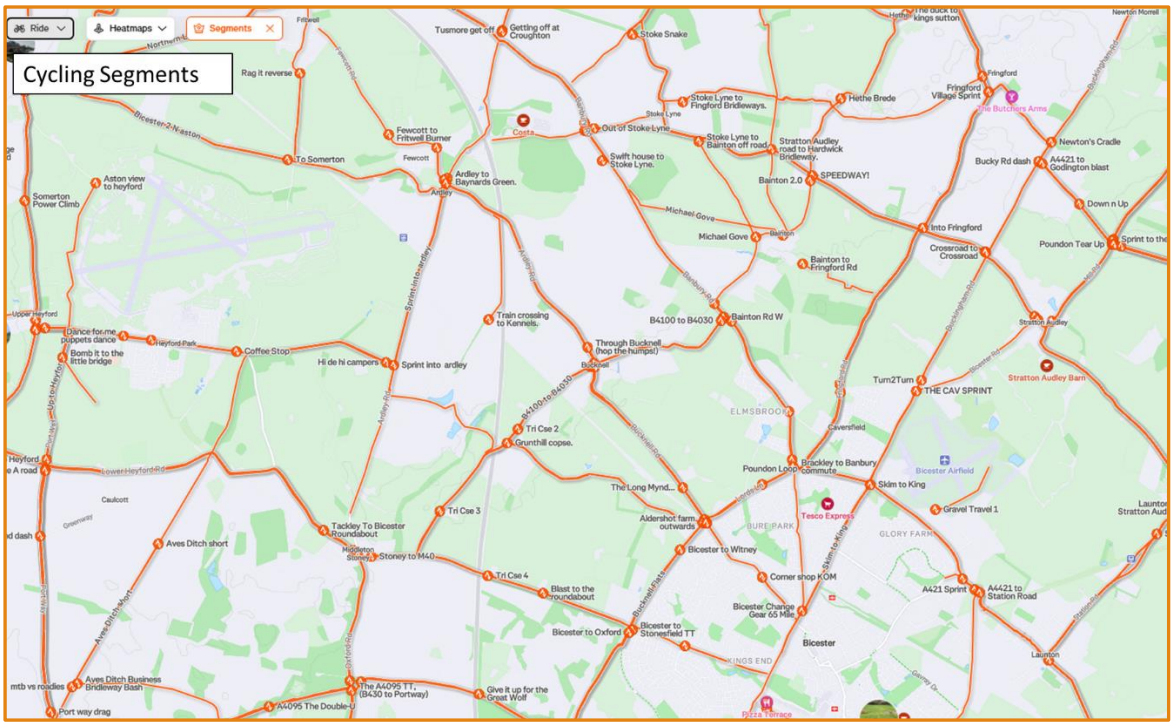


Figure 24: Strava Cycling 'Segments'



Figure 25: Strava Cycling 'heatmap' M40 J9 WCHAR study area
(the darker the colour from blue to red the greater the number of users)



Figure 26: Strava Running 'heatmap' M40 J9 WCHAR study area
(the darker the colour from blue to red the greater the number of users)

WCH survey location 1 - B4100 at Baynard's Green Roundabout

3.146 The survey at this location recorded any WCH travelling to and from the B4100 eastern arm of the A43/B4100 Baynard's Green Roundabout. The objective was to capture movements between the B4100 arms of the junction. The decision not to survey the A43 was informed by the Department for Transport (DfT) Road Traffic Statistics Manual Count Point 48791, which is located on the A43 to the north of the junction. In 2020 the DfT count recorded only 1 pedal cycle using the A43.

3.147 The combined two-day survey results are summarised at **Figure 27**. The surveys recorded three pedestrians travelling to and from the B4100 walking on the verge, and one cyclist. Three cyclists were recorded using the carriageway. It is also noted that the Strava cycling heatmap at **Figure 21** suggests that the B4100 route is used by cyclists.

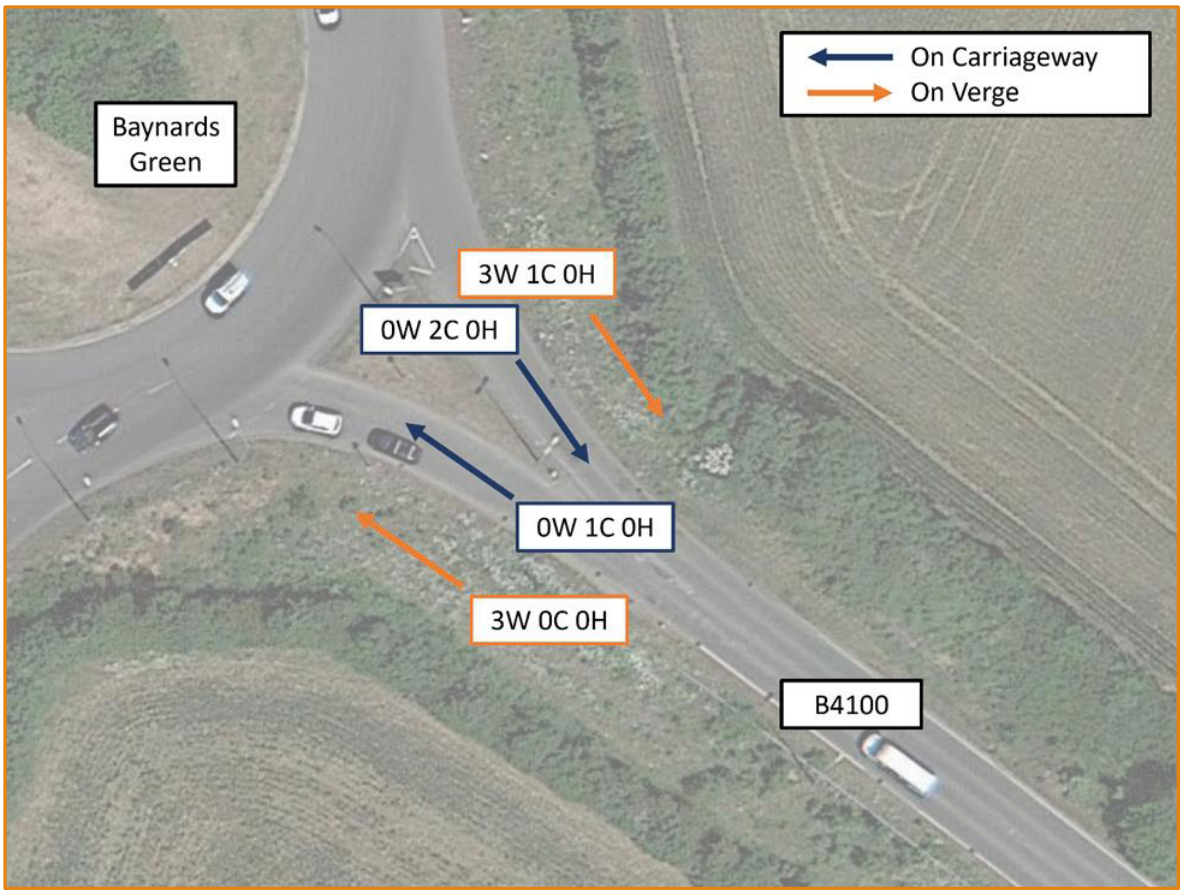


Figure 26: Combined two-day WCH movements on B4100 (east) at A43 Baynard's Green

WCH survey location 2 - A43 uncontrolled crossing point and Padbury Roundabout southern arm

3.148 The survey location was to the south of the A43 Padbury Roundabout. Positioned on the southern arm of the junction is an uncontrolled pedestrian crossing over the A43 between a footway on the western side and small footway island/verge on the eastern side. The survey was positioned such that it recorded any WCH using the uncontrolled crossing point, as well as any WCH using the carriageway to travel north or south on the A43.

3.149 The survey recorded no WCH using the uncontrolled crossing point or travelling north or south on the verge or carriageway on either survey day. This suggests there is low demand for WCH at this location, which is also reflected in the Strava heatmaps at **Figures 21** and **22**. It is however noted that the Strava running heatmap at **Figure 22** suggests use of the PRoW to the east of the Padbury Roundabout, north of the Cherwell Valley Services.

WCH survey locations 3 and 4 - A43 eastbound/A43 footway/footpath 367/21 (connecting to 109/32) and A43 at M40 J10 westbound

3.150 The survey location 3 is to the east of the Ardley Roundabout, where the footway on the northern side of the A43 joins footpath 367/21 connecting to footpath 109/32. The survey was positioned such that it recorded all WCH movements to and from the footpath and along the A43 footway in either direction. The survey also recorded any WCH travelling eastbound on the A43 over the M40 overbridge. The survey recorded two pedestrians walking east along the A43 footway on the northern side of the A43 only. The pedestrians both passed the survey location between 1800 and 1815 hours on Wednesday 20th.

3.151 The survey location 4 is to the east of the Ardley roundabout, located on the opposite side of the carriageway to Survey 3. There is no footway on this section of the A43 and hence the survey

recorded WCH on the carriageway only. However, the survey recorded no WCH travelling east or west on the A43.

3.152 The combined two-day survey results are summarised at **Figure 28**.

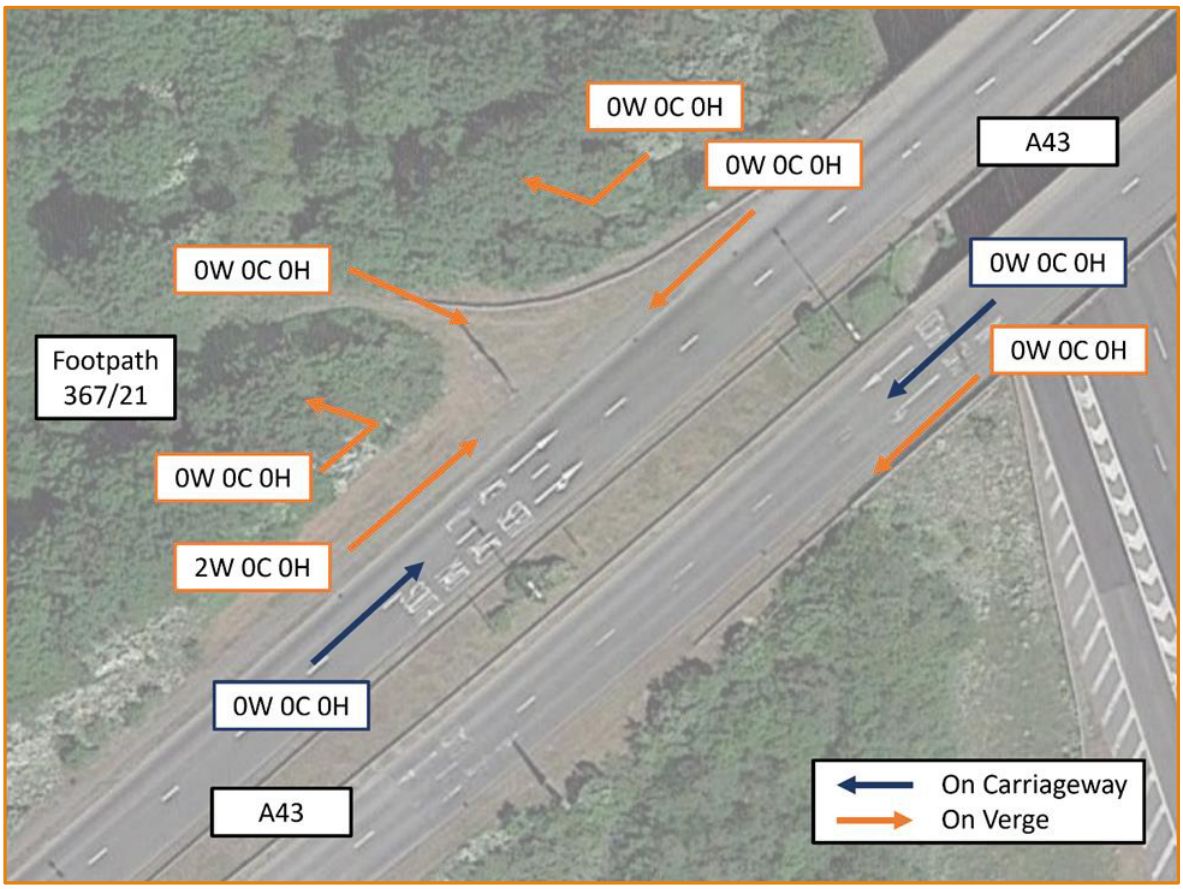


Figure 28: Combined two-day WCH movements on A43 at M40 J10

WCH survey location 5 - Ardley Road/Bridleway 109/26

3.153 The survey location is located to the west of the Ardley Road M40 overbridge, at the point where Bridleway 109/26 terminates at Ardley Road. The survey recorded all WCH movements to and from the bridleway 109/26, movements along the verge on Ardley Road, and movements along the carriageway.

3.154 Across both survey days, 18 cyclists were recorded travelling east on the carriageway and nine cyclists were recorded travelling west on the carriageway. Two cyclists were recorded emerging from Bridleway 109/26 to travel east over the Ardley Road bridge. The combined two-day survey results are summarised at **Figure 29**.

3.155 The Strava heatmaps at **Figures 21** and **22** also indicate cyclist use of Ardley Road and use of the bridleway to access the PRoWs to the east of the Ardley Road bridge, over the M40.

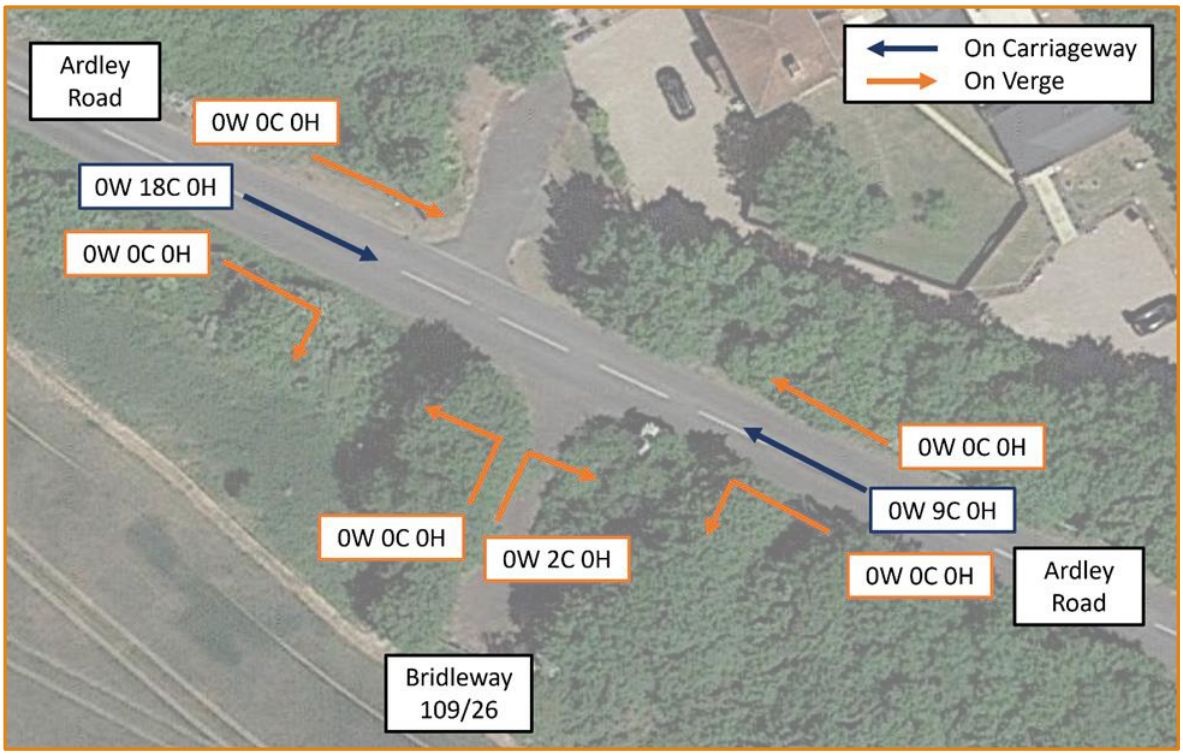


Figure 29: Combined two-day WCH movements at Ardley Road/Bridleway 109/26

WCH survey location 6 - Chilgrove Drive/Unnamed Road/Camp Road/Aves Ditch Bridleway 422/3

3.156 The survey location was at the junction of Camp Road, Chilgrove Drive, and the Upper Heyford Road, to the immediate west of the Main Site. Bridleway 422/3 terminates at the south western side of the junction, on the inside of the bend between Camp Road west and south. Bridleway 422/3 is part of the historic Aves Ditch route.

3.157 The survey recorded WCH movements to and from Chilgrove Drive, the Upper Heyford Road, Camp Road south, the Aves Ditch, and Camp Road West both along the verge and carriageway.

3.158 Across the survey days, 79 WCH movements were recorded at the junction, split between 34 cyclist movements on carriageway, and 45 pedestrian movements using the verge and Aves Ditch. The combined two-day on carriageway survey results are summarised at **Figure 28** and the on verge/bridleway movements are summarised at **Figure 31.**

3.159 The Strava cycling and running heatmaps at **Figures 21** and **22** also indicate the use of the on-carriageway routes by cyclists, with demand for journeys to and from Aves Ditch along Camp Road to and from the Heyford Park area.

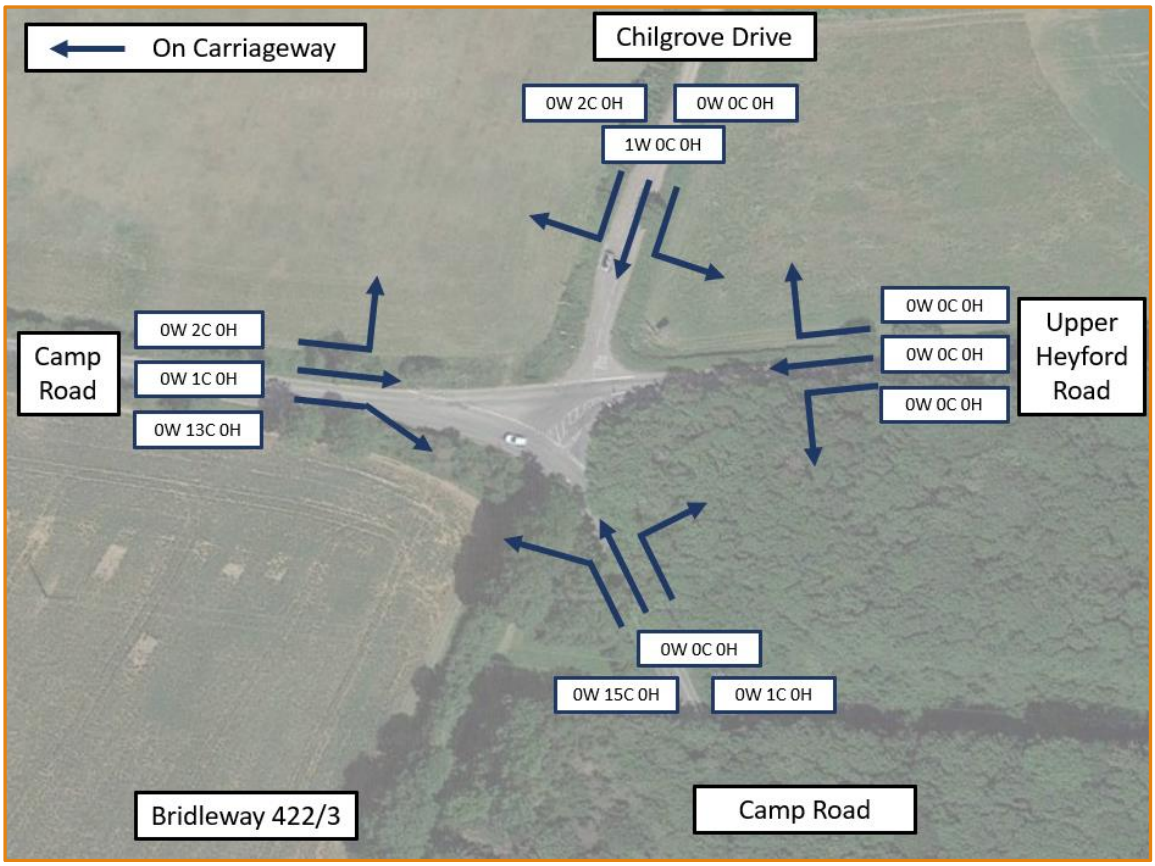


Figure 30: Combined two-day WCH movements on carriageway at Chilgrove Drive/Unnamed Road/Camp Road/Aves Ditch bridleway 422/3

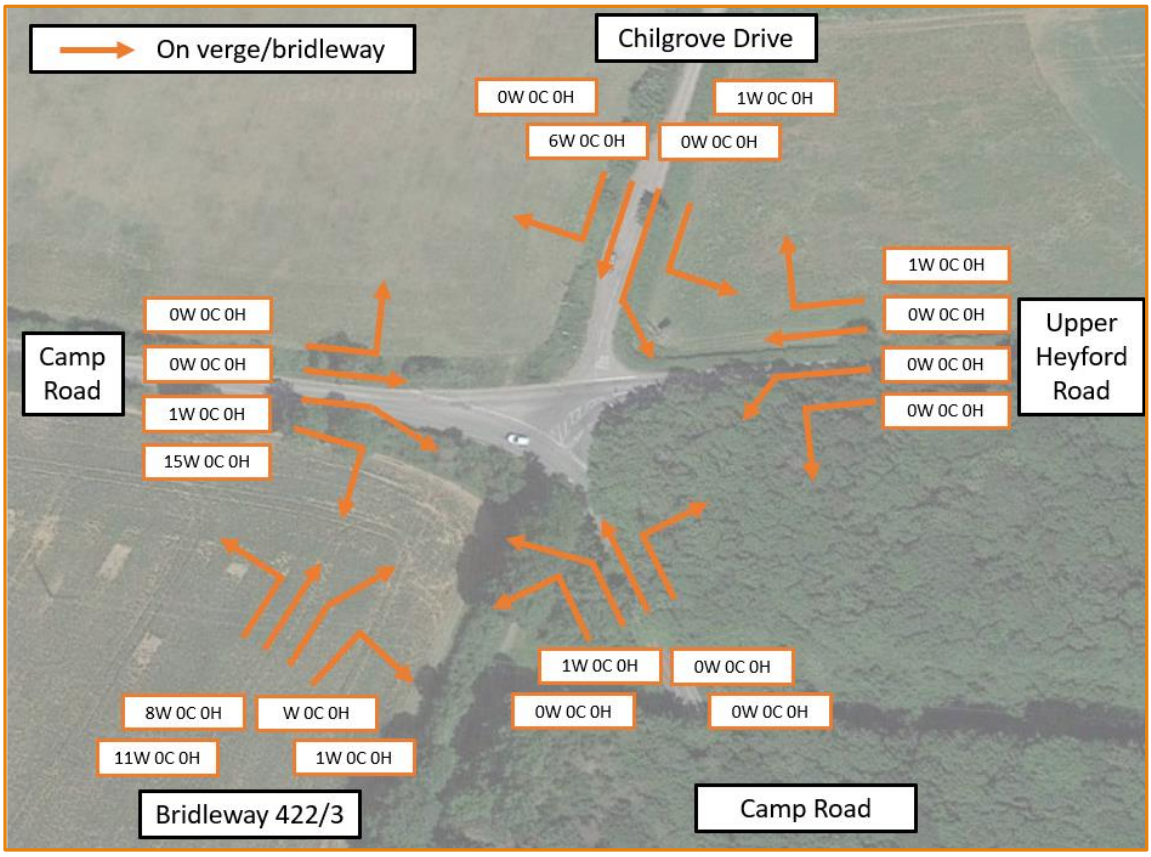


Figure 31: Combined two-day WCH movements on the verge/bridleway Chilgrove Drive/Unnamed Road/Camp Road/Aves Ditch bridleway 422/3

WCH survey location 7 – Upper Heyford Road/B430/Bridleway 109/27

3.160 The survey location was located on the B430 at the junction with the Upper Heyford Road, which runs between Camp Road and the B430 though the Main Site area. Opposite Upper Heyford Road Bridleway 109/27 terminates at the B430. The survey recorded all WCH movements on the carriageway and verge between the B430, Upper Heyford Road and Bridleway 109/27.

3.161 Across the two survey days, no WCH were recorded travelling to or from the bridleway, or in any other direction using the verges. Across both survey days eight cyclists were recorded using the carriageway. Of these, four were travelling from Upper Heyford Road to the B430 north, three were travelling north on the B430 and one was travelling south on the B430. The combined two-day survey results are summarised at **Figure 32**.

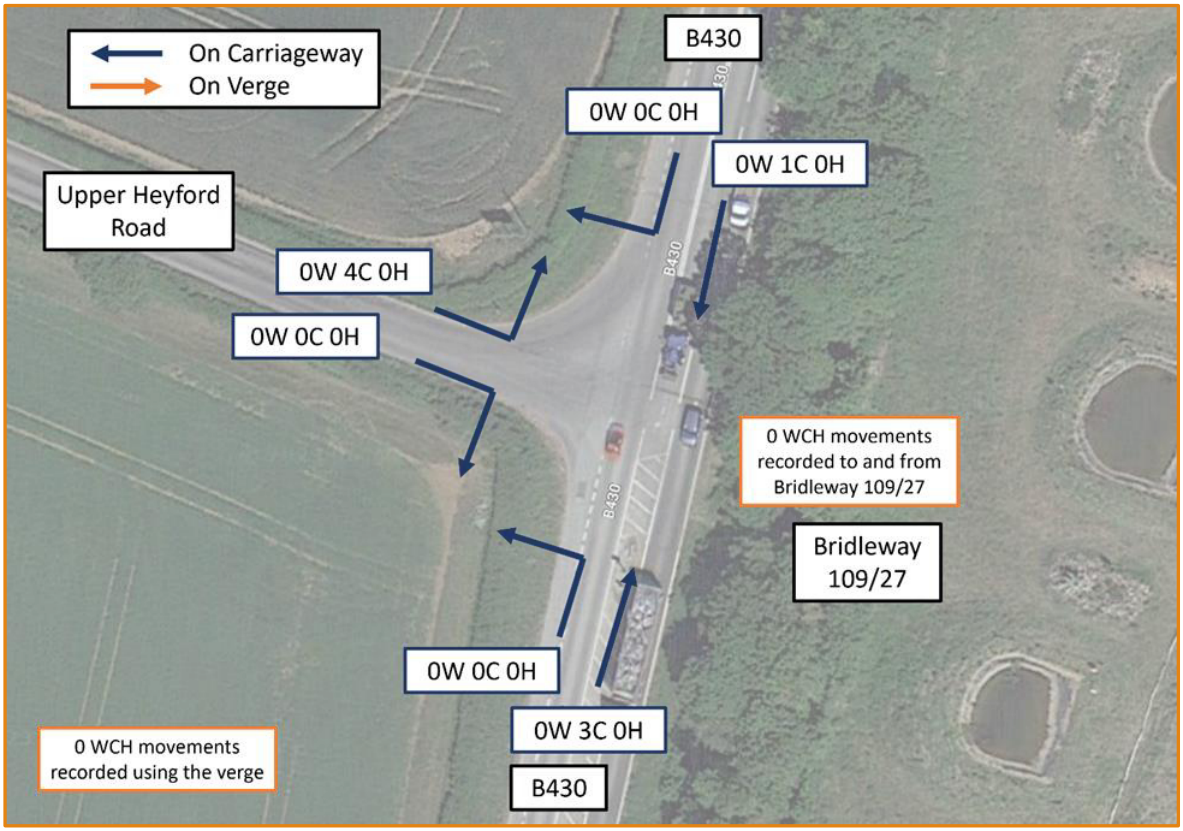


Figure 32 Combined two-way WCH movements at B430/Upper Heyford Road/Bridleway 109/27

WCH survey location 8 - B4030/Middleton Road/Bridleway 297/1

3.162 The survey was located on B4030 at the junction with Middleton Road, which routes north to Bucknell. Opposite the junction with Middleton Road the Bridleway 297/14 terminates at the B4030. The survey recorded all WCH movements on the carriageway and verge between the B4030, Middleton Road, and Bridleway 297/1.

3.163 Across the survey days, 13 WCH were recorded travelling on the verges and/or using the bridleway. Of these 12 were on foot and one was a cyclist. Across the survey days, 26 cyclists were recorded travelling on the carriageway. The combined two-day on carriageway survey results are summarised at **Figure 33** and the on verge/bridleway movements are summarised at **Figure 34.**

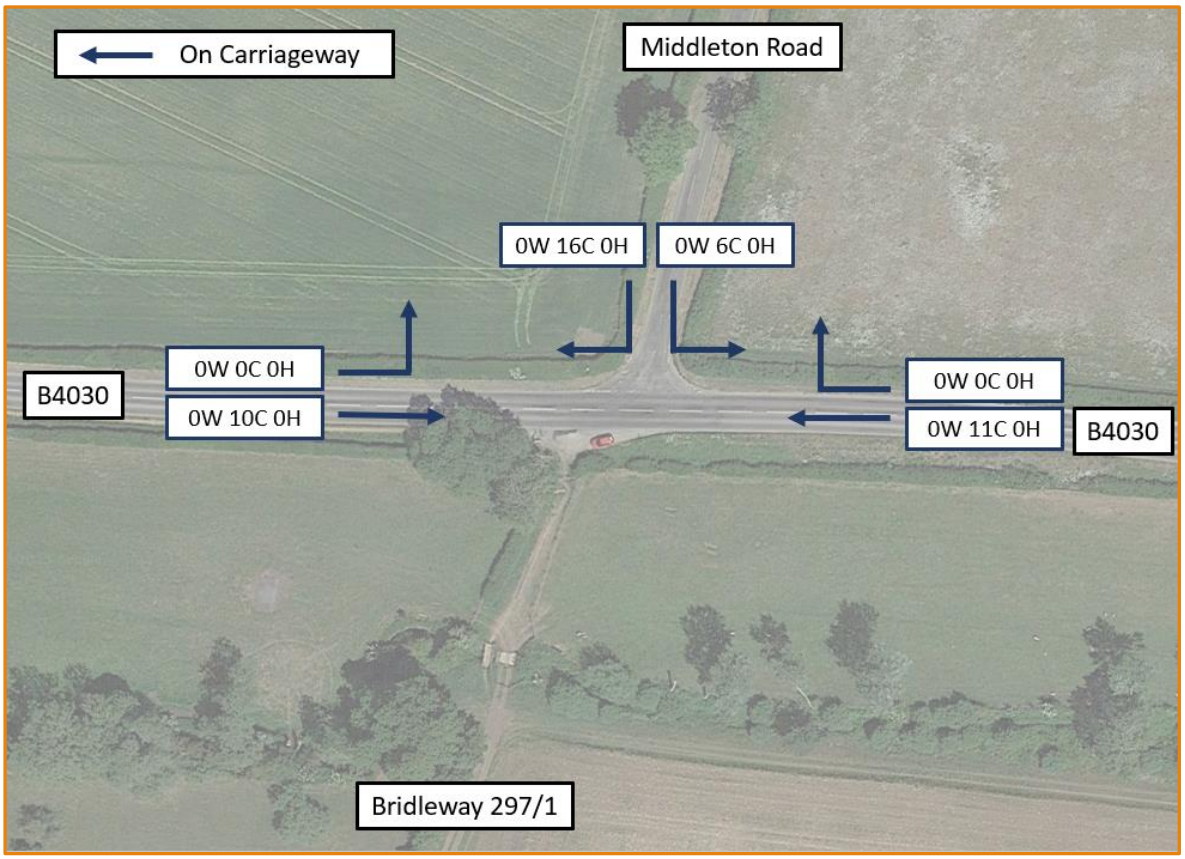


Figure 33: Combined two-way WCH movements on carriageway at B4030/Middleton Road/Bridleway 297/1

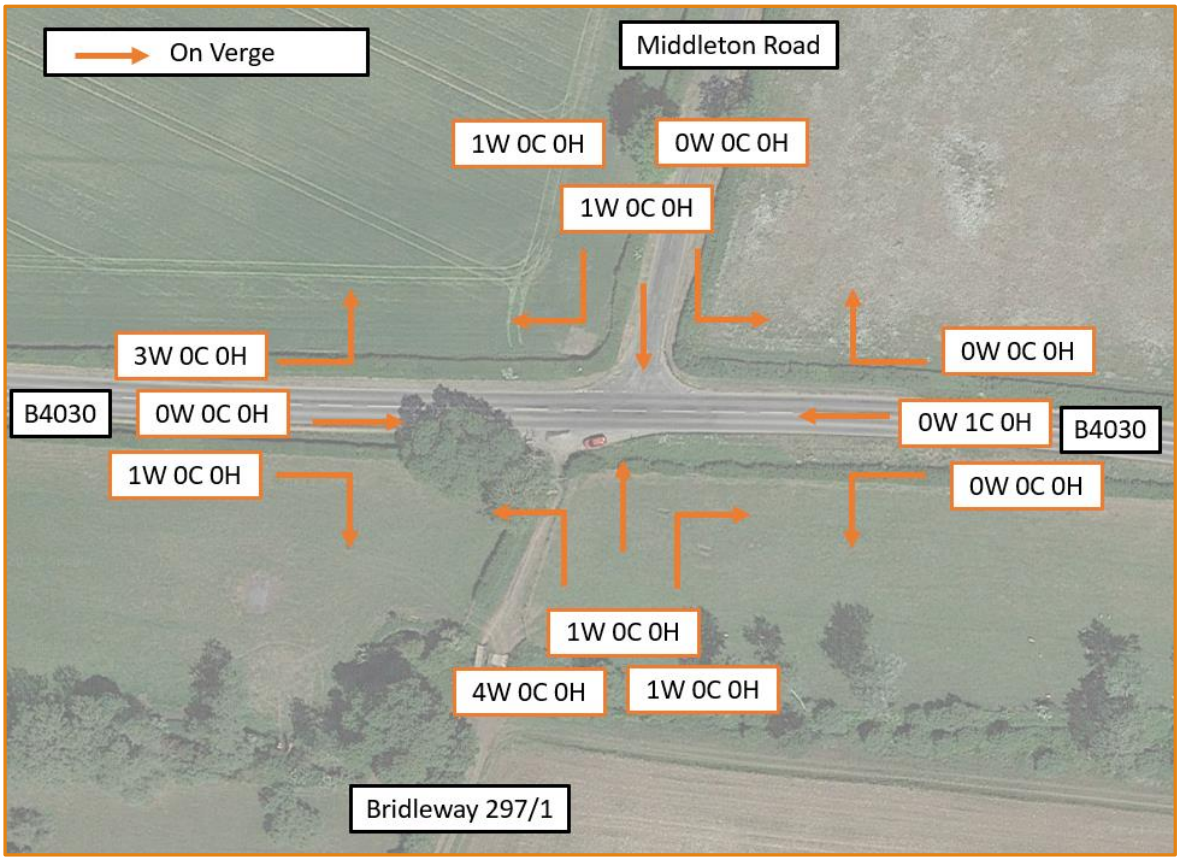


Figure 34: Combined two-way WCH movements on verge or using the bridleway at B4030/Middleton Road/Bridleway 297/1

M40 Junction 9

3.164 The Strava heatmaps shows on **Figures 25** and **26** do not suggest any demand for WCH movements at M40 Junction 9.

WCH survey summary

3.165 The WCH data shows that no equestrians were recorded at any of the survey points. OCC in their comments on the Stage 2 statutory consultation noted, that low equestrian usage should be considered *"…in the context of a currently disconnected PRoW network that interacts with busy and noisy roads. So although current use is low or non-existent it is more likely to mean that these users are being restricted by these issues and that their use of an improved/mitigated network will increase as a result of the proposed measures."*

3.166 With regard to walkers, there were generally low levels of demand around the M40 Junction 10, with the highest levels of pedestrian demand recorded close to the settlements of Heyford Park and Middleton Stoney. The Aves Ditch route recorded 42 pedestrians travelling to or from the bridleway across the survey periods.

3.167 Regarding cyclists, there are generally low to moderate levels of on-carriageway cycling, with the highest volume of cyclists travelling along Camp Road (28 two-way movements), along Ardley Road (27 two-way movements), to and from Middleton Road (22 two-way movements), and along the B4030 (21 two-way movements).

Consultation with wider public

3.168 A Stage 1 non-statutory consultation was undertaken between 9 May and 4 July 2022. The Stage 2 statutory consultation took place between 23 September and 4 November 2025. Feedback was gathered from both consultations. Further information on public consultation can be found in the Statement of Community Consultation.

3.169 The following public exhibitions were held to allow the public to review the emerging development proposals and provide feedback:

- Stage 1 (non-statutory consultation)
  - Heyford Park – 12th May 2022
  - Ardley with Fewcott – 14th May 2022
  - Heyford Park – 20th May 2022
  - Upper Heyford – 25th May 2022
  - Middleton Stoney – 21st June 2022
- Stage 2 (statutory consultation)
  - Middleton Stoney – 1st October 2025
  - Heyford Park – 3rd October 2025
  - Ardley with Fewcott – 11th October 2025
  - Bicester Hotel – 16th October 2025.

3.170 In addition to the in-person consultations, webinar sessions were held as part of the consultations:

- Tuesday 17th May 2022– Stage 1
- Monday 23rd May 2022 – Stage 1
- Tuesday 7th October 2025- Stage 2
- Tuesday 14th October 2025 – Stage 2

3.171 A specific project website was also set up in to provide information and feedback methods regarding the development proposals. The website includes all consultation material, including the draft Preliminary Environmental Information.

3.172 There were limited comments on the proposed footway, cycleway, and horse-riding strategy for the scheme, other than:

- during the exhibitions at Heyford Park, where discussions with residents highlighted the desire for the reinstatement of the Aves Ditch bridleway route and provision of PRoW routes around the RAF Heyford airfield (as also raised by OCC)
- concerns with regards to the proximity of a new bridleway to air rifle club shooting area (resulting in a change to the proposed new bridleway).

4.0 USER OPPORTUNITIES

4.1 The opportunities highlighted below are relevant to the highway scheme and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phases.

4.2 A summary of the general and strategic opportunities is presented, followed by the opportunities related to each element of the highway scheme. For the locational specific opportunities, the relevant users i.e. walkers (W), cyclists (C), and/or horse-riders (H) are identified.

General	
Ref	**Opportunity**
	n/a

Strategic	
Ref	**Opportunity**
1	To close the at-grade railway crossing of the Chiltern Main Line railway to the east of the Main Site, known as Bucknells Farm level crossing, which currently serves bridleway route 109/26 and provide an appropriate alternative crossing (with bridge over the railway) or route.
2	To provide a western perimeter bridleway around the Main Site connecting with the Aves Ditch route north and south of the Heyford Park Airfield.
3	To maintain vehicle and WCH access to the land formerly occupied by Ardley Railway Station in order not to prejudice the delivery of a railway station in the future.
4	To provide a bridleway link between public bridleways 367/20, 109/31 and 367/1, and Ardley Road to improve wider connectivity and restore links lost as part of the M40 construction.
5	To upgrade to a bridleway existing footpath 148/3 between Middleton Road and bridleway 109/26.

M40 Junction 10 Improvements and Baynard's Green		
Ref	**User**	**Opportunity**
6	W/C	As part of the proposed highway improvements to the A43 Baynard's Green Roundabout, provide a route for walkers and cyclists travelling between the two B4100 arms of the junction, and public footpath 367/28.
7	W/C	To provide a link between Ardley village and Cherwell Valley Services for walkers and cyclists.
8	W/C	To provide a link between Ardley village and public bridleway 367/20 (and Stoke Wood) for walkers and cyclists.
9	W	Retain or provide an alternative connection to public footpath 109/32 to and from M40 J10.
10	W/C	To provide a footway/cycleway link between Cherwell Roundabout and Baynard's Green.
11	W/C	To link the footway/cycleway provision at M40 Junction 10 with bridleway 109/09.

Main Site and Principal Access, including Heyford Park Link Road (HPLR)		
Ref	**User**	**Opportunity**
12	W/C/H	To provide an alternative east-west route to replace the connectivity provided by bridleway 109/29 that is within the Main Site area.
13	W/C/H	To provide an alternative north-south route to replace the connectivity provided by bridleway 109/28 and 109/30 that is within the Main Site area.
14	C	To provide a cycleway route linking the Main Site with Bicester.

15	W/C	To provide a footway/cycleway route connecting the Main Site with Ardley and Middleton Stoney and the connecting bridleway routes.
16	W/C	To provide a suitable crossing point of the B430 to provide a footway/cycleway link between the Main Site and bridleway 109/27.
17	W/C	To provide an off-road footway/cycleway route with appropriate crossing facilities linking the Main Site with the committed on and off-road provisions to be provided on Camp Road as part of the Heyford Park development.
18	W/C/H	Taking the opportunity provided by the Ardley Bypass, downgrade the B430 to the north of the proposed Principal Access, to provide a WCH link to Ardley village, with a link for walkers and cyclists over the Chiltern Mainline railway to connect with the Principal Access and the Main Site walking and cycling provisions.
19	W/C/H	To provide WCH connectivity over the Chiltern Mainline railway at the north-western corner of the Main Site to provide connectivity between the Main Site and Ardley. In connection with the route around the Heyford Park Airfield this would also facilitate connectivity between the Heyford Park development and Ardley which is a committed PRoW link as part of the Heyford Park development.
20	W/C/H	Formalise a WCH link from Quarry Cottages and bridleway 109/20 within Ardley Woods to Aves Ditch north of the former airfield.
21	W/C	To provide a bus stop with cycle parking facilities within the north-eastern corner of the Main Site to enhance bus connectivity for Ardley village.
22	W	To provide a bus stop near the Ardley EFW facility to enhance bus connectivity for employees of this facility.
23	W/C	To provide shared use footway/cycleways alongside the Main Site estate road, connecting with the proposed employment areas and central hub, with appropriate separation from the carriageway to provide an attractive route.
24	W	To provide permissive footpaths to and through the landscaped areas of the Main Site for recreational use.
25	W/C	To provide appropriate pedestrian and cyclist crossing facilities at the Principal Access.
26	W/C	To provide a high-quality pedestrian and cycle connection between the Main Site estate road and Chilgrove Drive via the HPLR and the Secondary Access.
27	W/C	To provide a footway/cycleway facility alongside the length of the HPLR.
28	W/C/H	To provide appropriate links to the west of the Main Site to link with Chilgrove Drive south of the former airfield and Aves Ditch north of the former airfield, thus also connecting to future committed bridleways that are envisaged as part of the Heyford Park development.

Ardley Bypass		
Ref	**User**	**Opportunity**
29	W/C/H	Associated with Opportunity 1, to divert existing public bridleway 109/26 between the Chiltern Mainline and Ardley Road and provide a route along the proposed bypass and away from the M40, and maintain the connectivity provided by bridleway 109/24 by providing an alternative connection to the B430.
30	W/C	To maintain connectivity of public footpath routes 109/22 and 109/23 to Ardley Road.
31	W/C	To maintain connectivity along Ardley Road where the Ardley Bypass crosses Ardley Road.
32	C	To provide a direct link alongside Ardley Bypass from Ardley Road to the Principal Access for cyclists accessing the Main Site to and from Ardley Road.

Middleton Stoney Relief Road (MSRR)		
Ref	**User**	**Opportunity**
33	W/C	To provide a footway/cycleway alongside the length of the MSRR, integrated with those opportunities identified at Opportunities 15 and 27.
34	W/C	Associated with Opportunity 12, to upgrade the existing public footpath 297/8 route to become a bridleway.
35	W/C/H	To provide appropriate crossing of the MSRR for public rights of way 297/3 and 297/8.
36	W/C/H	To provide appropriate crossing facilities at the MSRR/HPLR/B430 junction.
37	W/C/H	To provide a new bridleway route alongside the MSRR and linking with bridleway 297/14 to the south of the B4030.
38	W/C/H	To provide appropriate crossing facilities at the proposed new roundabout between the MSRR and the B4030.
39	W/C	To provide connectivity between the new footway/cycleway facilities proposed as part of the MSRR and Middleton Stoney village.
40	W	Associated with the forecast traffic reduction in Middleton Stoney village due to the MSRR and HPLR, provide improved pedestrian crossing facilities at the B430/B4030 crossroads junction within the village.

M40 Junction 9		
Ref	**User**	**Opportunity**
41	W	Stop up the existing section of public footpath 398/7 which leads to the A34 carriageway, where there is not an onwards destination for pedestrians and no opportunity to safety cross the A34.

5.0 WALKING, CYCLING AND HORSE-RIDING ASSESSMENT TEAM STATEMENT

5.1 As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Report has been compiled in accordance with DMRB GG142 and thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cyclist and Horse-Riding Lead Assessor

[redacted] (Hons), PhD, CEng, MICE
Director, ADC Infrastructure Ltd

S [redacted]

Dated: 20/03/2026

Walking, Cyclist and Horse-Riding Assessor

[redacted] (Hons)
Senior Engineer, ADC Infrastructure Ltd

Walking, Cyclist and Horse-Riding Assessor

[redacted] BSc(Hons)
Engineer, ADC Infrastructure Ltd

5.2 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG142

Design Team Leader

[redacted] MEng (Hons), CEng, MICE, MIHT
Director, BWB Consulting Ltd

Signed [redacted]

Dated:

DRAWINGS

CUT LINE A

CUT LINE B

1 : 10,000

M40 Junction 10

1 : 5,000

M40 Junction 9

1 : 10,000

B4030/A4095 roundabout

1 : 10,000

Legend

- Existing Public Bridleway
- Existing Public Footpath
- Existing Restricted Byway
- Indicative Committed (Future) Bridleway through Ardley EFW
- Indicative Committed (Future) Bridleway through Heyford Park
- Indicative S106 Committed (Future) Bridleway
- OxSRFI-BWB-LSI-ZZ-M2-CH-001_Order Limits-S1-P35

Note: Existing Public Rights of Way have been recreated from the Oxfordshire Countryside Access Map found at: publicrightsofway.oxfordshire.gov.uk/standardmap.aspx

Rev	Description	Date
P15	Minor amendments	16/03/26
P14	Updated order limits	10/02/26
P13	Updated order limits	16/09/25
P12	Updated order limits	26/02/25
P11	Updated order limits	23/03/23
P10	Updated PRoW, extents, order limits, and M40 J9 added	08/03/23
P9	Updated to reflect changes to parishes	29/06/22
P8	Updated committed routes	17/05/22
P7	Updated PRoW	04/05/22
P6	Updated PRoW, order limits and key	29/04/22
P5	Updated order limits	11/03/22
P4	Amended order limits and key	20/05/21
P3	Updated order limits	17/05/21
P2	Updated following client team feedback	10/05/21

Client: Oxfordshire Rail Freight Limited

Project: OxSRFI Oxfordshire Strategic Rail Freight Interchange

Title: Existing and Committed Public Rights of Way in the Vicinity of the Main Site and Embedded Highway Works

ADC Infrastructure

Drg Size:	Scale:	Date:
A1	As shown	04/05/2021

Drg No: ADC1794-DR-011

Rev: P15

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APPENDIX A

Highway works overview

GRID NORTH

Aves Ditch (north) minor works

Turning head

Quarry cottages lane stopped up over railway, replaced by bridleway

Ardley

See inset for M40 J10

Existing J10 northbound entry slip stopped up

Existing J10 northbound exit slip realigned

Existing B430 in Ardley speed limit reduced to 20mph

Ardley Road diverted over new bypass

Existing J10 southbound entry slip widened and lengthened to a 2-lane merge

Turning head

Upper Heyford Former Airfield

Existing B430 between turning head and rail bridge to have a no motor vehicle except for access restriction

Except for buses

Segregated left turn lane on exit to direct all HGVs to J10

Ardley Bypass (B430) and OxSRFI link road (Single 2+1)

Ardley Road speed limit reduced to 40mph

Principal OxSRFI access

Bridge over Chiltern Mainline

Roundabout on existing B430 (partially signalised)

Bridge over new rail sidings

Existing B430 stopped up and replaced with cycle track over the rail bridge (and Ardley Bypass for traffic)

Chilgrove Drive Bridleway connection

Chilgrove Drive realignment as part of Heyford Park scheme

Heyford Park

Upper Heyford Road stopped up, replaced by the Heyford Park Link Road

B430

7.5T environmental weight restriction implemented within the Bucknell area

Except for buses

Bucknell

Secondary OxSRFI access (buses, pedestrians cyclists and emergency access)

Camp Road / Chilgrove Drive priority amendment by OxSRFI (only required if the Heyford Park works to the junction are not completed prior to OxSRFI works being needed)

Equestrian crossing

Junction closed and removed

Heyford Park Link Road

B430 Toucan crossing

B430 speed limit reduced to 40mph

Bicester Road speed limit reduced to 40mph and advisory cycle lanes provided

Middleton Road speed limit reduced to 40mph

Existing B430 stopped up

Signal junctions with existing B430

Bucknell Road diversion

No right turn from Middleton Stoney onto Relief Road

No left turn from Relief Road into Middleton Stoney

Middleton Road walking, cycling and horse-riding enhancement

B4030

B430 speed limit reduced to 40mph

Bridleway underpass

Gagle brook crossing

M40

Middleton Road speed limit reduced to 40mph

B4030

Bus stops and zebra crossing

Village gateway

Middleton Road roundabout

Middleton Stoney

Middleton Stoney crossroads pedestrian crossing improvements

A4095 Bicester NW strategic link road

B4030 Middleton Stoney Road speed limit reduced to 50mph

B4030

A4095

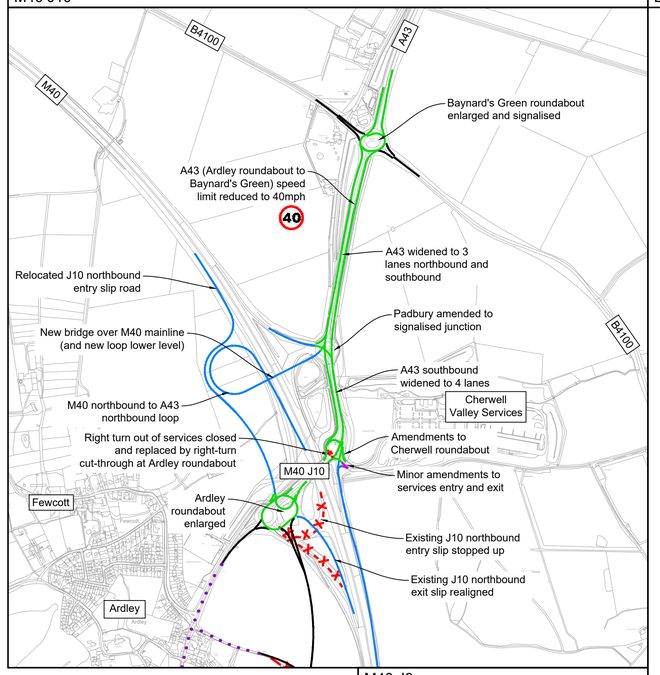
Bicester

B430

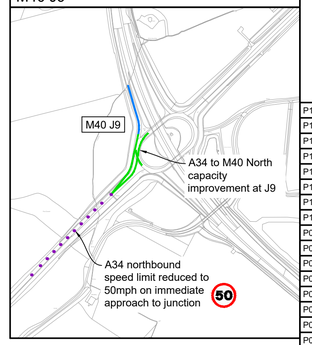
A4095 / B4030 roundabout works

A4095

M40 J10



M40 J9



Legend

- Upgraded / new motorway (National Highways)
- Upgraded / new all-purpose trunk road (National Highways)
- Upgraded / new local roads (OCC)
- Private access roads
- Existing highway stopped up
- Third party scheme as described
- Other local road works (on roads not upgraded as part of OxSRFI): speed limit changes and cycle lanes as described

Rev	Date	Details of issue / revision	Drw	Rev
P17	09.02.26	Minor presentational update	SRH	SRH
P16	20.01.26	Bicester road advisory cycle lane note added	SRH	SRH
P15	18.01.26	Speed limit lines added, Baynard's Grn amended	SRH	SRH
P14	12.01.26	Further speed limits and Bicester NW link added	SRH	SRH
P13	09.09.25	B4030/A4095 junction added	SRH	SRH
P12	02.09.25	Weight limits amended	SRH	SRH
P11	28.08.25	Minor presentational update	SRH	SRH
P10	31.07.25	Minor presentational update	SRH	SRH
P09	30.07.25	Scheme updates	SRH	SRH
P08	27.01.25	Principal access and J10 works amended	SRH	SRH
P07	05.12.24	Updated to M40 J10 Option 28	SRH	SRH
P06	10.03.23	Scheme updates	SRH	SRH
P05	15.12.22	J10 amendments	SRH	SRH
P04	04.10.22	Updates following Stage 1 consultation	SRH	SRH
P03	30.03.22	Minor text amendment	SRH	SRH
P02	29.03.22	Updated following comments	SRH	SRH
P01	22.03.22	Preliminary Issue	SRH	SRH

Issues & Revisions

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Client

OXFORDSHIRE RAILFREIGHT LTD.

Project Title

OxSRFI OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Drawing Title

HIGHWAY WORKS OVERVIEW (PHASES 1 & 2)

Drawn:	S. Hilditch		Reviewed:	S. Hilditch	
BWB Ref:	NTH2479	Date:	22.03.22	Scale@A1:	1:10,000

Drawing Status

FOR INFORMATION

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
OxSRFI-BWB-GEN-ZZ-SK-CH-SK041	S2	P17

0 250 500 750 1000

SCALE: METRES

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APPENDIX B

Site visit photographs



Photo 1 – Steps in Ardley Wood on Bridleway 109/20



Photo 2 – Example Stile at Ardley Wood Bridleway 109/20



Photo 3 – Entrance to Aves Ditch Bridleway 422/3 viewed from Chilgrove Drive



Photo 4 – Existing Power Cables and easement through ancient woodland to the South of Upper Heyford Road



Photo 5 – Existing substandard footway and crossing facility at the B430/B4030 crossroads in Middleton Stoney. Viewed from the B4030 looking west



Photo 6 – Existing Disused Bridge over Gagle Brook viewed from Bridleway 297/3



Photo 7 – Bridleway 109/27 along western boundary of Ardley ERF (photo prior to OCC improvement works)



Photo 8 – Bridleway 109/27 along western boundary of Ardley ERF post OCC improvement works



Photo 9 – Bridleway 297/6 – gap in surfacing works pending quarry expansion



Photo 10 – Existing WCH crossing over Gagle brook at Trow Pools



Photo 11 – Bridleway 148/6 on approach to Trow Pool



Photo 12 – Bridleway 148/6 as it passes Trow Pool Water Tower



Photo 13 – Existing route of footpath 297/8 along eastern boundary of Smiths Ardley



Photo 14 – Existing footway along the northern side of the A43, east of the Ardley Roundabout



Photo 15 – Existing footway on the northern side of the A43 at the A43 M40 overbridge



Photo 16 – terminus of the existing footway to the south of Ardley roundabout on the B430



Photo 17 – Western view of the existing uncontrolled pedestrian crossing point over the A43 south of Padbury Roundabout



Photo 18 – Existing route of Bridleway 129/9 north west of Bicester, on Aldershot Farm access. Note: pedestrian obscured



Photo 19 – Existing route of Bridleway 129/9 north west of Bicester, showing evidence of poor surface and use by WCH



Photo 20 – Example of existing gate at Bridleway 148/4 east of Middleton Road



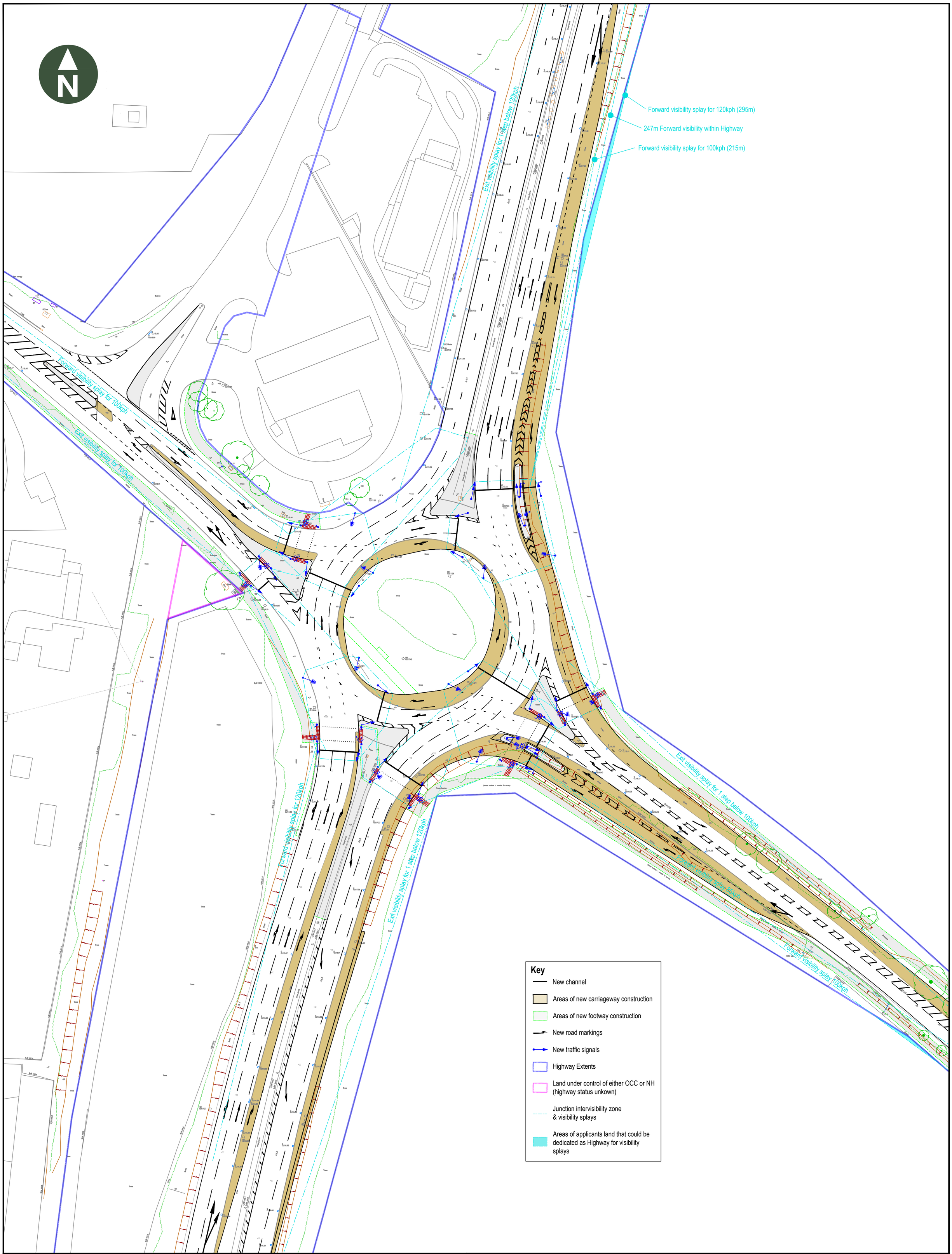
Photo 21 – Middleton Road M40 overbridge, viewed from the east



Photo 22 – Bridleway 148/6 west of Middleton Road M40 overbridge, viewed looking north

APPENDIX C

A43/B4100 Baynard's Green Roundabout Junction Improvement



REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only. White lining is indicative only.
2. Do not scale.
3. Topographical survey provided by National Highways

Note:
The property of this drawing and design is vested in Vectos SLR. It shall not be copied or reproduced in any way without their prior written consent.

Symmetry Park

A43 / B4100 Baynards Green Roundabout
Junction Improvement
General Arrangement

DRAWN:	CHECKED:	DATE:	SCALES:
RB	JB	15.05.23	1:500 @A1

Tritax Symmetry

SLR

DRAWING NUMBER:	REVISION:
216285/A/14	A

APPENDIX D
Middleton Stoney Road Active Travel scheme

Middleton Stoney Road
Active Travel scheme

Project overview

Oxfordshire County Council has been awarded funding from the Government's Active Travel Fund to design and deliver an active travel scheme along Middleton Stoney Road in Bicester.

A key priority for Oxfordshire County Council is to create a transport network that makes Active Travel the first choice for short journeys. This is especially important in the context of Bicester, which is expanding rapidly with an anticipated population increase from 30,000 to 55,000 by 2034. Major development work is ongoing in west Bicester and the scheme will provide a high-quality active travel corridor to connect it with the town centre and railway stations.

The designs will follow the latest national cycling standards with cyclists separated from motor vehicles for their safety and to encourage new and inexperienced cyclists of all ages.

'Active travel' includes walking, wheeling and cycling.

We are seeking your views

on our proposals for the Middleton Stoney Road Active Travel scheme before we finalise our construction plans.



Building connections, expanding opportunity

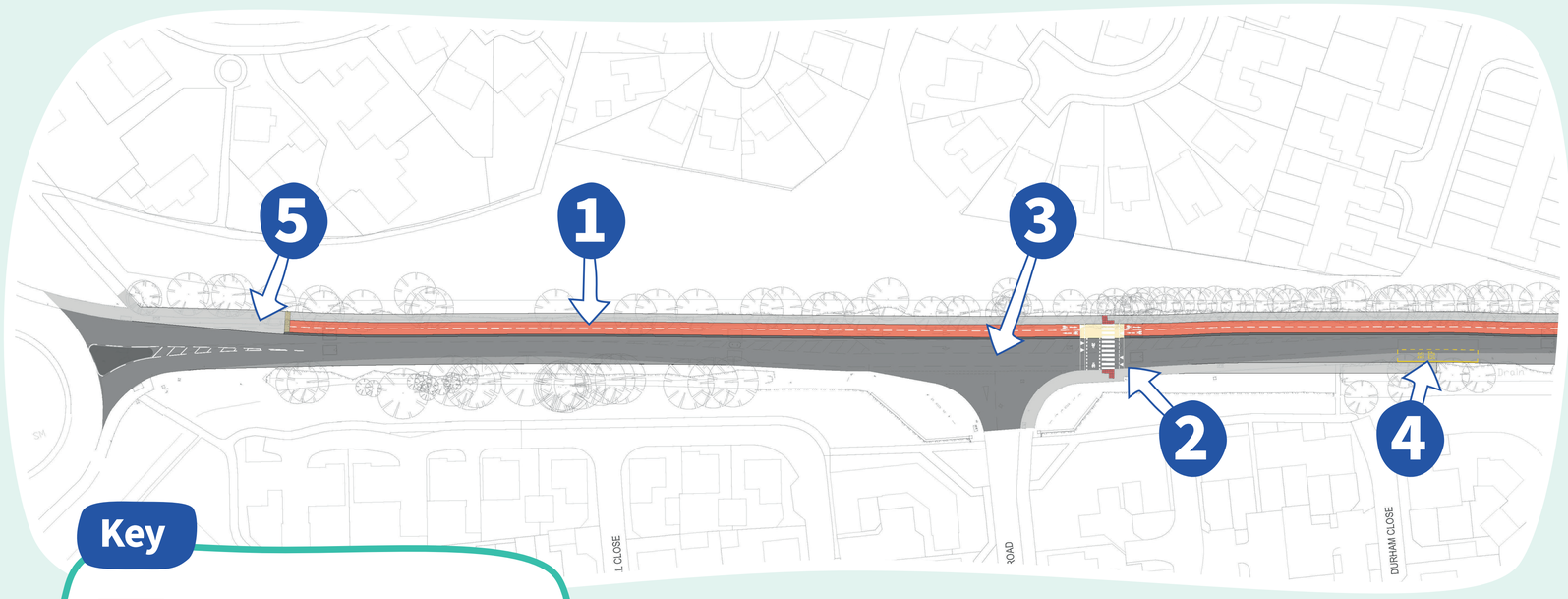
Funded by UK Government

OXFORDSHIRE COUNTY COUNCIL

25-058 Middleton Stoney A1 board.indd 1 19/02/2025 3:27 pm

Middleton Stoney Road
Active Travel scheme

West section



Key

- Proposed segregated cycleway
- Proposed shared footway / cycleway
- Footway
- Carriageway
- Verge
- Bus stop
- Tactile paving
- Corduroy tactile paving
- Tactile to be removed

1. **Proposed cycleway**
2. **Proposed parallel zebra crossings**
3. **Removal of right turn ghost (painted-on) traffic island**
4. **Existing bus stop to remain**
5. **Cycleway to tie-in to existing shared pedestrian/cycle space**

- Two-way cycleway on **north** side of Middleton Stoney Road, between Howes Lane and Shakespeare Drive – segregated from road traffic.
- Raised zebra crossing replacing traffic island by Ludlow Road with a parallel crossing for cyclists.
- Removal of right turn pocket into Ludlow Road for safety.
- New signal crossings for cyclists and pedestrians on west and north arms of Shakespeare Drive/Whitelands Way roundabout.
- Slight adjustments to positions of existing speed cushions to accommodate new raised zebra crossings.

Building connections, expanding opportunity

Funded by UK Government

OXFORDSHIRE COUNTY COUNCIL

25-058 Middleton Stoney A1 board.indd 2

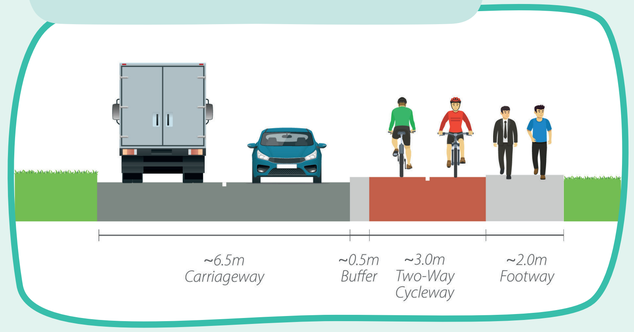
19/02/2025 3:27 pm

Middleton Stoney Road
Active Travel scheme

West section



Cross section west



Key

- Proposed segregated cycleway
- Proposed shared footway / cycleway
- Footway
- Carriageway
- Verge
- Bus stop
- Tactile paving
- Corduroy tactile paving
- Tactile to be removed

1 Proposed shared space

2 Signalised parallel crossing (Sparrow Crossing)

Building connections, expanding opportunity

Funded by UK Government

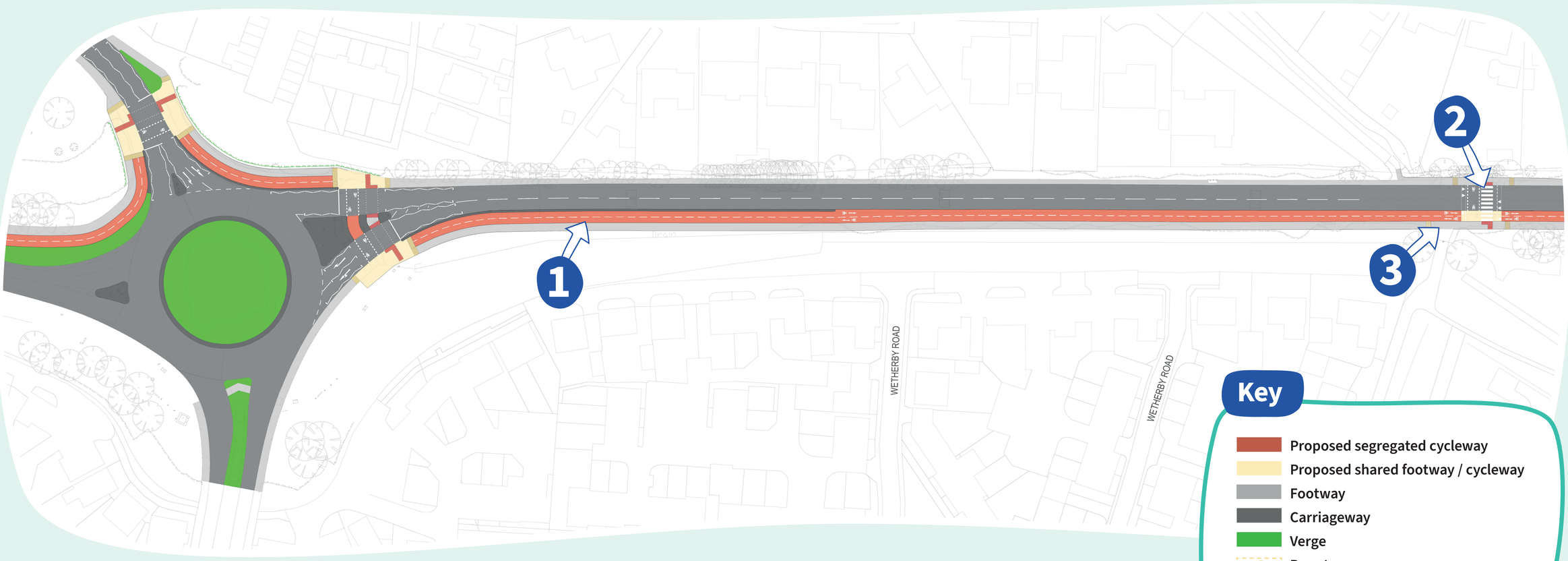
OXFORDSHIRE COUNTY COUNCIL

25-058 Middleton Stoney A1 board.indd 3

19/02/2025 3:27 pm

Middleton Stoney Road
Active Travel scheme

East section



1 Proposed cycleway and new footway

2 Proposed parallel zebra crossing

3 Cycle route to tie-in to off road cycle routes to the south

Building connections, expanding opportunity

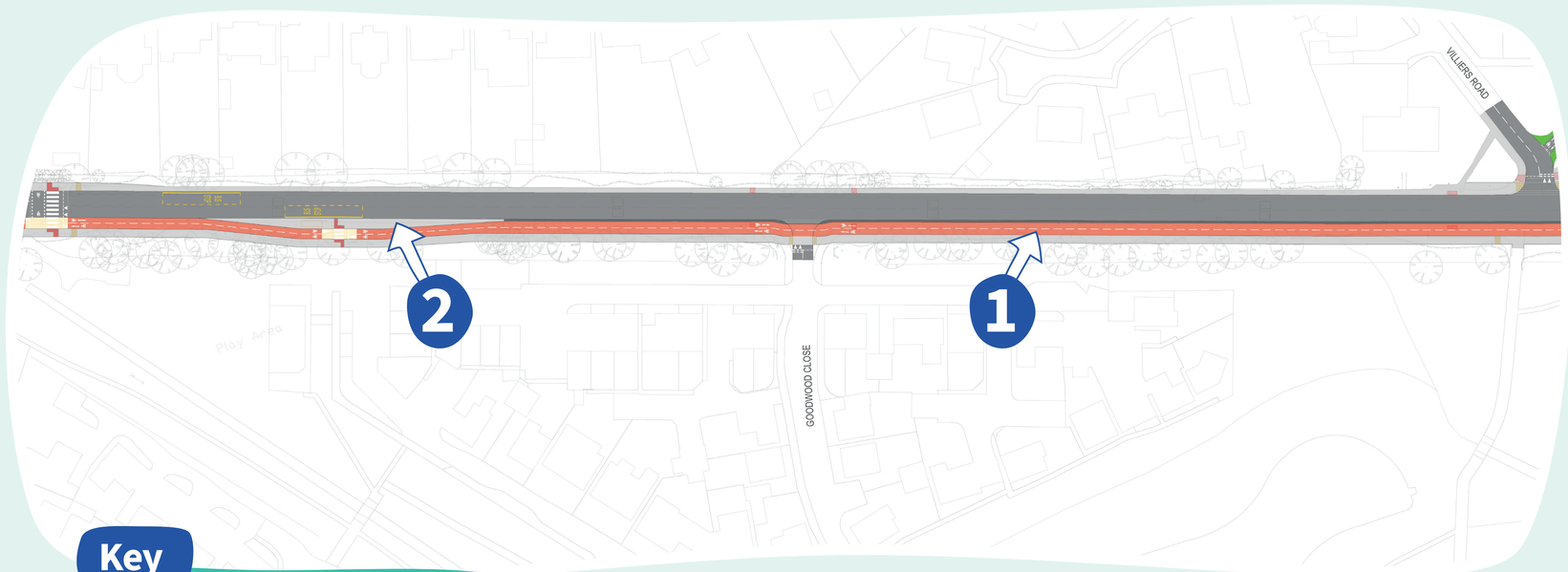
Funded by UK Government

OXFORDSHIRE COUNTY COUNCIL

25-058 Middleton Stoney A1 board.indd 4 19/02/2025 3:27 pm

Middleton Stoney Road
Active Travel scheme

East section



Key

- Proposed segregated cycleway
- Proposed shared footway / cycleway
- Footway
- Carriageway
- Verge
- Bus stop
- Tactile paving
- Corduroy tactile paving
- Tactile to be removed

1 **Proposed cycleway and new footway**

2 **Proposed bus stop bypass**

- Two-way cycleway on **south** side of Middleton Stoney Road, between Whitelands Way and King's End – segregated from road traffic.
- Continuous pavement on south side of Middleton Stoney Road between Whitelands Way and King's End, separated from new cycleway.
- Two existing signal crossings replaced with four raised zebra crossings (including parallel crossings for cyclists) at most regularly used crossing points.
- New signal crossings for cyclists and pedestrians on west and north arms of Shakespeare Drive/Whitelands Way roundabout.

Building connections, expanding opportunity

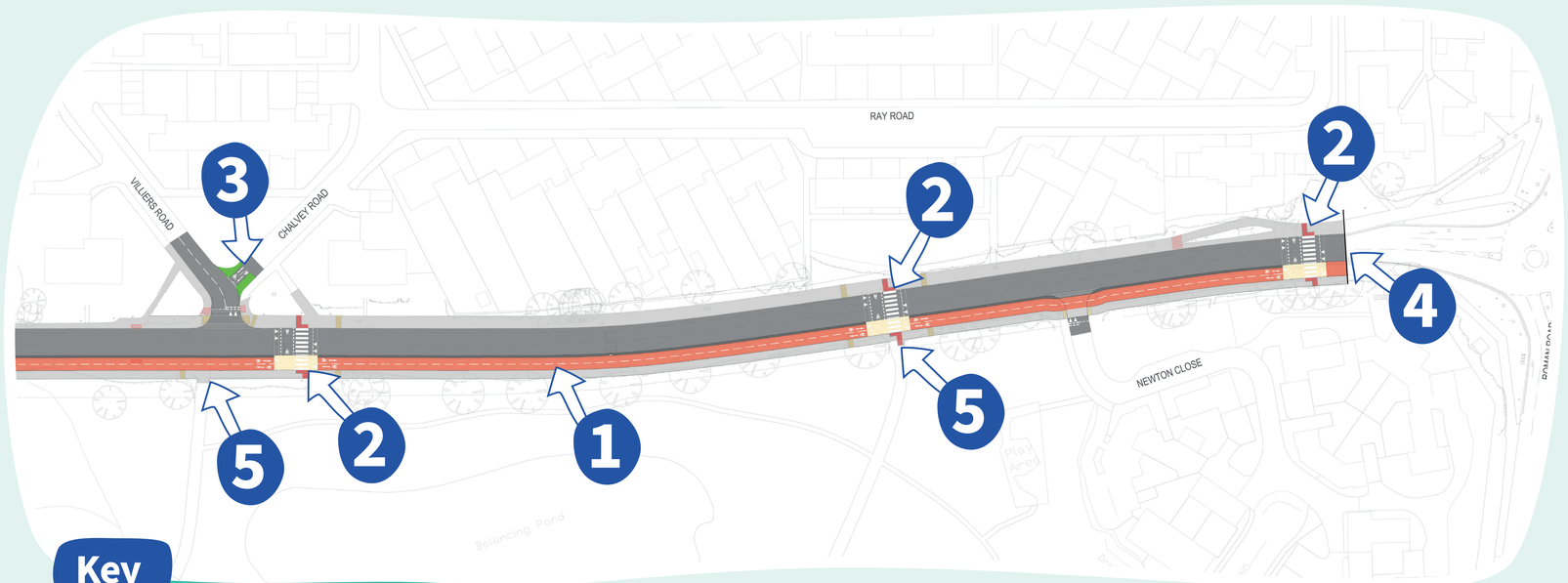
Funded by UK Government

OXFORDSHIRE COUNTY COUNCIL

25-058 Middleton Stoney A1 board.indd 5 19/02/2025 3:27 pm

Middleton Stoney Road
Active Travel scheme

East section



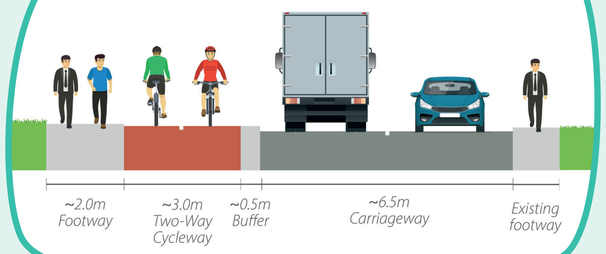
- Closure at end of Chalvey Road (junction with Villiers Road) for motor vehicles. This will make it easier for pedestrians to cross Villiers Road to improve safety. Vehicle access to Chalvey Road to remain via Chalvey Close, Kings Avenue and Ray Road.
- Slight adjustments to positions of existing speed cushions to accommodate new raised zebra crossings.

Key

- Proposed segregated cycleway
- Proposed shared footway / cycleway
- Footway
- Carriageway
- Verge
- Bus stop
- Tactile paving
- Corduroy tactile paving
- Tactile to be removed

1. Proposed cycleway
2. Proposed parallel zebra crossings
3. No access for motor vehicles at the end of Chalvey Road
4. Existing bus stop to remain
5. Cycleway to tie-in with off road routes to the south

Cross section east



Building connections, expanding opportunity

Funded by UK Government

OXFORDSHIRE COUNTY COUNCIL

25-058 Middleton Stoney A1 board.indd 6 19/02/2025 3:27 pm

Middleton Stoney Road
Active Travel scheme

Key dates

End of public consultation period
25 March 2025

Consultation report
May 2025

Completion of design
Summer 2025

Construction start
Autumn 2025 *

Construction completion
Spring 2026

*Construction programme will depend on utility cabling works being completed in advance.

We will seek to minimise disruption during the construction period as much as possible. Further information on delivery phasing and traffic management will be shared prior to start of works.

Thank you for visiting this exhibition!

This is your opportunity to contribute to the designs and give comment on what will work best for local residents, businesses and visitors to Bicester.

Please visit

https://letstalk.oxfordshire.gov.uk/middleton-stoney-road-active-travel

where you can complete our survey

SCAN ME

The survey is open until 11.59pm on **Tuesday 25 March 2025**. You can also email the team or contact our customer services team to ask a member of our team to contact you:

MiddletonStoneyRoad@oxfordshire.gov.uk

Customer services: 01865 792 422

(Please note our customer service team is unable to answer detailed questions).

Building connections, expanding opportunity

Funded by UK Government

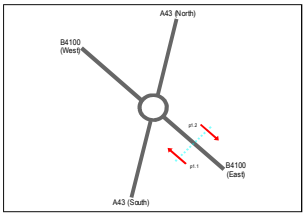
OXFORDSHIRE COUNTY COUNCIL

25-058 Middleton Stoney A1 board.indd 7 19/02/2025 3:27 pm

APPENDIX E
WCH survey results

M40 NMU
Pedestrian Survey

Site 1 of 8
A43 (North)
B4100 (East)
A43 (South)
B4100 (West)



Lat/Long
lat 51.957929° lon -1.202307°

Date
Tuesday 19 July 2022

Weather
Sunny
Temp: 38°C

0700 - 1900 (Tuesday 12H Session)

TIME	Carriageway						Verge					
	p1.1			p1.2			p1.1			p1.2		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	2	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	1	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	1	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	1	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
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Date
Wednesday 20 July 2022

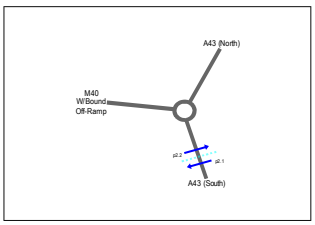
Weather
Sunny Intervals
Temp: 23°C

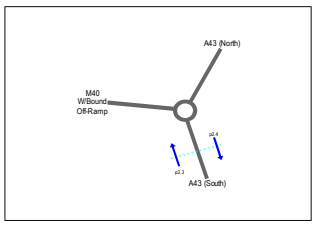
0700 - 1900 (Wednesday 12H Session)

TIME	Carriageway						Verge					
	p1.1			p1.2			p1.1			p1.2		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	1	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	1	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	1	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	1	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.04**	**0.00**	**0.02**	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**

M40 NMU
Pedestrian Survey

Site 2 of 8
A43 (North)
A43 (South)
M40 W/Bound Off-Ramp





Lat/Long
lat 51.951786° lon -1.204584°

Date
Tuesday 19 July 2022

Weather
Sunny
Temp: 38°C

0700 - 1900 (Tuesday 12H Session)

TIME	Carriageway						Verge											
	p2.3			p2.4			p2.1			p2.2			p2.3			p2.4		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Wednesday 20 July 2022

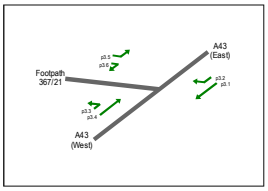
Weather
Sunny Intervals
Temp: 23°C

0700 - 1900 (Wednesday 12H Session)

TIME	Carriageway						Verge											
	p2.3			p2.4			p2.1			p2.2			p2.3			p2.4		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

M40 NMJ
Pedestrian Survey

Site 3 of 8
A43 (East)
A43 (West)
Footpath 367/21



Lat/Long
lat 51.948067° lon -1.205799°

Date
Tuesday 19 July 2022

Weather
Sunny
Temp: 38°C

0700 - 1900 (Tuesday 12H Session)

TIME	Carriageway						Verge																	
	p3.1			p3.4			p3.1			p3.2			p3.3			p3.4			p3.5			p3.6		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Wednesday 20 July 2022

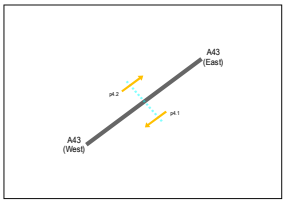
Weather
Sunny Intervals
Temp: 23°C

0700 - 1900 (Wednesday 12H Session)

TIME	Carriageway						Verge																	
	p3.1			p3.4			p3.1			p3.2			p3.3			p3.4			p3.5			p3.6		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645

M40 NMU
Pedestrian Survey

Site 4 of 8
A43 (East)
A43 (West)



Lat/Long
lat 51.947732° lon -1.205973°

Date
Tuesday 19 July 2022

Weather
Sunny
Temp: 38°C

0700 - 1900 (Tuesday 12H Session)

TIME	Carriageway						Verge					
	p4.1			p4.2			p4.1			p4.2		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Wednesday 20 July 2022

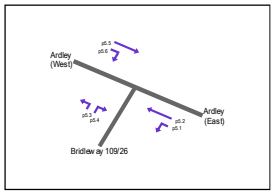
Weather
Sunny Intervals
Temp: 23°C

0700 - 1900 (Wednesday 12H Session)

TIME	Carriageway						Verge					
	p4.1			p4.2			p4.1			p4.2		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

M40 NMU
Pedestrian Survey

Site 5 of 8
Ardley (East)
Bridleway 109/26
Ardley (West)



Lat/Long
lat 51.940886° lon -1.203581°

Date
Tuesday 19 July 2022

Weather
Sunny
Temp: 38°C

0700 - 1900 (Tuesday 12H Session)

TIME	Carriageway						Verge															
	p5.2			p5.5			p5.1			p5.2			p5.3			p5.4			p5.5			p5.6		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0730 - 0745	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.50**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.25**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Average	**0.00**	**0.13**	**0.00**	**0.00**	**0.13**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Wednesday 20 July 2022

Weather
Sunny Intervals
Temp: 23°C

0700 - 1900 (Wednesday 12H Session)

TIME	Carriageway						Verge															
	p5.2			p5.5			p5.1			p5.2			p5.3			p5.4			p5.5			p5.6		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.25**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0

M40 NMU
Pedestrian Survey

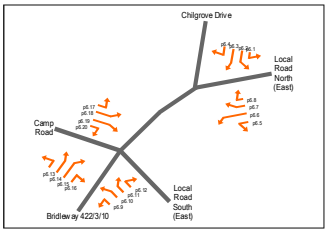
Site 6 of 8
Chilgrove
Local Road North (East)
Local Road South (East)
Bridleway 422/3/10
Camp Road

Lat/Long
lat 51.927204° lon -1.242574°

Date
Tuesday 19 July 2022

Weather
Sunny
Temp: 38°C

0700 - 1900 (Tuesday 12H Session)



TIME	Carriageway																									
	p6.1			p6.2			p6.4			p6.5			p6.7			p6.8			p6.10			p6.11			p6.12	
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Wednesday 20 July 2022

Weather
Sunny Intervals
Temp: 23°C

0700 - 1900 (Wednesday 12H Session)

TIME	Carriageway																									
	p6.1			p6.2			p6.4			p6.5			p6.7			p6.8			p6.10			p6.11			p6.12	
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

p6.17				p6.18			p6.19		
Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Verge																													
	p6.7			p6.8			p6.9			p6.10			p6.11			p6.12			p6.13			p6.14			p6.15		
Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

p6.16			p6.17			p6.18			p6.19			p6.20		
Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

M40 NMU
Pedestrian Survey

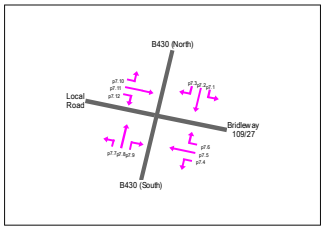
Site 7 of 8
B430 (North)
Bridleway 109/27
B430 (South)
Local Road

Lat/Long
lat 51.926057° lon -1.219336°

Date
Tuesday 19 July 2022

Weather
Sunny
Temp: 38°C

0700 - 1900 (Tuesday 12H Session)



TIME	Carriageway																		p7.1			p7.2			
	p7.2			p7.3			p7.7			p7.8			p7.10			p7.12									
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.06**	**0.00**	**0.00**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Wednesday 20 July 2022

Weather
Sunny Intervals
Temp: 23°C

0700 - 1900 (Wednesday 12H Session)

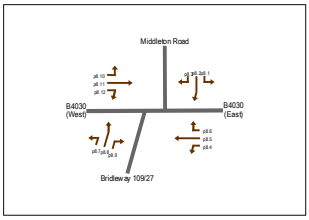
TIME	Carriageway																		p7.1			p7.2			
	p7.2			p7.3			p7.7			p7.8			p7.10			p7.12									
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Verge																													
p7.3		p7.4			p7.5			p7.6			p7.7			p7.8			p7.9			p7.10			p7.11			p7.12	
Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Equestrian
0
0
0
0
0
0.00

M40 NMU
Pedestrian Survey

Site 8 of 8
Middleton Road
B430 (East)
Bridleway 109/27
B430 (West)



Lat/Long
lat 51.9074267 lon -1.2157507°

Date
Tuesday 19 July 2022

Weather
Sunny
Temp: 38°C

0700 - 1900 (Tuesday 12H Session)

TIME	Carriageway																	
	p8.1			p8.3			p8.5			p8.6			p8.10			p8.11		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.04**	**0.00**	**0.00**	**0.06**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.06**	**0.00**

TIME									
	p8.1			p8.2					
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian		
0700 - 0715	0	0	0	0	0	0	0		
0715 - 0730	0	0	0	0	0	0	0		
0730 - 0745	0	0	0	0	0	0	0		
0745 - 0800	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
0800 - 0815	0	0	0	0	0	0	0		
0815 - 0830	0	0	0	0	0	0	0		
0830 - 0845	0	0	0	0	0	0	0		
0845 - 0900	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
0900 - 0915	0	0	0	0	0	0	0		
0915 - 0930	0	0	0	0	0	0	0		
0930 - 0945	0	0	0	0	0	0	0		
0945 - 1000	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
1000 - 1015	0	0	0	0	0	0	0		
1015 - 1030	0	0	0	0	0	0	0		
1030 - 1045	0	0	0	0	0	0	0		
1045 - 1100	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
1100 - 1115	0	0	0	0	0	0	0		
1115 - 1130	0	0	0	0	0	0	0		
1130 - 1145	0	0	0	0	0	0	0		
1145 - 1200	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
1200 - 1215	0	0	0	0	0	0	0		
1215 - 1230	0	0	0	0	0	0	0		
1230 - 1245	0	0	0	0	0	0	0		
1245 - 1300	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
1300 - 1315	0	0	0	0	0	0	0		
1315 - 1330	0	0	0	0	0	0	0		
1330 - 1345	0	0	0	0	0	0	0		
1345 - 1400	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
1400 - 1415	0	0	0	0	0	0	0		
1415 - 1430	0	0	0	0	0	0	0		
1430 - 1445	0	0	0	0	0	0	0		
1445 - 1500	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
1500 - 1515	0	0	0	0	0	0	0		
1515 - 1530	0	0	0	0	0	0	0		
1530 - 1545	0	0	0	0	0	0	0		
1545 - 1600	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
1600 - 1615	0	0	0	0	0	0	0		
1615 - 1630	0	0	0	0	0	0	0		
1630 - 1645	0	0	0	0	0	0	0		
1645 - 1700	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
1700 - 1715	0	0	0	0	0	0	0		
1715 - 1730	0	0	0	0	0	0	0		
1730 - 1745	0	0	0	0	0	0	0		
1745 - 1800	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
1800 - 1815	0	0	0	0	0	0	0		
1815 - 1830	0	0	0	0	0	0	0		
1830 - 1845	0	0	0	0	0	0	0		
1845 - 1900	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		

Date
Wednesday 20 July 2022

Weather
Sunny Intervals
Temp: 23°C

0700 - 1900 (Wednesday 12H Session)

TIME	Carriageway																	
	p8.1			p8.3			p8.5			p8.6			p8.10			p8.11		
	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**2.75**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**
1300 - 1315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Hourly Average	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0

Verge																													
p8.3		p8.4			p8.5			p8.6			p8.7			p8.8			p8.9			p8.10			p8.11			p8.12	
Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist	Equestrian	Pedestrian	Cyclist
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APPENDIX 4

WALKING, CYCLING & HORSE-RIDING ASSESSMENT REVIEW REPORT

BWB
A CAF GROUP COMPANY

TRANSPORT AND INFRASTRUCTURE

OXFORDSHIRE RAILFREIGHT LTD
Oxfordshire Strategic Rail Freight Interchange (OxSRFI)
Walking, Cycling, Horse-riding Assessment and Review (WCHAR)
Preliminary design stage – review report

www.bwbconsulting.com

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1. INTRODUCTION

Instruction

1.1 BWB Consulting Ltd has been commissioned by Oxfordshire Railfreight Ltd (the client) to undertake the highway design for the Oxfordshire Strategic Rail Freight Interchange (OxSRFI) scheme.

1.2 A general site location plan is shown at **Figure 1** below.

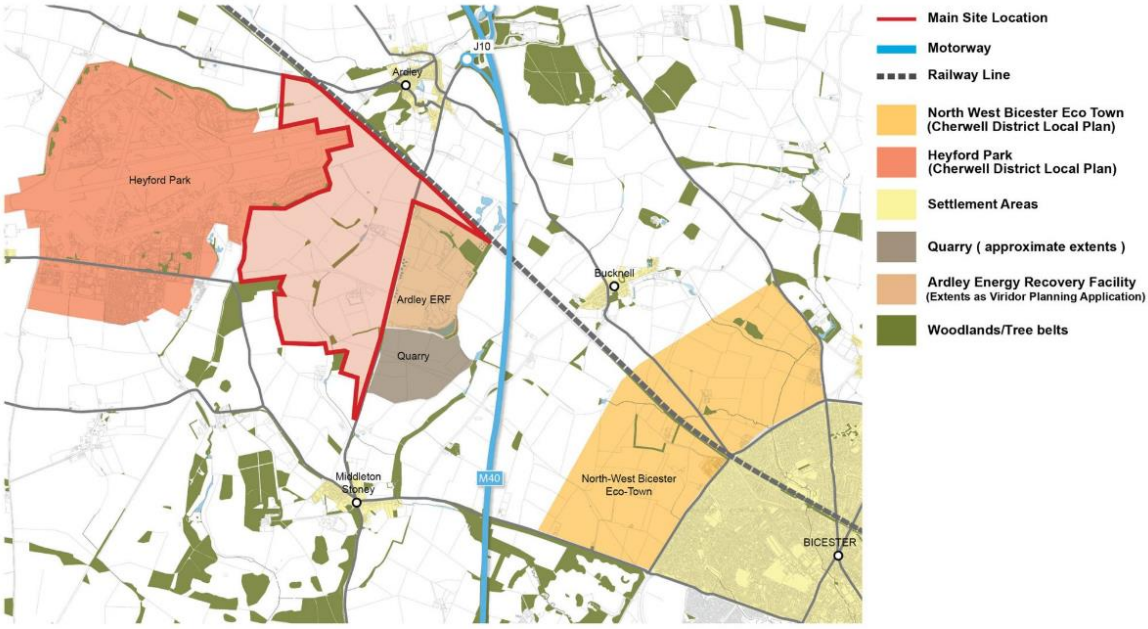


Figure 1: OxSRFI Main Site location

1.3 The proposals also include various highway improvements, including alterations to Junction 10 of the M40 motorway and to the A43, both of which meet thresholds for nationally significant highway works and the application will therefore also include two highway NSIPs as part of the DCO.

1.4 The development proposals include alterations to the M40 Junction 10 and the nearby Baynard's Green Roundabout on the A43, and M40 Junction 9, which are part of the strategic road network (SRN).

Objectives

1.5 This Report results from a Walking, Cycling & Horse-riding assessment and review (WCHAR) preliminary design stage Review undertaken for the Scheme and has been undertaken in accordance with DMRB GG 142 "Walking, Cycling & Horse-riding Assessment and Review".

2. BACKGROUND AND HIGHWAY TEAM DESCRIPTION

Background

2.1 At the Assessment stage the scheme was judged to be a **large highway scheme**. This is confirmed with reference to GG 142 tables 2.2.1 and 2.2.1N and therefore reviews are to be undertaken at both preliminary and detail design stages.

2.2 This Review, at the preliminary design stage, has been undertaken concurrently with the preliminary design and has been carried out in accordance with GG 142 "Walking, Cycling & Horse-riding Assessment and Review".

2.3 The existing highway layout affected by the works comprise:

- M40 Junction 10;
- A43 corridor north of Junction 10 up to and including Baynard's Green and the B4100 adjacent to Baynard's Green;
- B430 corridor from Junction 10 to Middleton Stoney;
- B4030 corridor from Middleton Stoney to the M40 bridge;
- M40 Junction 9 including the A34 northbound approach; and
- Various local roads including Ardley Road, Upper Heyford Road, Quarry Cottages and Middleton Road.

Proposed highway scheme

2.4 The following is a summary of the need for each aspect of the proposed highway works.

Highway element	DCO Work No.	Summary of need for highway works
Main Site estate road	7	The new estate road within the Main Site to provide access to the development plots including the rail terminal
Chilgrove Drive bridleway connection	10	To connect the proposed bridleway into Chilgrove Drive (line of Aves Ditch) south of the former airfield
OxSRFI principal access	11	To provide access into OxSRFI
Heyford Park Link Road (HPLR)	12	The existing Upper Heyford Road is consumed by the OxSRFI Main Site and this new road is needed to provide access into Heyford Park
Aves Ditch bridleway connection	13A	To connect the new bridleway on the southern boundary of the Main Site to Aves Ditch
Camp Road/Chilgrove Drive junction	13B	To connect the HPLR into the Camp Road junction (in the event the HPLR is constructed prior to works at this junction being proposed in connection with Heyford Park)
M40 Junction 10 (including works to the A43)	14A to 18	Strategic need to improve the SRN at Junction 10 and the A43 to accommodate traffic to and from OxSRFI and thereby enabling OxSRFI to be connected to the SRN

Highway element	DCO Work No.	Summary of need for highway works
Ardley Road and Ardley Bypass	19 and 20	Avoid otherwise significant adverse effects on the village of Ardley
B430 Station Road	36	Downgrading of the existing B430 following opening of the bypass
Ardley Bypass PRoW works	21	Diversions and improvements to PRoW in association with the bypass
M40 Junction 9	22	To address an otherwise unacceptable impact of OxSRFI traffic on the SRN and to minimise the likelihood of use of the adjacent B430 corridor as an alternative to the M40
Middleton Stoney Relief Road (MSRR)	23	Avoid otherwise significant adverse effects on the village of Middleton Stoney and to allow OxSRFI to be served effectively by bus
Middleton Road	24A	Reallocation of road space for use by pedestrians, cyclists and horse-riders to connect the bridleways east and west of the M40
Cycle Track to Middleton Road	33	To provide a cycle link between the MSRR and Middleton Road
B430 / Upper Heyford Drive junction	25B	Removal of the junction with Upper Heyford Road following opening of the HPLR
Quarry cottages turning head and PRoW	26	Closure of the road southwest of the railway and to connect the proposed bridleway into Quarry Cottages
Middleton stoney crossroads	27	To improve the environment for pedestrians in Middleton Stoney
Aves Ditch north bridleway connection	28	To connect the proposed bridleway into the line of Aves Ditch north of the former airfield

2.5 For the purposes of providing a comprehensive approach to walking, cycling and horse-riding assessment and review, the highway works are considered to include the main estate road and other publicly accessible infrastructure within the proposed OxSRFI main site.

2.6 The preliminary design scheme drawings have been reviewed to:

- Ensure that previously identified opportunities at the assessment phase have been taken into account and implemented where achievable; and
- Identify opportunities for improvement for pedestrians, cyclists and equestrians as a result of the developing highway scheme design.

2.7 The following Scheme drawings have been reviewed:

Drawing	Title	Revision
OxSRFI-BWB-LSI-01-DR-CH-0101	Highway Plans GA Sheet 1	P03
OxSRFI-BWB-LSI-02-DR-CH-0102	Highway Plans GA Sheet 2	P03
OxSRFI-BWB-LSI-03-DR-CH-0103	Highway Plans GA Sheet 3	P03
OxSRFI-BWB-LSI-04-DR-CH-0104	Highway Plans GA Sheet 4	P03

Drawing	Title	Revision
OxSRFI-BWB-LSI-05-DR-CH-0105	Highway Plans GA Sheet 5	P03
OxSRFI-BWB-LSI-01-DR-CH-0171	Access and Rights of Way Sheet 01	P02
OxSRFI-BWB-LSI-02-DR-CH-0172	Access and Rights of Way Sheet 02	P03
OxSRFI-BWB-LSI-03-DR-CH-0173	Access and Rights of Way Sheet 03	P03
OxSRFI-BWB-LSI-04-DR-CH-0174	Access and Rights of Way Sheet 04	P03
OxSRFI-BWB-LSI-05-DR-CH-0175	Access and Rights of Way Sheet 05	P03
OxSRFI-BWB-LSI-06-DR-CH-0176	Access and Rights of Way Sheet 06	P02
OxSRFI-BWB-LSI-07-DR-CH-0177	Access and Rights of Way Sheet 07	P02
OxSRFI-BWB-LSI-08-DR-CH-0178	Access and Rights of Way Sheet 08	P03

Review team

2.8 The Review team consists of:

Role	Organisation	Contact name	Email
Lead Assessor	ADC Infrastructure		[redacted]
Design Team Leader and Assessor	BWB Consulting		

Preceding assessment and review

2.9 The WCHAR Assessment report was last updated in February 2026 in accordance with GG 142 "Walking, Cycling & Horse-riding Assessment and Review". The WCHAR Assessment is therefore up to date.

WCHAR study area

2.10 The study area is shown at **Figure 2** below and is considered to be correct for the scheme.

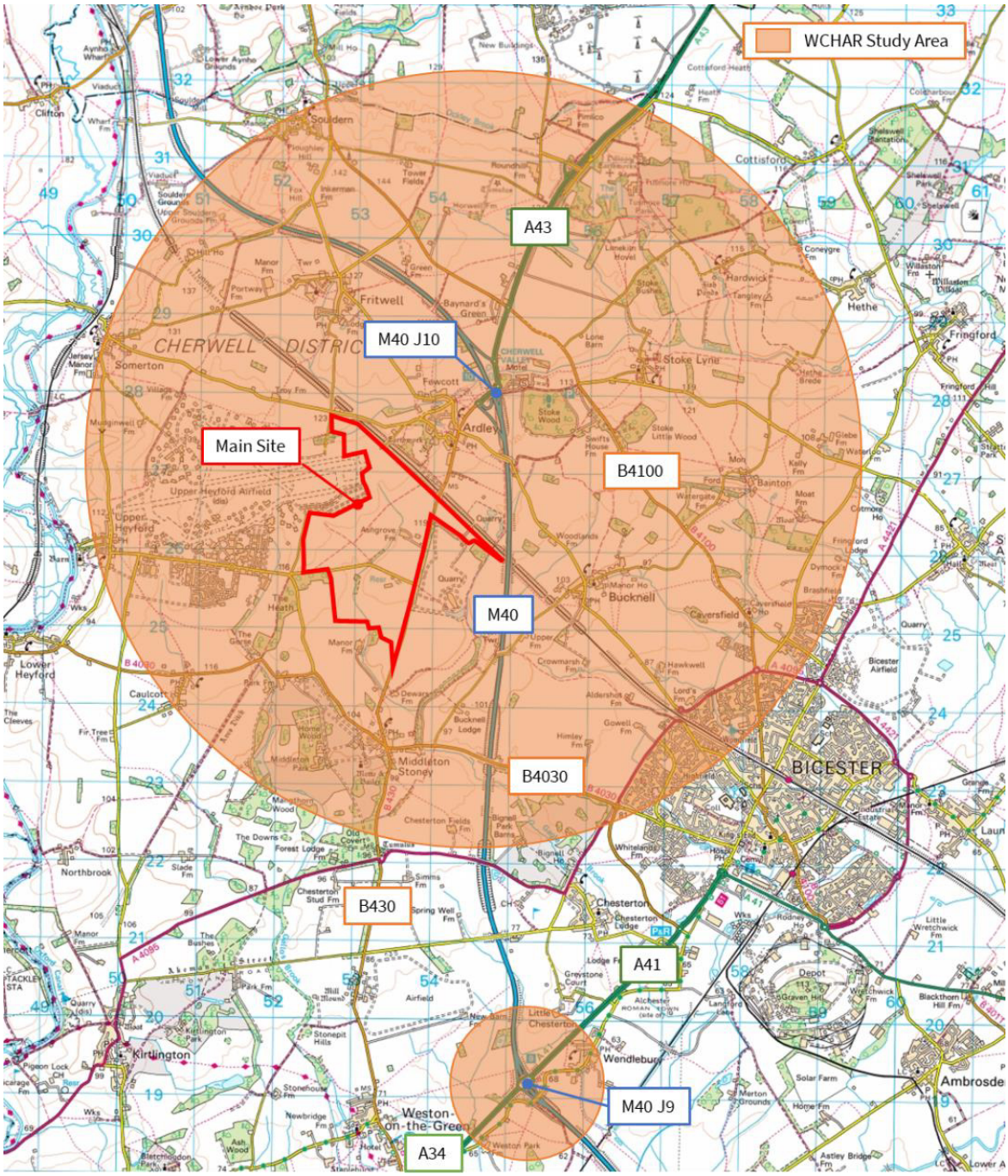


Figure 2 – WCHAR study area

Stakeholder engagement and site visits

2.11 The design proposals have been discussed at length with both National Highways (NH) and Oxfordshire County Council (OCC) as local highway authority. Both authorities will be further consulted with throughout the preliminary and detailed design stages.

2.12 Public consultation was undertaken during May and June 2022 and October and November 2025 which has helped inform the opportunities.

2.13 Site visits have been undertaken as set out in the WCHAR Assessment.

3. REVIEW OF WCHAR ASSESSMENT OPPORTUNITIES

3.1 This section provides a summary of the opportunities identified as part of the Assessment report together with the actions taken and outcomes. They are provided verbatim from the assessment report. Note that the opportunity references are amended to enable additional opportunities to be added during the review stages, the original references in the Assessment report are shown in brackets.

3.2 To assist the key stakeholders in reviewing this document the location of the opportunity and which highway authority(ies) it affects has been included.

3.3 The colour coding used is as follows:

Outcome meets opportunity, no further action or further action identified has been completed
Outcome partially meets opportunity, further action needed
Outcome does not meet opportunity, further action needed
Outcome does not meet opportunity, no further action proposed

Opportunity		Location / Highway authority	Actions taken / outcomes
	General opportunities		
G1 (6)	As part of the proposed highway improvements to the A43 Baynard's Green Roundabout, provide a route for walkers and cyclists travelling between the two B4100 arms of the junction, and public footpath 367/28.	**Baynard's Green junction** A43: NH B4100: OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G2 (7)	To provide a link between Ardley village and Cherwell Valley Services for walkers and cyclists.	**Ardley / Cherwell junctions** A43: NH B430: OCC	**Outcome**: Opportunity generally achieved. Highway design generally includes for this provision. The outstanding point is the M40 bridge where there is insufficient space for a shared use footway/cycleway and the parapet is too low for cyclists. **Action**: review at detailed design if changes can be made to facilitate cyclists over the bridge.
G3 (8)	To provide a link between Ardley village and public bridleway 367/20 (and Stoke Wood) for walkers and cyclists	**Ardley / Cherwell junctions** A43: NH B430: OCC	See item G2 above
G4 (10)	To provide a footway/cycleway link between Cherwell Roundabout and Baynard's Green.	**A43 corridor** NH	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G5 (11)	To link the footway/cycleway provision at M40 Junction 10 with bridleway 109/09.	**B430** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.

Opportunity		Location / Highway authority	Actions taken / outcomes
G6 (12)	To provide an alternative east-west route to replace the connectivity provided by bridleway 109/29 that is within the Main Site area.	**Main Site** PRoW: OCC	**Outcome**: Opportunity achieved. DCO includes for new east-west bridleway from B430 to Aves Ditch
G7 (13)	To provide an alternative north-south route to replace the connectivity provided by bridleway 109/28 and 109/30 that is within the Main Site area.	**Main Site** PRoW: OCC	**Outcome**: Opportunity achieved. DCO includes for new north-south bridleway linking Aves Ditch north and south of the former airfield (see S2). DCO includes for pedestrian and cyclist use of route through the Main Site
G8 (15)	To provide a footway/cycleway route connecting the Main Site with Ardley and Middleton Stoney and the connecting bridleway routes.	**B430** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G9 (16)	To provide a suitable crossing point of the B430 to provide a footway / cycleway link between the Main Site and bridleway 109/27.	**B430** OCC	**Outcome**: Opportunity generally achieved. Toucan crossing is located on higher speed road. **Action**: speed limit has now been reduced to 40mph at crossing point.
G10 (17)	To provide an off-road footway/cycleway route with appropriate crossing facilities linking the Main Site with the committed on and off-road provisions to be provided on Camp Road as part of the Heyford Park development.	**HPLR Camp Road** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G11 (18)	Taking the opportunity provided by the Ardley Bypass, downgrade the B430 to the north of the proposed Principal Access, to provide a WCH link to Ardley village, with a link for walkers and cyclists over the Chiltern Mainline railway to connect with the Principal Access and the Main Site walking and cycling provisions.	**B430** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G12 (19)	To provide WCH connectivity over the Chiltern Mainline railway at the north-western corner of the Main Site to provide connectivity between the Main Site and Ardley. In connection with the route around the Heyford Park Airfield this would also facilitate connectivity between the Heyford Park development and Ardley which is a committed PRoW link as part of the Heyford Park development.	**Quarry Cottages** OCC	**Outcome**: Opportunity achieved. Highway design and PRoW provisions in the DCO DCO include for this provision.
G13 (20)	Formalise a WCH link from Quarry Cottages and bridleway 109/20 within Ardley Woods to Aves Ditch north of the former airfield.	**Quarry Cottages** OCC	**Outcome**: Opportunity achieved. Highway design and PRoW provisions in the DCO DCO include for this provision.

Opportunity		Location / Highway authority	Actions taken / outcomes
G14 (21)	To provide a bus stop with cycle parking facilities within the north-eastern corner of the Main Site to enhance bus connectivity for Ardley village.	**Main Site** Private	**Outcome**: Not included in design but the Main Site design is to be developed during the detailed design stage. **Action**: review at detailed design
G15 (23)	To provide shared use footway/cycleways alongside the Main Site estate road, connecting with the proposed employment areas and central hub, with appropriate separation from the carriageway to provide an attractive route.	**Main Site** Private	**Outcome**: included in design but the Main Site design is to be developed during the detailed design stage. **Action**: review at detailed design
G16 (25)	To provide appropriate pedestrian and cyclist crossing facilities at the Principal Access.	**B430** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G17 (26)	To provide a high-quality pedestrian and cycle connection between the Main Site estate road and Chilgrove Drive via the HPLR and the Secondary Access.	**HPLR** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G18 (27)	To provide a footway/cycleway facility alongside the length of the HPLR.	**HPLR** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G19 (28)	To provide appropriate links to the west of the Main Site to link with Chilgrove Drive south of the former airfield and Aves Ditch north of the former airfield, thus also connecting to future committed bridleways that are envisaged as part of the Heyford Park development.	See S2 below	See S2 below
G20 (29)	Associated with Opportunity 1, to divert existing public bridleway 109/26 between the Chiltern Mainline and Ardley Road and provide a route along the proposed bypass and away from the M40, and maintain the connectivity provided by bridleway 109/24 by providing an alternative connection to the B430.	**Ardley Bypass** OCC	**Outcome**: Opportunity achieved. Highway design and PRoW provisions in the DCO include for this provision.
G21 (30)	To maintain connectivity of public footpath routes 109/22 and 109/23 to Ardley Road.	**Ardley Bypass** OCC	**Outcome**: Opportunity achieved. Highway design and PRoW provisions in the DCO include for this provision.
G22 (31)	To maintain connectivity along Ardley Road where the Ardley Bypass crosses Ardley Road.	**Ardley Bypass** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G23 (33)	To provide a footway/cycleway alongside the length of the MSRR, integrated with those opportunities identified at Opportunities 15 and 27.	**MSRR** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.

Opportunity		Location / Highway authority	Actions taken / outcomes
G24 (34)	Associated with Opportunity 12, to upgrade the existing public footpath 297/8 route to become a bridleway	**MSRR** PRoW: OCC	**Outcome**: Opportunity achieved. DCO includes for upgrade of route as a bridleway.
G25 (35)	To provide appropriate crossing of the MSRR for public rights of way 297/3 and 297/8.	**MSRR** PRoW: OCC	**Outcome**: Opportunity achieved. Highway design and PRoW provisions in the DCO include for this provision.
G26 (36)	To provide appropriate crossing facilities at the MSRR/HPLR/B430 junction.	**MSRR** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G27 (37)	To provide a new bridleway route alongside the MSRR and linking with bridleway 297/14 to the south of the B4030.	**MSRR** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G28 (38)	To provide appropriate crossing facilities at the proposed new roundabout between the MSRR and the B4030.	**MSRR** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
G29 (39)	To provide connectivity between the new footway/cycleway facilities proposed as part of the MSRR and Middleton Stoney village.	**MSRR** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
	Strategic opportunities		
S1 (1)	To close the at-grade railway crossing of the Chiltern Main Line railway to the east of the Main Site, known as Bucknells Farm level crossing, which currently serves bridleway route 109/26 and provide an appropriate alternative crossing (with bridge over the railway) or route.	**Bridleway at eastern railway connection** PRoW: OCC	**Outcome**: Opportunity achieved. DCO includes for closure of the crossing and diversion of the bridleway.
S2 (2)	To provide a western perimeter bridleway around the Main Site connecting with the Aves Ditch route north and south of the Heyford Park Airfield.	**Main Site** Bridleways: OCC	**Outcome**: Opportunity achieved. DCO includes for a new western perimeter bridleway between these points.
S3 (3)	To maintain vehicle and WCH access to the land formerly occupied by Ardley Railway Station in order not to prejudice the delivery of a railway station in the future.	**B430 Station Road** OCC	**Outcome**: Opportunity achieved. Scheme maintains access to the former station site.
S4 (4)	To provide a bridleway link between public bridleways 367/20, 109/31 and 367/1, and Ardley Road to improve wider connectivity and restore links lost as part of the M40 construction.	**M40 J10** A43 / M40: NH PRoW: OCC	**Outcome**: Opportunity not achieved. Connecting 109/31 & 367/1 to 367/20 and the associated land purchase is not justifiable in the context of OxSRFI. It could however be pursued by other developments east of the M40.

Opportunity		Location / Highway authority	Actions taken / outcomes
S5(5)	To upgrade to a bridleway existing footpath 148/3 between Middleton Road and bridleway 109/26.	**Footpath to east of Main Site** PROW: OCC	**Outcome**: Opportunity not achieved. Whilst this route is not directly affected by the scheme nor is it an active travel route required for the scheme, we have reviewed the works that would be needed. There is insufficient clearance for horses to be ridden under the M40 bridge and the parapet under this bridge, alongside the railway, is too low. Therefore substantial work would be needed for it to function as a bridleway without asking riders to dismount (which we would have no control over and could result in safety issues if they attempted to ride this section). On this basis this improvement is not justified by the scheme. A further issue would be the need for a replacement bridge crossing of the Gagle brook.
	Pedestrian specific opportunities		
P1 (9)	Retain or provide an alternative connection to public footpath 109/32 to and from M40 J10	**Ardley junction** A43: NH PRoW: OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
P2 (22)	To provide a bus stop near the Ardley EFW facility to enhance bus connectivity for employees of this facility.	**B430** OCC	**Outcome**: Not included in design but there is no reason in principle why it could not be provided. **Action**: the highway design has been amended to include these bus stops
P3 (24)	To provide permissive footpaths to and through the landscaped areas of the Main Site for recreational use.	**Main Site**	**Outcome**: these are indicated on the illustrative masterplan **Action**: review at detailed design to confirm this has been achieved
P4 (40)	Associated with the forecast traffic reduction in Middleton Stoney village due to the MSRR and HPLR, provide improved pedestrian crossing facilities at the B430/B4030 crossroads junction within the village.	**Middleton Stoney** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
P5 (41)	Stop up the existing section of public footpath 398/7 which leads to the A34 carriageway, where there is not an onwards destination for pedestrians and no opportunity to safety cross the A34.	**M40 J9** A34: NH PRoW: OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
	Cyclist specific opportunities		

Opportunity		Location / Highway authority	Actions taken / outcomes
C1 (14)	To provide a cycleway route linking the Main Site with Bicester.	PRoW: OCC	**Outcome**: Opportunity generally achieved. Scheme will provide the following: • Toucan crossing of B430 linking Main Site to Bridleway 109/27 • Highway works on Middleton Road to connect bridleways 148/4 and 148/6 • Shared use footway/cycleways alongside the B430, MSRR and Heyford Park link road • Shared use cycle track from the MSRR to Middleton Road • Reduction in speed limit along Ardley Road, Middleton Road and Bicester Road **Action**: these routes require careful design (e.g. measures on minor roads, illumination of cycle routes and the like), these will be subject to further review at detailed design
C2 (32)	To provide a direct link alongside Ardley Bypass from Ardley Road to the Principal Access for cyclists accessing the Main Site to and from Ardley Road.	**Ardley Bypass** OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision (as a bridleway).
	Equestrian specific opportunities		
	No equestrian only opportunities identified (note many general opportunities cover equestrians)		

4. PRELIMINARY DESIGN STAGE REVIEW OPPORTUNITIES

4.1 This section documents any user related opportunities identified during the preliminary design phase. They have been developed through discussions between the Lead Assessor and the wider design team and recorded here along with actions taken / outcomes. The numbering is a continuation of the numbers used at the assessment stage.

Opportunity		Location / Highway authority	Actions taken / outcomes
	General opportunities		
G30	There is an opportunity to improve the connection to the bridleway north of the MSA from the new footway/cycleway	**A43** NH	**Action taken**: the level differences in this area need to be reviewed as some localised retaining may be necessary **Outcome**: this has now been designed and incorporated into the highway works and shown as a new bridleway on the Access and Rights of Way plan
G31	Within Ardley village following the bypass there is an opportunity for the existing B430 to become part of the 20mph area within the village to improve the environment for pedestrians, cyclists and horse-riders.	**Ardley Village** B430: OCC	**Outcome**: speed limit proposals amended to provide 20mph limit on the existing B430 through Ardley Village (and on the first section of Ardley Road)
G32	The bridleway diversion alongside the bypass connects to Ardley Road west of the existing bridleway and should connect at the same location as the existing bridleway	**Ardley Bypass** OCC	**Outcome**: location of connection moved to existing position
	Strategic opportunities		
	No further opportunities identified		
	Pedestrian specific opportunities		
P6	The improvements to Baynard's Green provide an opportunity to better connect footpath 367/28 with bridleway 367/29 by providing a signalised crossing over the B4100 northern arm	**Baynard's Green junction** A43: NH B4100: OCC	**Outcome**: Opportunity achieved. Highway design includes for this provision.
P7	The zebra crossing in Middleton Stoney is not indicated as having lighting and the village is not lit. This could result in pedestrians using the crossing not being sighted and lighting should be provided albeit sensitive to the village character	**Middleton Stoney** B430: OCC	**Outcome**: lighting is now indicated **Action needed**: detailed design of lighting needs careful consideration to provide the required level of safety whilst being sensitive to the village environment – action for detailed design
P8	It is unclear how the diverted bridleway 109/26 (following closure of the crossing) connects to the existing footpath 148/3	PRoW: OCC	**Outcome**: Opportunity achieved, design now shows connection to this footpath.

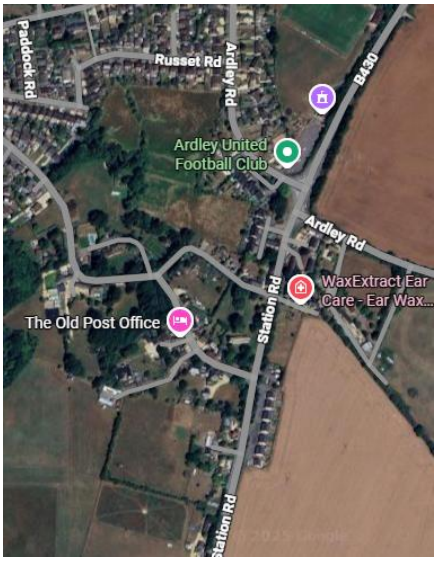
Opportunity		Location / Highway authority	Actions taken / outcomes
	Cyclist specific opportunities		
C3	The cycling proposals for connecting the Main Site to Bicester include route options using existing rural lanes (Ardley Road, Bicester Road, Bucknell Road and Middleton Road). Traffic speeds may be too high for increased cyclist use and there is an opportunity to reduce the speed limit on these roads and put in place signage and marking measures for cyclists	**Local roads** OCC	**Outcome**: speed limit proposals have been amended to include for reducing the limit on these rural lanes to 40mph **Action needed**: outline proposals for signs and markings for cyclists to be developed
C4	The proposed cycle facilities at the B4030 / MSRR roundabout do not have a clear connection with Middleton Road which is to have a reduced speed limit to encourage cyclist use and there is an opportunity to improve this link	**Middleton Stoney** B4030: OCC	**Action taken**: provide connections for cyclists to be able to enter and leave Middleton Road **Outcome**: this has now been designed and incorporated into the highway design
C5	The proposed cycle facilities at the B4030 / MSRR roundabout follow the roundabout kerbline and there is an opportunity to provide a more direct route	**Middleton Stoney** B4030: OCC	**Outcome**: the footway/cycleway has been realigned to 'cut the corner' to reduce the travel distance
	Equestrian specific opportunities		
E1	At the northwest corner of the Main Site the proposed bridleway runs close to a small area of woodland used as an air rifle shooting range. Whilst the original route was outside of the immediate 'danger area' the close proximity could spook horses and the route should be moved	**Main Site** PRoW: OCC	**Outcome**: bridleway moved around 20m away from the edge of the woodland
E2	The bridleway alongside the Ardley Bypass is shown in close proximity to road and there is an opportunity to improve the environment of the bridleway by increasing the spacing	**Ardley Bypass** OCC	**Outcome**: bridleway moved around 20m away from the edge of the road
E3	The bridleway alongside the railway is proposed to pass under the Ardley Bypass and will run close to the railway, no details on proximity to and screening from the rail are provided	**Ardley Bypass** OCC	**Action taken:** the principle is now shown on the GA drawing for Bridge 07 **Action needed**: develop further at detailed design to provide sufficient screening,

4.2 The location of each opportunity is shown below.

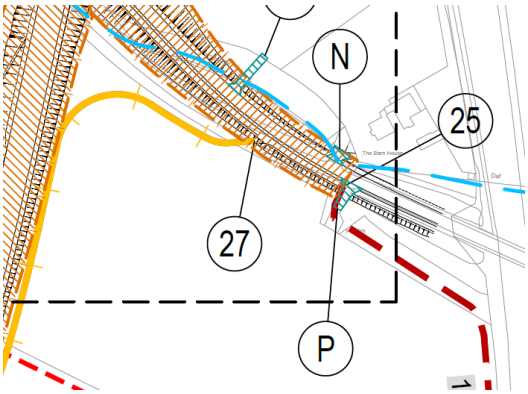
General Opportunity G30



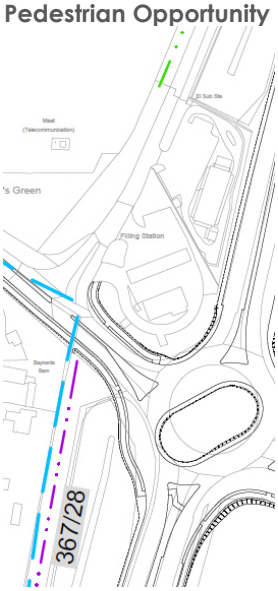
General Opportunity G31



General Opportunity G32



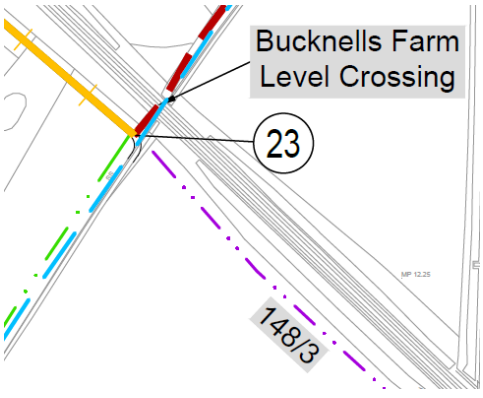
Pedestrian Opportunity P6



Pedestrian Opportunity P7

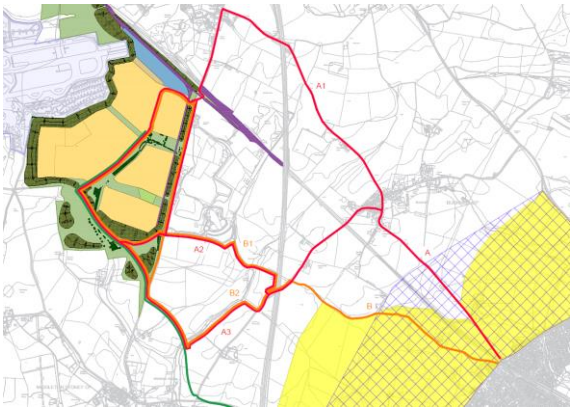


Pedestrian Opportunity P8

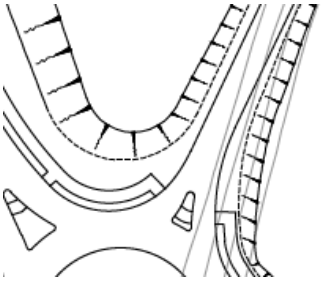


Cyclist Opportunity C3

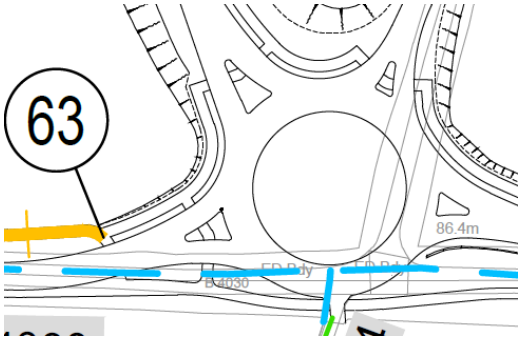
On road routes via quieter lanes (red routes)



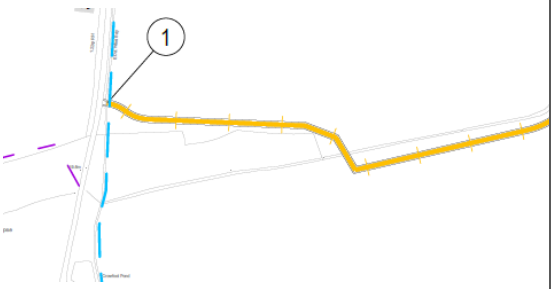
Cyclist Opportunity C4



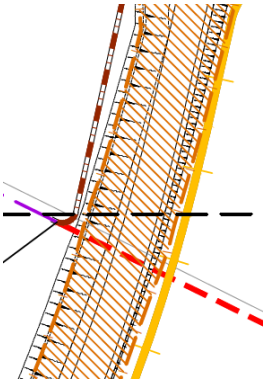
Cyclist Opportunity C5



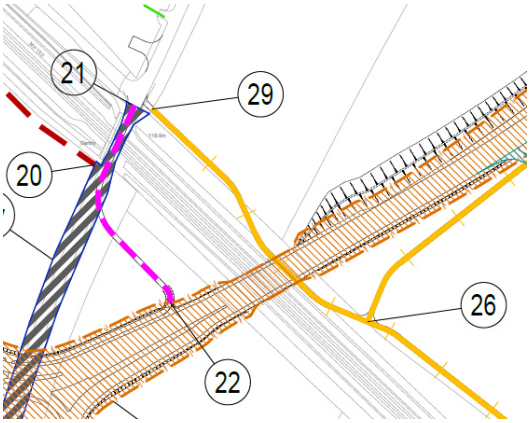
Equestrian Opportunity E1



Equestrian Opportunity E2



Equestrian Opportunity E3



5. WALKING, CYCLING & HORSE RIDING REVIEW TEAM STATEMENT

5.1 As Lead Assessor, I confirm that this walking, cycling and horse-riding review report has been compiled in accordance with DMRB GG 142 and thus records all design team deliberations and decisions relating to walking, cycling and horse-riding issues and opportunities. The walking, cycling and horse-riding review was undertaken by the following team:

Name:	[redacted]
Position:	Lead Assessor
Organisation:	[redacted]
Signed & Dated:	[redacted]

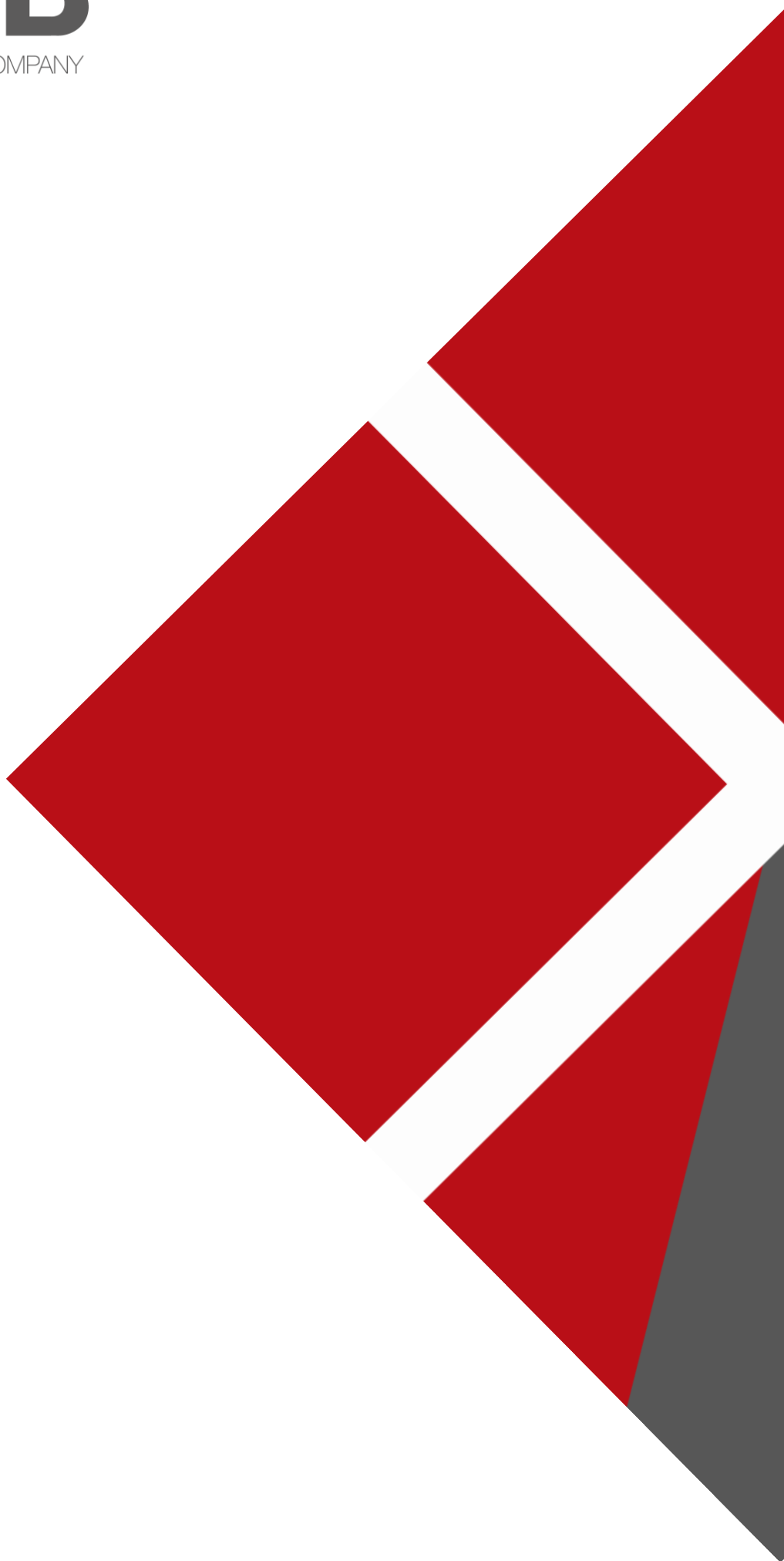
Name:	Simon Hilditch
Position:	Design team leader and Assessor
Organisation:	BWB Consulting Ltd

5.2 As design team leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in DMRB GG 142.

Name:	[redacted]
Position:	Design Team Leader
Organisation:	BWB Consulting Ltd
Signed & Dated:	[redacted]

BWB

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APPENDIX 5

PUBLIC TRANSPORT STRATEGY

PUBLIC TRANSPORT STRATEGY

OXFORDSHIRE SRFI

ADC Infrastructure Limited, City Buildings, 34-36 Carrington Street, Nottingham, NG1 7FG
tel. 0115 941 4817, www.ADCinfrastructure.com

DOCUMENT CONTROL

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3	07/08/2025	R Leconte / S Dunhill	M Higgins	minor amendments
4	18/09/2025	R Leconte / S Dunhill	M Higgins	draft issued for Stage 2 Consultation
5	30/10/2025	R Leconte	S Dunhill	minor amendments following OCC comments

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APPENDICES

Appendix A Principal Site Access (OxSRFI-BWB-GEN-ZZ-SK-CH-SK018)
Appendix B Delivering the future: the charging nature of employment in distribution warehouse,
Appendix C Anticipated bus patronage

1.0 INTRODUCTION

Introduction

1.1 Oxfordshire Railfreight Ltd (the Applicant) are promoting a Nationally Significant Infrastructure Project (NSIP), to be known as Oxfordshire Strategic Rail Freight Interchange (OxSRFI).

1.2 This document sets out the proposed Public Transport Strategy for OxSRFI. It has been developed in consultation with Oxfordshire County Council (OCC) including OCC's lead public transport officer, and the Project Development Control Lead for the scheme.

1.3 In summary, the Public Transport Strategy for OxSRFI is to deliver high quality public transport links to and from OxSRFI, focusing specifically on access by bus. The OxSRFI will provide to OCC a Bus Service Contribution that will be used to fund the delivery of bus services to and from OxSRFI and Heyford Park, Bicester, and Banbury. The funding will be secured via S106 obligation as part of the Development Consent Order (DCO).

1.4 Passenger rail travel will be facilitated with direct bus links to Bicester and its railway stations, to provide for rail travel as part of a multi-modal journey to and from OxSRFI. A new passenger rail station does not form part of the OxSRFI development proposals, although the OxSRFI scheme would not prejudice the future provision of such at the former Ardley Station site, should proposals be brought forwards by others.

Related documents

1.5 This Public Transport Strategy is closely linked to the Transport Assessment and Sustainable Travel Strategy (STS) documents, which consider the wider travel and transport implications of the development including active travel by other sustainable travel modes. It is also closely linked to the Framework Travel Plan, which includes targets and measures to encourage travel to and from OxSRFI by sustainable travel modes, and methods for monitoring travel patterns.

Aims and principles of the Public Transport Strategy

1.6 The overarching aim of the OxSRFI Public Transport Strategy is to ensure that OxSRFI is well served by public transport, so that employees have a good quality, appropriate and realistic alternative to the private car for their journey to and from work, when walking and cycling are not appropriate modes.

1.7 The strategy is responsive to both OxSRFI and local needs, evolving the bus provision as necessary over time. To achieve this, the strategy will be managed by a Sustainable Transport Working Group, as a partnership with OCC, the planning authority (Cherwell District Council), the Applicant, and other stakeholders, such as the bus operator and tenants of the site.

Core objectives of the Public Transport Strategy

1.8 The following core objectives have been defined to support the above aim:

- public transport should be accessible, within 400m to 650m maximum walking distance of all units.
- access to public transport should be safe and comfortable at all times of day.
- public transport should be accessible to all, including those with limited mobility.
- public transport should be available at key times, reliable, and of high quality.
- public transport should have the capacity required at all times of day.

- employees should have access to high quality and accurate public transport information to allow informed travel choices.
- public transport should be affordable and fares easy to understand.
- travel times should not be prohibitive to public transport use (as an alternative to the private car).

Document structure

1.9 This document sets out how the Public Transport Strategy has been developed, and is structured as follows:

- Chapter 2 describes the proposed development. This includes the likely opening year and completion years, number of jobs, land likely hour of operation.
- Chapter 3 describes the forecast travel demands associated with OxSRFI based on the expected catchment areas for employees. This provides the context for the public transport options that have been examined, in terms of origins/destinations to be served, and the timings and frequency of bus services.
- Chapter 4 summarises the current public transport provision in the area, considering committed improvements associated with the adjacent residential and employment development at Heyford Park, directly to the west of the site.
- Chapter 5 describes the options for serving the site by public transport that were examined in consultation with OCC in the development of this Public Transport Strategy.
- Chapter 6 details the Public Transport Strategy that is agreed in principle with OCC for OxSRFI, including the financial contribution that will be secured to deliver the bus services and infrastructure provisions, and the strategy for managing the public transport provisions at the site through a Sustainable Transport Working Group. The expected impacts are also presented.
- Chapter 7 presents the summary and conclusions.

2.0 PROPOSED DEVELOPMENT

Site location

2.1 The OxSRFI site is in Cherwell District Council, within northern Oxfordshire. It is located to the southwest of the M40 Junction 10, approximately 6km from Bicester. A general site location plan is shown at **Figure 1** and a more detailed site location is shown at **Figure 2**.

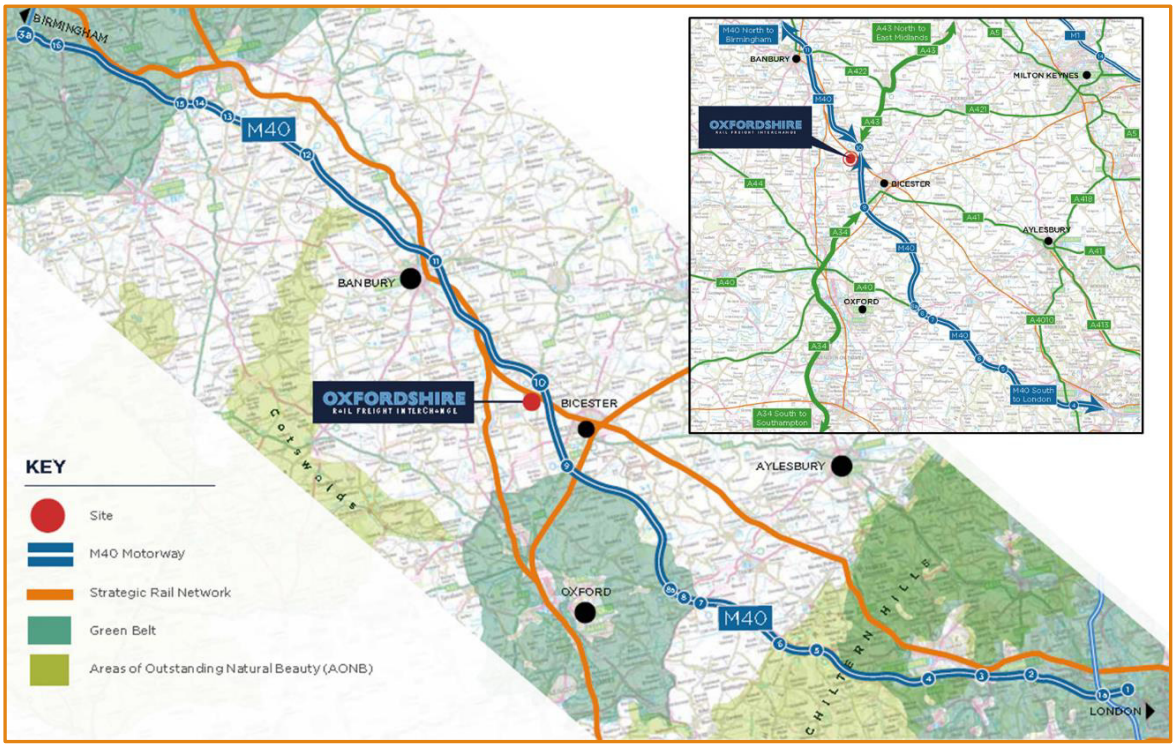


Figure 1: general site location

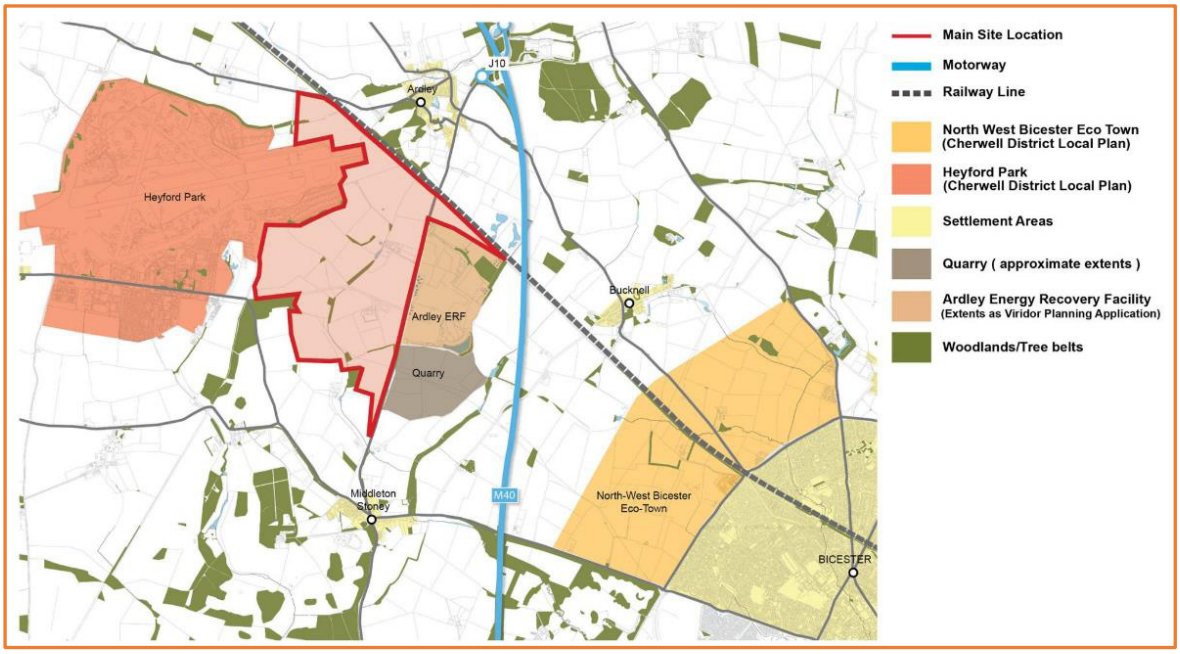


Figure 2: detailed site location showing Main Site area (edged red)

2.2 The Main Site area is shown in **Figure 2**. It is bound to the north by the Chiltern Main Line Railway, part of the strategic rail network operated by Network Rail, to the east by the B430 and the Viridor 'Ardley Energy from Waste' facility, to the south by farmland, and to the west by the Heyford Park development, which is located on the former RAF Upper Heyford site. The village of Ardley is approximately 1km to the north of the site. The village of Middleton Stoney is approximately 2km to the south of the site, and the market town of Bicester is located approximately 6km to the southeast.

Development proposals

2.3 OxSRFI will provide a Rail Terminal accommodating up to 12 freight trains per day, and include container storage and HGV parking, with rail sidings within the site with the potential to directly connect to some of the individual warehouses. The Rail Terminal will be connected to the Chiltern Main Line Railway.

2.4 OxSRFI will provide large scale B8 warehousing and distribution space. The maximum floor space for the B8 use is set by the Parameters Plan DCO **Document 2.5** at 6.5 million sqft (603,850 sqm). The warehousing will include ancillary office space, and an allowance is made within the Parameters for up to 201,283 sqm (one third of the warehouses space) of B8 mezzanine floor space use.

2.5 The scheme will provide substantial mounding and woodland/tree planting around the site edges for visual screening and ecological connectivity.

2.6 Ensuring good access to the strategic road network is a prerequisite for the Proposed Development. The proposed highway strategy associated with the Proposed Development comprises the following embedded Highway Works.

Highway Works	Description
M40 Junction 10 highway improvements	the highway works to be carried out in connection with the improvement of J10 of the M40 motorway including works to the A43 Baynard's Green roundabout and associated works to the local road network and footway/cycleway works.
Ardley Bypass	a bypass to the east of the village of Ardley including realignment of Ardley Road and associated works to footpaths and bridleways.
Principal Access and HGV routing strategy	the principal access to the Main Site from the Ardley Bypass and B430, with provisions to enforce the HGV routing strategy.
Middleton Stoney Relief Road (MSRR)	a relief road to the northeast of the village of Middleton Stoney linking the B4030 to the B430 and associated footway/cycleway works.
Heyford Park Link Road (HPLR)	the length of new road between the B430 and Heyford Park, including the Secondary Access and associated footway/cycleway works.
Secondary access	the secondary access to the Main Site for buses, emergency vehicles and pedestrians/cyclists only, taken from the HPLR.
M40 Junction 9 highway improvements	the highway works to be carried out in connection with the improvement of J9 of the M40 motorway.

2.7 The embedded highway works are also designed to relieve constraints on the local road network and the proposed MSRR will reduce congestion at the B430/B4030 crossroads junction which will have a positive impact of bus journey times and journey time reliability.

2.8 An extract of the Illustrative masterplan DCO **Document 2.6** is shown in **Figure 3**. The Principal Access to OxSRFI will be from the B430 via a new roundabout at the north-eastern edge of the Main Site. That roundabout will include a segregated left turn lane on the site access arm, to route all HGVs to the M40 Junction 10 via the new Ardley Bypass. This will be controlled via a height barrier on the separate right-turn lane on the exit from the site. To allow for the future provision of double-deck buses to be used on the route, there will be a separate bus gate with raising barrier to allow buses to turn right out of the site. The proposed layout, including the bus gate, for the Principal Access is shown on drawing OxSRFI-BWB-GEN-ZZ-SK-CH-SK018 at **Appendix A**.



Figure 3: extract of the Illustrative Masterplan

2.9 To the south of the development, part of the existing Upper Heyford Road (sometimes referred to as the Unnamed Road) running between Camp Road and the B430 will be stopped up and replaced by the new HPLR. There will be a secondary, smaller access into OxSRFI for cyclists/pedestrians and buses only from this new road, as shown on **Figure 3**. The Secondary Access will also serve as an emergency access. Access for buses at the Secondary Access will be controlled via a bus gate with raising barrier.

2.10 A new MSRR will be provided between the B430 (north) and B4030 (east) around Middleton Stoney, and a new bypass will be provided around the village of Ardley. The MRSS will provide a more direct and quicker route between Bicester and Heyford Park and the Main Site, reliving congestion at the B430/B43030 crossroads in Middleton Stoney and therefore improving journey time and journey time reliability.

2.11 The OxSRFI internal layout will allow a two-way route through the site for bus services, via the Principal and Secondary accesses (and vice versa). The internal spine road will be designed to accommodate buses, and high-quality bus stops with real time information displays will be provided.

Opening year

2.12 The application for the DCO is to be submitted in quarter one of 2026, with approval anticipated in the following year. The OxSRFI is then expected to have a seven-year build programme with construction starting in 2028 and first occupation in 2031, and completion in 2034.

2.13 The embedded Highway Works will be phased, with a first phase of works required prior to occupation of the development. The phase 1 works will include providing the route through the Main Site for buses on the internal spine road.

2.14 It is not possible to state with certainty the floor area of the first phase of the development as the demand for units on the site would be led by the market. Therefore, to ensure a robust analysis and provide the Applicant with a degree of flexibility, a first phase of development up to 2 million sqft (185,800 sqm) of B8 development with an additional 1/3 mezzanine floor space (61,967 sqm) has been considered in the Transport Assessment. The Rail Terminal is also a trip generator. Therefore, whilst there is no requirement for the Rail Terminal to be operational at first occupation, for the purposes of assessment of Phase 1 of the development, the Rail Terminal operating at up to four trains per day has been assessed.

2.15 The remainder of the OxSRFI development would be constructed and operational over the following three years, dependant on market demand.

2.16 Section 6 describes the bus service provision to be provided to serve OxSRFI. The proposed 'Heyford Park – OxSRFI – Bicester' bus service will be in place from first occupation at the site, therefore providing an alternative to travel by private car right from the start of the development and allowing a sustainable travel culture to be developed from the outset. That service will be supplemented by the 'Banbury – Deddington - OxSRFI' service as travel demand at the site increases.

Jobs

2.17 It is estimated that there will be in the region of 9,600 full time equivalent employees associated with the proposed B8 use.

2.18 Based on similar sites[1], it is expected that warehouse operatives will form around 49% of the workforce, with 25% office job roles, 12% managerial staff, 6% will be in other functions (comprising IT, customer service, sales and engineering functions), and drivers will account for around 8% of staff.

Operation

2.19 All of the B8 units are likely to operate on a 24-hour basis, seven days a week. A three-shift system is typical, with the main shifts likely to be 0600-1400 hours, 1400-2200 hours and 2200-0600 hours, although there will be some variation depending on the individual occupier requirements. Some occupiers may operate a 12-hour shift, for example from 0700-1900 hours and 1900-0700 hours.

2.20 In addition to this, the office and administration employment will operate more traditional office hours (typically starting between 0800-0900 hours and finishing between 1630-1730 hours).

2.21 In keeping with most inland rail freight terminals, the Rail Terminal is likely to operate on a 24-hour basis from Sunday evenings until Saturday mornings. However, volume growth at the main ports could lead to an increase to 24/7 operation in the future.

2.22 The Public Transport Strategy for OxSRFI therefore needs to accommodate the traditional working hours and shift change over times for the various units on the site, and flexibility is key – particularly in the early stages.

Person trip generation and modal split

2.23 The person trip generation and baseline and modal split targets for OxSRFI have been agreed with the Transport Working Group[2] (TWG).

2.24 The person trip generation is shown in the table overleaf. Excluding HGV drivers, the Proposed Development is forecast to generate 1,087 two-way person trips (combined arrivals and departures) in the morning peak hour and 1,452 two-way person trips in the evening peak hour, with some 17,000 two-way person trips over the course of 24-hour period.

2.25 The baseline and target modal split for OxSRFI as agreed with the TWG is shown in the table below. The target modal split equates to a 26% shift from single occupancy vehicle trips to sustainable transport modes. It includes the target to increase the proportion of trips by public transport from a baseline position of 0%, so that it forms 8% of all trips (excluding HGV drivers).

Mode	Baseline modal split	Target modal split
Single Occupancy Vehicle	92%	68%
Car Share	5%	20%
Public Transport	0%	8%
Walking and Cycling	3%	4%

[1] Delivering the future: the charging nature of employment in distribution warehouse, Prologis Technical Insights, September 2019 (copy provided at **Appendix B**)

[2] A Transport Working Group (TWG) has been established to provide a forum for discussion and allow a step-by-step approach to the assessment and agreement of transport matters relating to OxSRFI. The TWG comprises representatives from OCC who are the local highway authority, National Highways and their consultant Aecom, Cherwell District Council who are the local planning authority, the Applicant and their consultant team, comprising ADC Infrastructure Ltd, BWB Consulting Ltd, and Oxalis Planning.

Time Window	Person Trip** (excluding HGV drivers)			Person Trip (HGV driver)			Total Person Trips		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	83	59	141	52	80	133	135	139	274
01.00-02.00	53	17	71	76	75	150	129	92	221
02.00-03.00	36	136	172	80	80	160	116	216	331
03.00-04.00	59	76	135	54	83	138	113	159	273
04.00-05.00	188	89	277	76	51	127	264	140	404
05.00-06.00	1334	635	1968	118	75	193	1452	710	2162
06.00-07.00	629	480	1110	128	67	195	758	547	1305
07.00-08.00	723	229	952	124	157	280	847	386	1233
08.00-09.00	982	105	1087	172	159	331	1154	264	1418
09.00-10.00	471	147	617	122	113	235	592	260	852
10.00-11.00	365	223	588	140	151	291	505	373	879
11.00-12.00	276	205	482	127	123	250	403	328	731
12.00-13.00	400	447	847	108	98	207	508	545	1053
13.00-14.00	670	471	1140	89	132	220	758	602	1360
14.00-15.00	317	734	1051	102	149	252	420	883	1303
15.00-16.00	183	905	1088	75	122	197	258	1028	1285
*16.00-17.00**	236	876	1112	132	89	221	368	965	1333
*17.00-18.00**	324	1128	1452	157	143	300	481	1271	1752
18.00-19.00	723	717	1440	120	102	222	843	819	1662
19.00-20.00	105	271	376	101	73	174	206	344	550
20.00-21.00	123	141	264	106	87	193	229	229	457
21.00-22.00	299	105	404	68	96	164	367	201	568
22.00-23.00	24	216	240	63	76	138	86	292	379
23.00-00.00	17	65	83	70	80	150	87	145	233
Totals	**8618**	**8479**	**17098**	**2459**	**2461**	**4920**	**11077**	**10941**	**22018**

* light vehicle generation for 1600 to 1700 hrs from Table 3 and 3A swapped with 1700 to 1800 hrs generation to ensure worst case shoulder peak is assessed

3.0 POTENTIAL TRAVEL DEMAND

Employee catchment

3.1 The Socio-Economic ES chapter for the OxSRFI development includes an analysis of both 2011 and 2021 Census data to determine where OxSRFI employees are likely to be drawn from.

3.2 The Socio-Economic ES chapter notes that there are limitations to using the 2021 Census data, because it was undertaken during a period of national lock down when people were, in some instances, required to work from home or had been placed on Government furlough schemes, due to Covid-19 pandemic. The Socio-Economic ES assessment concludes that *"the data is nonetheless useful in demonstrating that there have been no significant changes in travel to work patterns from the 2011 Census."*

3.3 As shown in the table below, the Travel to Work (TTW) 2011 Census data from the Socio-Economic chapter shows 87.2% travelling within the local and the subregional area[3], with 60.1% travelling from within the Cherwell District. The 2021 Census data shows 90.6% travelling within the local and subregional area, with 67.2% travelling from within the Cherwell District.

Usual Residence	2011 Census TTW data (Socio-Economic data)	2021 Census TTW data (Socio-Economic data)
Cherwell	60.1%	67.2%
South Northamptonshire	7.4%	7.9%
West Oxfordshire	5.7%	4.5%
Oxford	3.8%	3.3%
Aylesbury Vale	3.7%	2.9%
Stratford-on-Avon	2.4%	2.2%
Vale of White Horse	2.4%	1.8%
South Oxfordshire	1.7%	0.8%
Total	*87.2%*	*90.6%*

3.4 Whilst the conclusion that there have been no significant changes in travel to work patterns from the 2011 Census is helpful context, it is considered that the 2021 Census data related to travel to work is too heavily impacted by the Covid-19 pandemic to give reliable information. The ONS website specifically states that the *"Census 2021 took place during the coronavirus (COVID-19) pandemic, a period of unparalleled and rapid change; the national lockdown, associated guidance and furlough measures will have affected the travel to work topic. Take care when using these data for planning and policy purposes."* Hence, reliance is not placed on the 2021 Census data, and focus remains on the 2011 Census data.

3.5 The above findings are consistent with other analysis undertaken, which uses 2011 Census travel to work data for the transport and storage sector and identifies that typically OxSRFI would be expected to have a predominant 20km catchment area for employees. Typically for the transport and storage sector, 54% of staff will live within 10km, and 71% of staff will live within 20km. These catchments are illustrated at **Figure 4**, which shows that the employee catchment for OxSRFI includes the adjacent Heyford Park development, Bicester (6km), Brackley (10km), and Banbury (15km), and the surrounding villages.

[3] Local and Sub-regional areas as defined in the Socio-Economic assessment. Local is the Cherwell District Council administrative area. Sub-regional covering Oxfordshire together with the area that covers South Northamptonshire (now part of a unitary authority), Aylesbury Vale (now part of a unitary authority) and Stratford-upon-Avon.

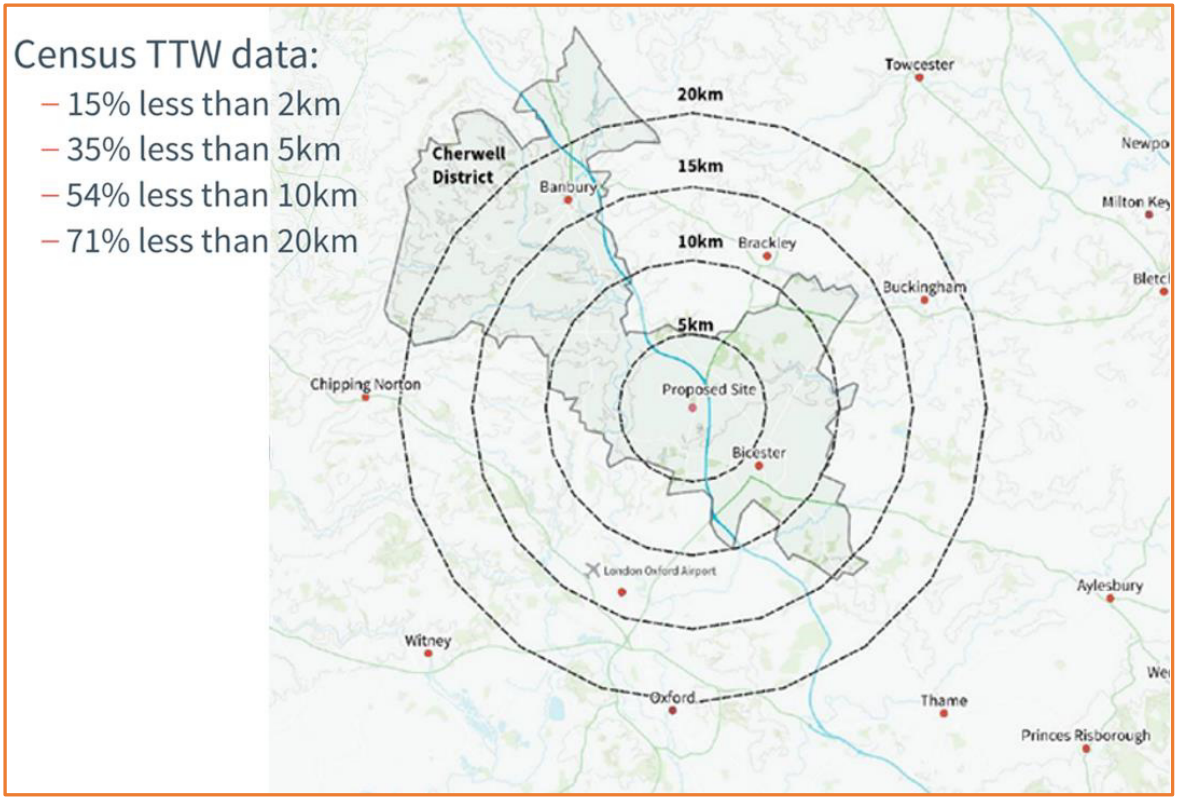


Figure 4: typical employee catchment area - extract of slide 2 of Hatch presentation (17 June 2021)

3.6 The OxSRFI site is located within the Cherwell 011 MSOAs, directly adjacent to Cherwell 010 (which includes the Heyford Park development). The employee catchment area was therefore also compared with the 2011 Census travel to work data[4] for the combined Cherwell 010 and Cherwell 011 MSOAs. The table below summarises employee locations, based on the in-moves to work to the combined Cherwell 10 and 11 MSOAs, by all modes.

Employee catchment areas by location Location	Percentage
Bicester	35.1%
Banbury	9.9%
Brackley	6.7%
Oxford	3.9%
Areas south of the site within Cherwell	3.3%
Areas west of the site within Cherwell (including Heyford Park)	9.9%
Total	***68.9%***
Total from within Cherwell District (i.e. excluding Brackley)	***62.5%***

3.7 This more specific information was used to develop the locations to be targeted for the proposed bus service connectivity improvements associated with OxSRFI. It is noted that this more detailed assessment also demonstrates good overall correlation with the Socio-Economic assessment, with 62.5% travelling from within Cherwell District.

3.8 Overall, the assessment of the employee catchments demonstrates the potential for around 60% to 67% of the employment catchment to be from within Cherwell District. There is likely to be a high demand for travel to and from Bicester (around 35% of employees or around 6,000 two-way daily person trips) and Banbury (around 10% employees or around 1,700 two-way daily person

[4] The same "Location of usual residence and place of work by method of travel to work" dataset from the 2021 Census is not publicly available and is a secure dataset that cannot be accessed.

trips). It would also be expected that the development would draw employees from the adjacent Heyford Park development area (10% or around 1,700 two-way daily person trips).

3.9 These proportions could change if the Dorchester Group further develop Heyford Park as part of their potential new town proposals, leading to an increase in the proportion of people who could live directly adjacent to the site and walk, cycle or use the bus to travel to travel to work at OxSRFI.

4.0 EXISTING AND FUTURE BASELINE PUBLIC TRANSPORT PROVISION

Bus services

4.1 The main existing bus route in the vicinity of the site is the Service 25, which is operated by Red Rose Travel and runs between Upper Heyford and Bicester Village (railway station), via Lower Heyford, Heyford Park, and Middleton Stoney and Bicester Pioneer Square (Bicester's main bus interchange). The route of Service 25 is shown in **Figure 5**.

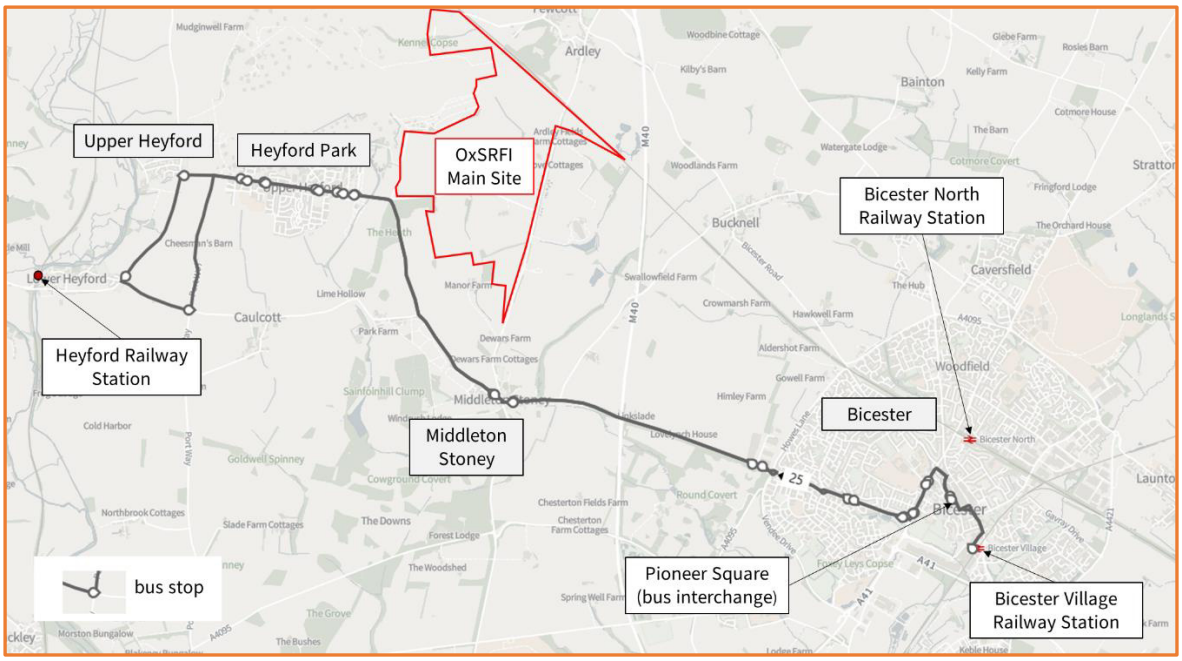


Figure 5: Bus Service 25

4.2 The service runs hourly from Upper Heyford to Bicester Monday to Saturday, between 0700 and 1935 hours (with an earlier 0610 service from Heyford Park only). The return service from Bicester runs hourly from 0638 to 2006 hours Monday to Friday, and starts at 0738 hours on Saturday. On Sundays, the service runs every 90 minutes, between 0843 and 1937 hours. The nearest bus stops to the OxSRFI Main Site are on Camp Road at Heyford Park, and in Middleton Stoney, but these are not currently accessible from the site on foot.

4.3 The main bus interchange in Bicester is located at Manorsfield Road, adjacent to the Pioneer Square Shopping Centre. The stops serve local routes within Bicester as well as regional destinations like Oxford, Headington, and Brackley. There are a number of facilities in the vicinity of the stops including toilets, cafes, and cash machines. There are also bus stops at the two railway stations that are located within Bicester (as discussed in the rail section below).

4.4 Ardley Village to the north of the OxSRFI Main Site is served by Service 81, known as the Bicester Bee. The 81 is a fixed route service, operated by ABILITY (Northants) that runs between Bicester and Ardley, six days a week. Two services are provided during the morning peak hour, with a further two in the afternoon. The service stops at Bicester, Caversfield, Souldern, Fewcott, Ardley, and Bucknell, as shown in **Figure 6**. The nearest bus stop to the OxSRFI Main Site is on Ardley Road, some 1.5km from the centre of the Main Site and is not currently accessible on foot.

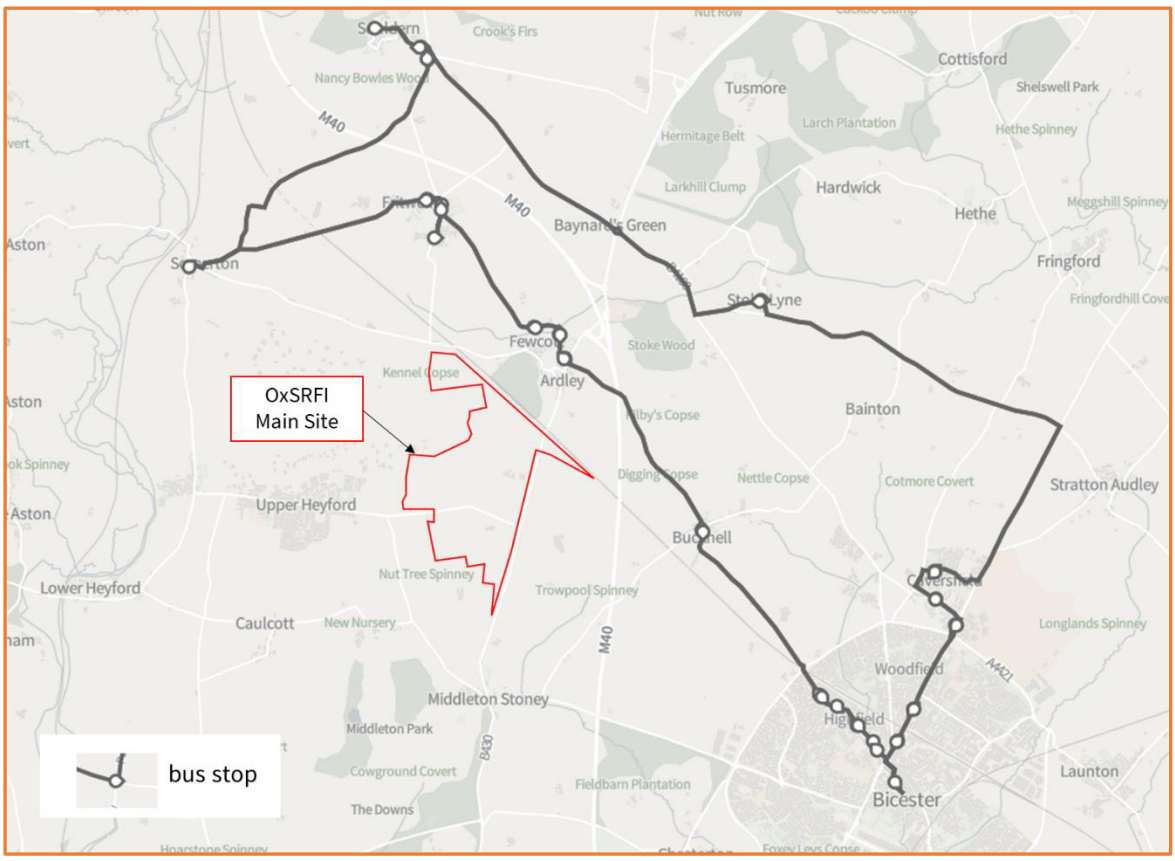


Figure 6: Bus Service 81

4.5 In addition, ABILITY (Northants) operates an On Demand Service, part of a larger scheme that allows paying members to book advance travel between 0900 and 1600 hours Monday to Saturday and serves the areas of Banbury, Bicester, Brackley, Daventry, Milton Keynes, Northampton and Towcester.

Rail services

4.6 The nearest railway stations to the OxSRFI Main Site are shown in **Figure 5**.

4.7 Heyford Railway Station is managed by Great Western Railway and located in the village of Heyford approximately 5km from the centre of the Main Site. Trains arrive approximately hourly at peak times, two hourly in off-peak periods, with no trains on Sundays during the winter. Trains travel between Banbury and Didcot Parkway.

4.8 Located in Bicester, Bicester North railway station links Birmingham and London Marylebone. Bicester North is an approximately 800m walk from Pioneer Square bus interchange, and approximately 6km from the centre of the Main Site. There are generally two trains per hour to and from London Marylebone, with more at peak times, and one train to Birmingham. To London, average journey times are around 55 minutes; for Birmingham Snow Hill and Stratford-upon-Avon, around 1 hour 10 minutes.

4.9 Bicester is also served by Bicester Village station, which opened in 2015 to alleviate pressure and serve the Bicester Village shopping outlet. Bicester Village railway station is located on the Oxford to Bicester line with journey times taking an average of 48 minutes to London Marylebone station or 15 minutes to Oxford.

4.10 Ardley formerly had a railway station serving the village which was closed in 1963. The station was located directly opposite the OxSRFI main Site on the northern side of the Chiltern Main Line between the Main Site and Ardley Wood.

Future baseline

4.11 As part of the consented Heyford Park development (ref 18/00825/HYBRID), significant improvements will be made to local bus services. The focus for the Heyford Park public transport strategy is to provide a convenient and direct bus route to Bicester and linking with the rail services within the town, thereby facilitating onward train travel to Oxford (like the current Service 25).

4.12 Funding was secured via S106 Agreement to provide a service with an initial 30-minute frequency, increasing to 20 minutes and then 15 minutes as the Heyford Park development is built out. This will be a Monday to Saturday daytime service (0600 hours to 2000 hours), with a lower frequency hourly service provided on Sundays between 0800 to 1800 hours. Index linked financial contributions are secured in the S106 Agreement, with additional funds secured for new bus stops and shelters within the development.

4.13 The route of the bus service through the Heyford Park site and the new bus stop infrastructure is shown at **Figure 7**. The bus route is via Camp Road, through the Heyford Park site and back onto Camp Road, via the new Chilgrove Grove Heyford Park site access, and then onwards along the B4030 and through Middleton Stoney to Bicester. As shown, new bus stops will be provided on the new Chilgrove Grove access that abuts the western boundary of the OxSRFI Main Site access.

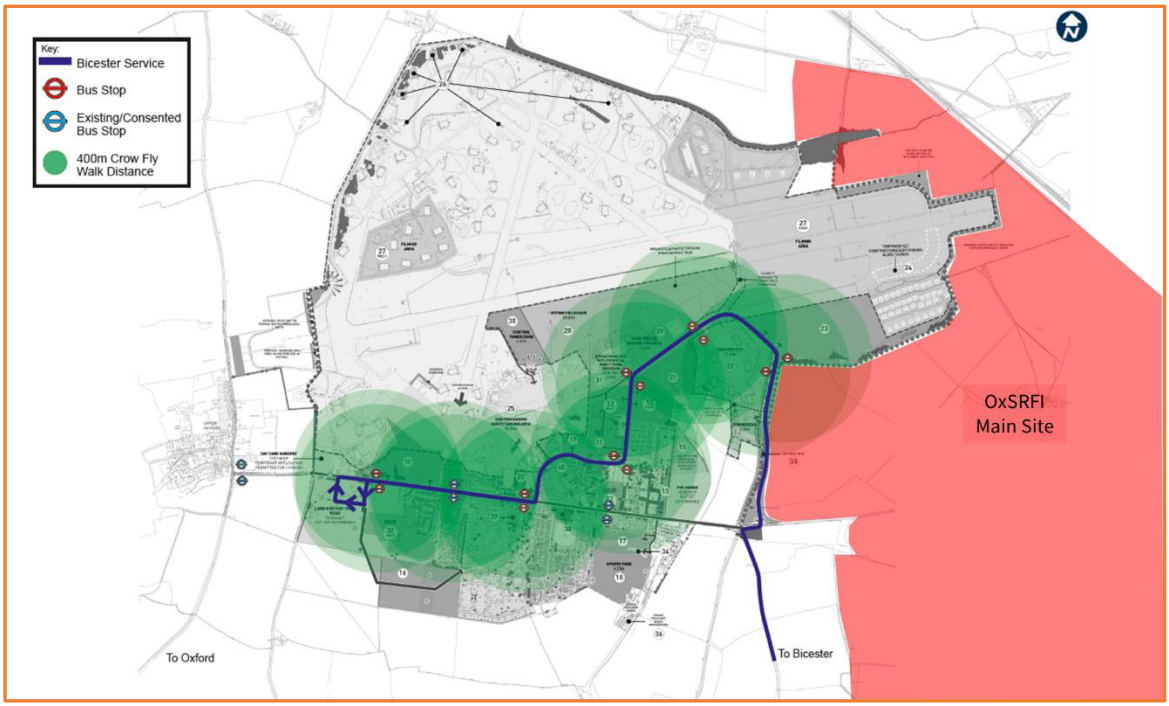


Figure 7: Route of Heyford Park bus service through Heyford Park site (extracted from Heyford Park Transport Assessment Addendum, OxSRFI Main site area added)

4.14 The Heyford Park scheme did initially propose a half-hourly bus service to Bicester, and an hourly daytime service to Oxford. However, in agreement with OCC, the Heyford Park bus strategy was amended to focus solely on provisions to Bicester, on the basis that the bus services would integrate with the Bicester Village railway station and hence would facilitate onward train travel

to Oxford. This was because the reliability of journey times for a direct bus service to Oxford would limit patronage levels resulting in an economically unviable service.

4.15 The S106 Agreement for Heyford Park is set up in a way that means the greatest payment is not made until prior to the occupation of the 750th dwelling[5], and there has been delay in the build out rates at the site, which means that the bus service is not yet operating as frequently as was originally forecast at this point in time, and the service does not yet divert within the Heyford Park site.

4.16 For the purposes of the OxSRFI Public Transport Strategy, OCC have confirmed that it should not be assumed that Heyford Park bus scheme will be operating at its 15-minute target frequency in the OxSRFI opening year. Instead, OCC have advised it is reasonable to assume that the service will be operating every 30 minutes Monday to Saturday and hourly on a Sunday when OxSRFI opens in 2031.

[5] The Heyford Park S106 shows the following staged approach, with only instalment 1 paid so far:

- Bus instalment 1 - £30,000 – prior to first occupation
- Bus instalment 2 - £550,000 – prior to occupation of 200 dwellings
- Bus instalment 3 - £364,202 – prior to occupation of 300 dwellings
- Bus instalment 4 - £210,000 – prior to occupation of 500 dwellings
- Bus instalment 5 - £1,025,036 – prior to occupation of 750 dwellings
- Total = £2,179,238

5.0 THE DEVELOPMENT OF PUBLIC TRANSPORT OPTIONS

Consultation with stakeholders

5.1 OCC's Public Transport Team have been involved in developing the Public Transport Strategy for OxSRFI. This led to the strategy detailed in Section 6, including the development of a cost revenue model to agree the financial contribution required to fund the Public Transport Strategy.

5.2 Consultation with OCC took place via a series of seven meetings that took place between February 2021 and April 2025, along with supporting technical work, as summarised in the following sections.

5.3 Updates on the emerging Public Transport Strategy have also been provided at the Transport Working Group meetings, which include representatives from OCC, Cherwell District Council, and National Highways.

Key considerations

5.4 The following key points were considered when developing this Public Transport Strategy for OxSRFI:

1. catchment areas
2. passenger rail travel
3. options for serving the site by bus, including:
    - diverting a bus service
    - providing a new bus service
    - shuttle bus service
    - corporate bus services.

Catchment locations

5.5 In line with the travel demand analysis included in Section 3 of this report, it was established and agreed with OCC that the principal catchment area is Bicester (and its railway and bus stations, for travel to and from wider destinations). Given the proximity of the OxSRFI to Heyford Park, it was also agreed to be important to provide good quality connections to Heyford Park.

5.6 In addition, it was agreed with OCC that it is appropriate to provide services to Banbury.

5.7 Brackley was also identified as a potential catchment area. However, it was established that there would be insufficient demand to warrant a bus service and hence it was agreed with OCC that a direct bus service to Brackley was not appropriate.

Passenger rail travel

5.8 In keeping with the strategy agreed with OCC for Heyford Park, and as described above, passenger rail travel will be facilitated via direct bus links to Bicester and its railway stations, to provide for rail travel as part of a multi-modal journey to and from OxSRFI.

5.9 Whilst there is no formal policy for a reopened Ardley station, during the development of the OxSRFI scheme, some enquiries have been raised as to whether the proposals would have an impact on the potential future reopening of Ardley railway station.

5.10 For the avoidance of doubt, the former Ardley station site sits outside of the Order Limits for the OxSRFI scheme and new passenger rail station does not form part of the OxSRFI development proposals. However, the OxSRFI scheme would not prejudice the future reopening of the station, should proposals be brought forwards by others.

Options for serving the site by bus

5.11 Having established the key catchment locations that need to be served by bus, based on where employees at OxSRFI are likely to be drawn from, it was necessary to establish how the necessary bus requirements could be provided.

Diverting a bus service

5.12 As detailed in Section 4, currently the nearest bus service to the Main Site is the Service 25, which runs between Upper Heyford and Bicester, via Heyford Park and Middleton Stoney, at an hourly frequency from Monday to Saturday, and every 90 minutes on Sundays. Whilst the S106 Agreement for Heyford Park is to provide additional services to and from Heyford Park and Bicester at 30/20/15 minute frequencies, OCC have confirmed that for the purposes of the OxSRFI Public Transport Strategy, it should not be assumed that Heyford Park bus scheme will be operating at its 15-minute target frequency by the opening year for OxSRFI. Instead, OCC have advised it is reasonable to assume that the service will be operating every 30 minutes Monday to Saturday and hourly on a Sunday when OxSRFI opens in 2031.

5.13 It has been agreed with OCC that two services be diverted to loop through the OxSRFI Main Site providing a 30-minute frequency service linking Heyford Park, OxSRFI, and Bicester. If/when the frequency of the Heyford Park service increases, the other two services could also be re-routed via Camp Road and new HPLR, continuing to stop in Middleton Stoney, provided new bus stops were provided in Middleton Stoney. It could be explored whether these services could also serve the southern part of the OxSRFI Main Site via a small diversion into and out of the site via the Secondary Site access and the provision of bus stops on the Secondary Site Access.

5.14 The opposing directional movements associated Heyford Park and OxSRFI bus-based passenger trips would be beneficial for the service. For example, in the morning, the buses returning from Bicester to Heyford Park would have low patronage due to the predominantly outward residential commute and so there would be capacity for the service to bring OxSRFI staff commuting from Bicester to work. This compatibility would mean that service revenues are maximised and help contribute to the long-term viability of the service.

5.15 Service hours for the two services diverted through the OxSRFI site would be extended to cover the early morning and evening shift change times and to provide a more frequent service on Sundays.

New bus service

5.16 The provision of a bespoke service for the OxSRFI development, that runs in a loop arrangement to and from Bicester, connecting the development to Bicester town centre, including the train station and bus station, was also discussed with OCC. But for the reasons stated above, OCC have a strong preference to pool funding into an enhanced Heyford Park to Bicester service that would provide better longer-term viability, rather than have OxSRFI fund a separate service that covered the same locations.

5.17 However, based on the travel demand analysis, it was agreed that it would be appropriate for OxSRFI to fund a new bus service to Banbury. The demand generated by the OxSRFI scheme for trips to and from Banbury outside of the OxSRFI shift change and peak periods would however be limited and the cost of the service would be prohibitive for OxSRFI to fund in the longer term, as even after deduction of OxSRFI generated revenue, the ongoing costs would be significant. It was therefore agreed with OCC that a shift change / peak hour service to and from OxSRFI and Banbury was appropriate as it would be related to the demand generated by the OxSRFI scheme. Because such a service would be less expensive, it could be provided for longer and during which time there may be other opportunities for OCC to secure funding to realise their longer-term aspirations for a service between Banbury and Bicester.

Shuttle bus

5.18 An option explored with OCC, but rejected, was that Heyford Park bus services could stop on the Heyford Park Link Road, at an interchange facility, to allow users to then use a shuttle bus for the internal journey within the OxSRFI site.

5.19 However, ultimately it was agreed that direct bus services, without changes, are preferred to maximise the attractiveness of public transport as an option.

5.20 Shuttle buses therefore do not form part of the Public Transport Strategy for OxSRFI.

Corporate bus services

5.21 In some locations individual occupiers run their own corporate bus services to collect staff from scheduled locations. These services are not for use by the general public. The occupiers at OxSRFI are not yet know and whilst there would be no planning conditions to restrict this at OxSRFI, it is intended that the Public Transport Strategy would be robust and flexible enough to ensure that this provision is not needed at OxSRFI.

Selected strategy

5.22 Based on the above, it was agreed with OCC that the OxSRFI Public Transport Strategy include a combination of:

- diverted and enhancement Heyford Park bus service;
- and a new shift change / peak hour bus service serving Banbury.

5.23 This is detailed further in Section 6.

6.0 THE PUBLIC TRANSPORT STRATEGY

Public Transport Strategy Measures

6.1 As detailed in Section 1, the Public Transport Strategy for OxSRFI, is to provide a robust financial contribution that will be used to deliver high quality public transport links to OxSRFI, focusing specifically on access by bus.

6.2 This approach takes into account the: forecast job creation; anticipated employee catchment areas; the potential working hours/operational requirements of each unit (which are not yet determined, and which may change over time depending on the requirements of the end occupiers); the existing local service provision, and the services that will be in place when Heyford Park is built out; and the forecast number of bus trips based on an 8% modal share.

6.3 The public transport strategy needs to reflect all of this and be flexible to allow for future changes and an evolving demand. For example, moving to double-deck buses when appropriate to increase service capacity. It is recognised that public transport is most attractive when it is direct and with a regular timetable, with reliable journey times, and that for public transport to be attractive, provision needs to be in place at first occupation. However, flexibility in the strategy is important due the potential unknowns associated with a development of this scale. This approach accords with similar approaches established for other SRFIs.

6.4 Therefore, it is agreed with OCC that the OxSRFI scheme will provide a 'Bus Service Contribution' via the S106 obligation as part of the DCO to be paid to OCC and to be used to fund the following bus routes:

- 'Heyford Park – OxSRFI – Bicester' (and return)
- 'Banbury – OxSRFI' (and return)

'Heyford Park – OxSRFI – Bicester' bus service

6.5 The route of the proposed 'Heyford Park – OxSRFI – Bicester' service is shown in **Figure 8**. The service would commence from the start of occupation at the OxSRFI site. The OxSRFI scheme would fund:

- diversion of two Heyford Park buses through the OxSRFI Main Site to provide a 30-minute frequent service.
- the extension of the Heyford Park service routeing through the OxSRFI Main site to cover early mornings from 0400 hours to 0800 hours, and evenings from 2000 hours to 2300 hours.
- additional bus service on Sunday to improve the frequency from hourly to 30 minutes during the day and the extension of the service to cover the early morning 0400 to 0759 hours and evenings 1800 to 2300 hours, thereby providing 7 day a week operation.
- provide accessible high quality bus stops within the Main Site, with pedestrian crossings, lighting, shelter and real time information, to provide a pleasant waiting environment.
- provide an accessible mobility hub with covered cycle parking at the northern end of the site to facilitate multi-modal bus journeys to and from Ardley village via bicycle.
- provide bus gates (with raising barrier) at the Principal Site Access and Secondary Site Access.
- provide new bus stops and crossing in Middleton Stoney on B430 Ardley Road.
- provide new bus stops on the B430 near to the Ardley EFW facility, which is not currently accessible by bus.

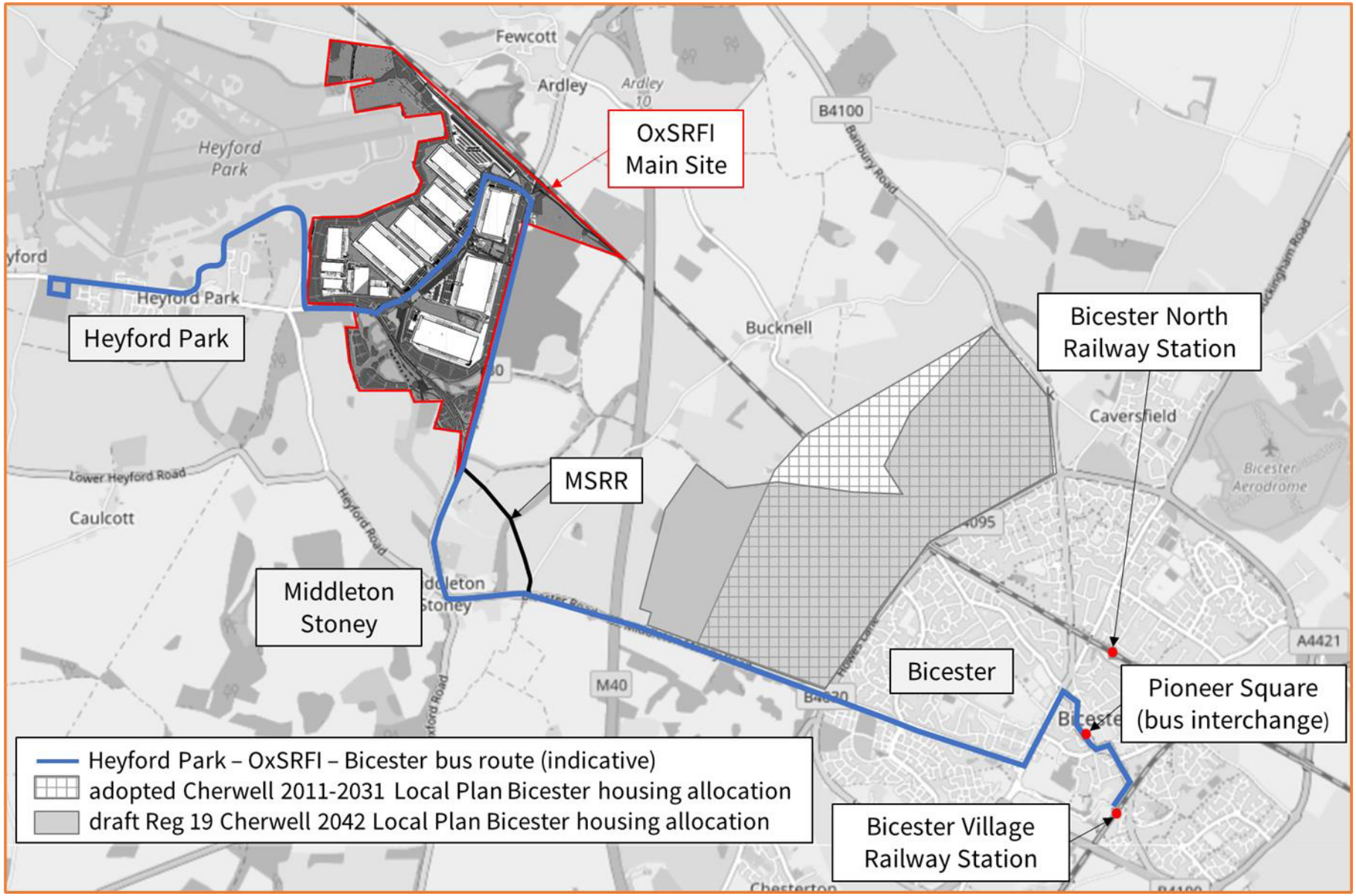


Figure 8: Proposed 'Heyford Park – OxSRFI – Bicester' bus service

6.6 The 'Heyford Park – OxSRFI – Bicester' bus service route would be via Middleton Stoney, and new bus stops would be provided on the B430 Ardley Road to allow residents of Middleton Stoney to take advantage of the extended bus service provision. The locations of the proposed bus stops are shown on Highway Plan **Document 2.7E** an extract of which is shown at **Figure 9**. A new zebra crossing would also be provided on the B430 Ardley Road near to the new southbound bus stop.

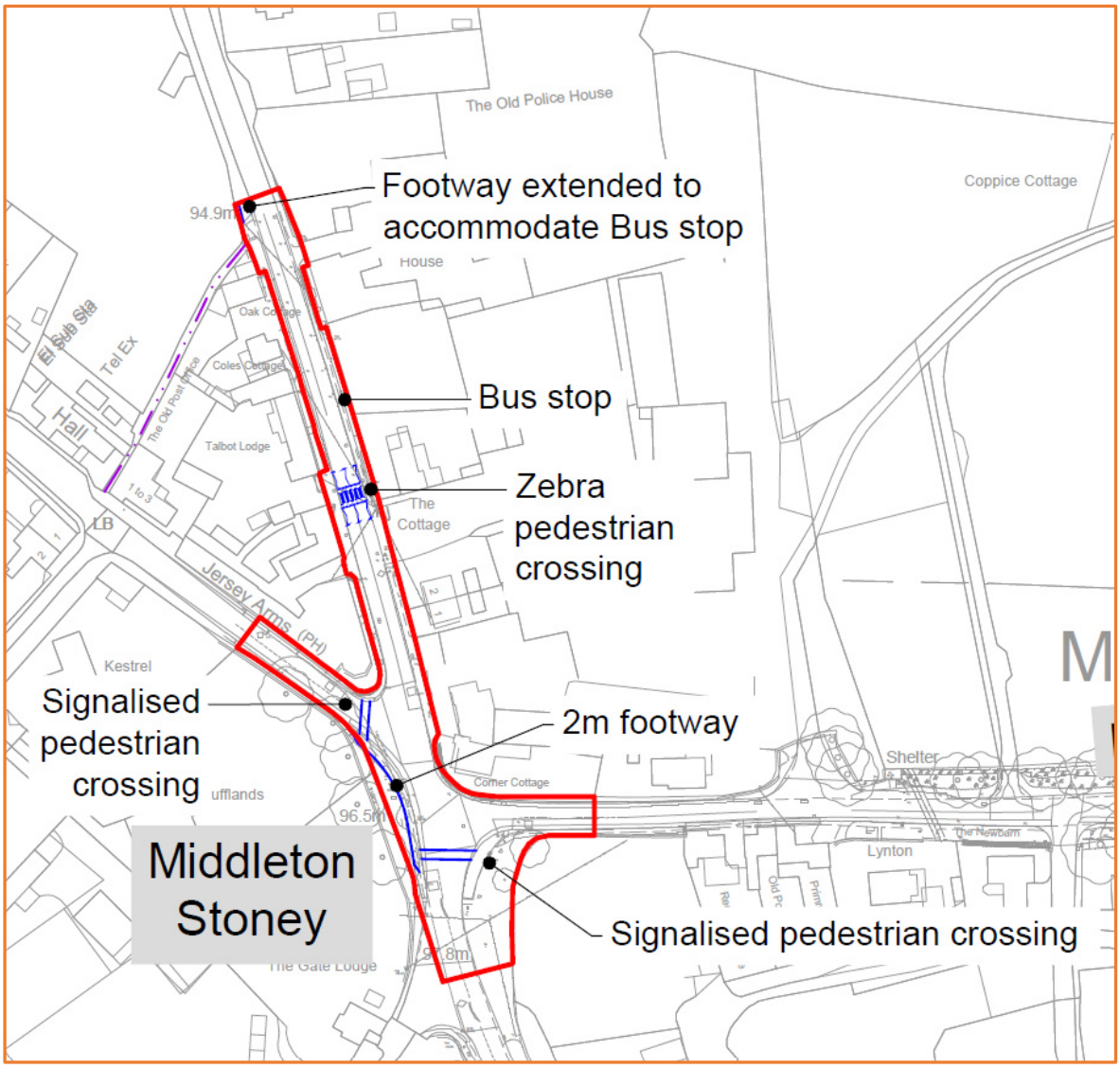


Figure 9: Proposed new bus stops in Middleton Stoney and pedestrian improvements

6.7 Once the Middelton Stoney Relief Road (MSRR) is in place and open to traffic, congestion at the B430/B4030 crossroads junction within Middleton Stoney village will be significantly reduced, as traffic passing east-west through the village switches to use the MSRR.

6.8 This reduction in traffic provides scope to introduce traffic signal-controlled pedestrian crossing facilities at the crossroads junction, as part of the Phase 2 highway works. The proposed pedestrian crossing improvements and new footway are also shown on Highway Plan **Document 2.7E** and in **Figure 9**.

'Banbury – OxSRFI' bus service

6.9 The indicative route of the proposed 'Banbury – OxSRFI' bus service is shown in **Figure 10**. The service would route via the A4260, passing through and stopping at Deddington village. There

would potentially be opportunity for the service to stop at other villages on the route. The OxSRFI scheme would fund:

- the provision of a morning and evening peak hour and shift-change bus service to Banbury to be introduced as demand for the service warranted it.
- for the purposes of calculating the 'Bus Service Contribution' the cost revenue model has accounted for provision of the service from Year 2 of occupation at OxSRFI.

6.10 The service would not prejudice the delivery of an hourly service between Banbury and Bicester via Heyford Park and OxSRFI in the long-term if OCC secured additional funding

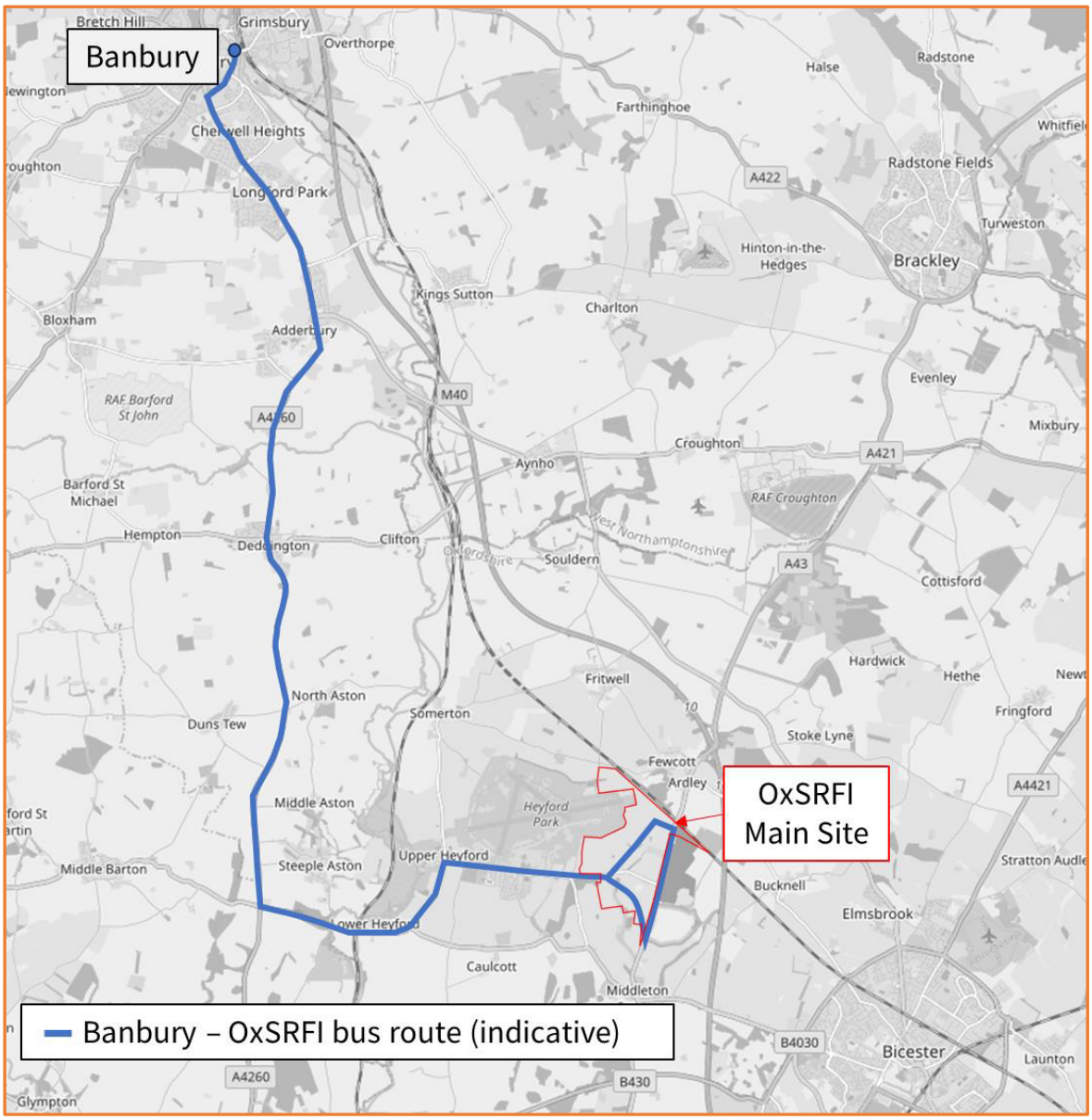


Figure 10: Proposed 'Banbury - OxSRFI' bus service

Financial contribution

6.11 The Bus Service Contribution required to fund the proposed bus services described above has been agreed with OCC and is set at £3,262,351 (Index Linked) to cover a 10-year period. This amount has been determined based on a cost revenue model developed with OCC, that includes the cost of running a bus (per vehicle), the operating hours, and the average cost of a bus ticket. The funding will be secured via the S106 obligation as part of the DCO and provided to OCC who will tender for the required bus services.

6.12 The Bus Service Contribution has been determined on a gross contract basis, meaning that this is the gross cost of providing the proposed bus services and does deduct the revenue that will be generate by the services.

6.13 The share of the revenue generated by the OxSRFI enhancements to the Heyford Park to Bicester bus service, along with 100% of the revenue generated by the new Banbury to OxSRFI bus service, will be returned to the Applicant. It has been agreed with OCC that this will be returned on a quarterly basis.

6.14 In addition, a financial contribution will also be secured to OCC to provide real time information (RTI) at each new bus stop. OCC have advised that current contribution for RTI (Index Linked to October 2021) is £9,356 per screen which includes a commuted sum for maintenance. Based on the provision of 14 new bus stops (as set out in the table below) this equates to a financial contribution of £130,984 (Index Linked to October 2021).

New bus stops
Two stops (one in each direction) on the Secondary Site Access
Six stops (three in each direction) on the OxSRFI spine road within the Main Site
Two stops at the Principal Site access (one in each direction)
Two stops (one in each direction) on the B430 at the Ardley EFR facility
Two stops (one in each direction) on the B430 Ardley Road, within Middleton Stoney

Sustainable Transport Working Group

6.15 The Public Transport Strategy will be managed by the Sustainable Transport Working Group (STWG), with voting members being OCC, the Cherwell District Council and the Applicant. The STWG could also include the Site Travel Plan Co-ordinator, Unit Travel Plan Co-ordinators, public transport operators, car share providers etc.

6.16 The STWG's role will be to oversee the delivery of the Public Transport Strategy, and to focus the Travel Plan (to review changes in priorities and measures suggested by the Site Travel Plan Co-ordinator, depending on how well the Travel Plan is meeting its targets).

6.17 Granting control to a STWG allows some relative flexibility, focused on providing a frequent bus service connecting with Bicester and Heyford Park, and the Banbury service, whilst allowing service frequency and hours of operation to respond to the end user requirements as the proposed development is built out. The Group will meet twice per year, and would seek to understand usage, trends, and future requirements. The Group would be pro-active, looking ahead at requirements, and amending routes and timings as necessary.

6.18 This will ensure that the bus services are suitable to serve the principal settlements from which the employees are sourced, maximise the attractiveness of a bus commute to and from OxSRFI, and help to ensure the bus services are commercially sustainable in the long run.

Framework Travel Plan

6.19 As detailed in Section 1, OxSRFI has a Framework Travel Plan, which includes targets and measures to encourage travel to and from OxSRFI by sustainable travel modes, and methods for monitoring travel patterns.

6.20 Some of the bus-related measures will be implemented by the Site Travel Plan Co-ordinator (STPC), and will include:

- provision of high quality and accurate information via:

  - the Travel Plan website for OxSRFI,
  - the provision of travel information in "Welcome Packs" for all employees,
  - personalised travel advice
  - and via high impact marketing campaigns.
- offering free 6-month bus passes to staff who could travel by bus
- promoting area wide bus events / challenges, such as Catch the Bus week in July.
- active dissemination of public transport information.

6.21 The Framework Travel Plan includes measures for monitoring travel patterns to and from OxSRFI via travel surveys, traffic counts, and public transport patronage analysis.

6.22 Information on the take up of the bus services will be available from the revenue assessment. In addition to this, to assess the impact of the Public Transport Strategy, and the bus modal share, will be undertaken via public transport passenger counts . It is proposed that these will take place annually in a neutral month and will be carried out at the on-site bus stops at peak travel times.

6.23 In addition to the on-site passenger counts, the STPC will liaise with public transport operators to obtain cumulative patronage figures for the bus routes that serve OxSRFI, broken down monthly to determine any seasonal trends.

6.24 This monitoring will be presented by the STPC to the Sustainable Transport Working Group to allow the Public Transport Strategy, and the spending of the financial contribution, to be flexible, and allow bus service provision to respond and adapt as necessary.

6.25 This will, in turn, ensure the overarching aims are achieved:
- OxSRFI is well served by public transport, so that employees have a reasonable and realistic alternative to the private car for their journey to and from work, when walking and cycling are not appropriate modes.
- the strategy is responsive to both OxSRFI and local needs, evolving the bus provision as necessary over time.

Expected impacts

Objectives

6.26 The bus services will be designed to achieve the key objectives detailed in Section 1 and reiterated below:
- public transport should be available at key times, reliable, and of high quality.
- public transport should have the capacity required at all times of day.

6.27 With regards to the bus stops, in line with the key objectives detailed in Section 1, bus stops will be:
- located within the development and at the Principal Site Access, to ensure that each unit is "*within 400m to 650m maximum walking distance* "of a bus stop.
- provided with shelters, seating, bins, lighting, and appropriate landscaping to ensure that *"public transport is safe and comfortable at all times of the day."*
- provided with raised kerbs and tactile paving to ensure the bus stops provide step-free access to the bus, and bus services are *"accessible to all, including those with limited mobility."*
- provided with real time information so that employees *"have access to high quality and accurate public transport information to allow informed travel choices".*

- pedestrian routes to and from all bus stops will be suitably paved and lit, with dropped kerbs and tactile paving on crossings.

6.28 New bus stops will also be provided within Middleton Stoney, to accommodate the diverted route and on the B430 adjacent to the Ardley EFW facility where there is currently no bus provision.

Modal shift

6.29 The target modal split for OxSRFI has been agreed the Transport Working Group and are included in the Framework Travel Plan. This includes a target to increase the proportion of trips by public transport (bus) from a baseline position of 0% so that it forms 8% of all trips made by staff within 5 years of occupation of the site.

6.30 Section 3 of this report considers likely catchment areas from which staff would be drawn and travel demand. The combined total for the Bicester, Heyford Park, and Banbury catchments is 54.9%. Accordingly, a target modal share of 8% for all OxSRFI person trips to travel by bus is an effective modal shift, from single occupancy vehicle trips to bus travel, of 14.5% for OxSRFI person trips travelling to and from the Bicester, Heyford Park, and Banbury catchment areas (8/0.549). This is an ambitious but realistic target. The provision of free 6-month bus passes as part of the Travel Plan will assist with encouraging those who have opportunity to travel by bus to take it up.

6.31 The following table summarise the potential impact of the Public Transport Strategy in reducing single occupancy car trips associated with the OxSRFI development. A more detailed daily breakdown of the forecast bus patronage, provide for each year of the development build out is provided at **Appendix D**. Should demand for travel require it, double-deck buses will be used to ensure sufficient capacity.

Period	Modal shift from single occupancy car trips to person trips by bus									
	Bicester			Heyford Park			Banbury			TOTAL
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way	two-way
08.00-09.00	51	6	57	14	1	15	14	1	15	87
17.00-18.00	16	58	74	5	15	21	5	15	21	116
Daily	441	434	875	125	121	246	125	121	246	1,367

7.0 SUMMARY

7.1 The Public Transport Strategy for OxSRFI is to provide a financial contribution that will be used to deliver high quality public transport links to OxSRFI, focusing specifically on access by bus. The funding, of £3,262,351, will be used to deliver bus routes to and from the OxSRFI development and Heyford Park, Bicester, and Banbury. The funding will be secured via the Development Consent Order. Additional funding will also be secured for the implementation by Oxfordshire County Council (OCC) of real time information systems at each of the development bus stops.

7.2 Passenger rail travel will be facilitated with direct bus links to Bicester and its railway stations, to provide for rail travel as part of a multi-modal journey to and from OxSRFI.

7.3 A new passenger rail station does not form part of the OxSRFI development proposals, although the OxSRFI scheme would not prejudice the future provision of such at the former Ardley Station site, should proposals be brought forwards by others.

7.4 The Public Transport Strategy has been built on a consultative approach with OCC. The strategy focuses on a regular half-hour bus service running through OxSRFI, between Heyford Park and Bicester, between 4am and 11pm seven days a week. This service would be in place upon first occupation at the site. The strategy also includes a peak hour and shift-change over bus service to and from Banbury, anticipated to commence in Year 2 of the development build out.

7.5 The Public Transport Strategy will be managed by the Sustainable Transport Working Group (STWG), with voting members being OCC, Cherwell District Council, and the Applicant. The STWG could also include the Site Travel Plan Co-ordinator, Unit Travel Plan Co-ordinators, public transport operators.

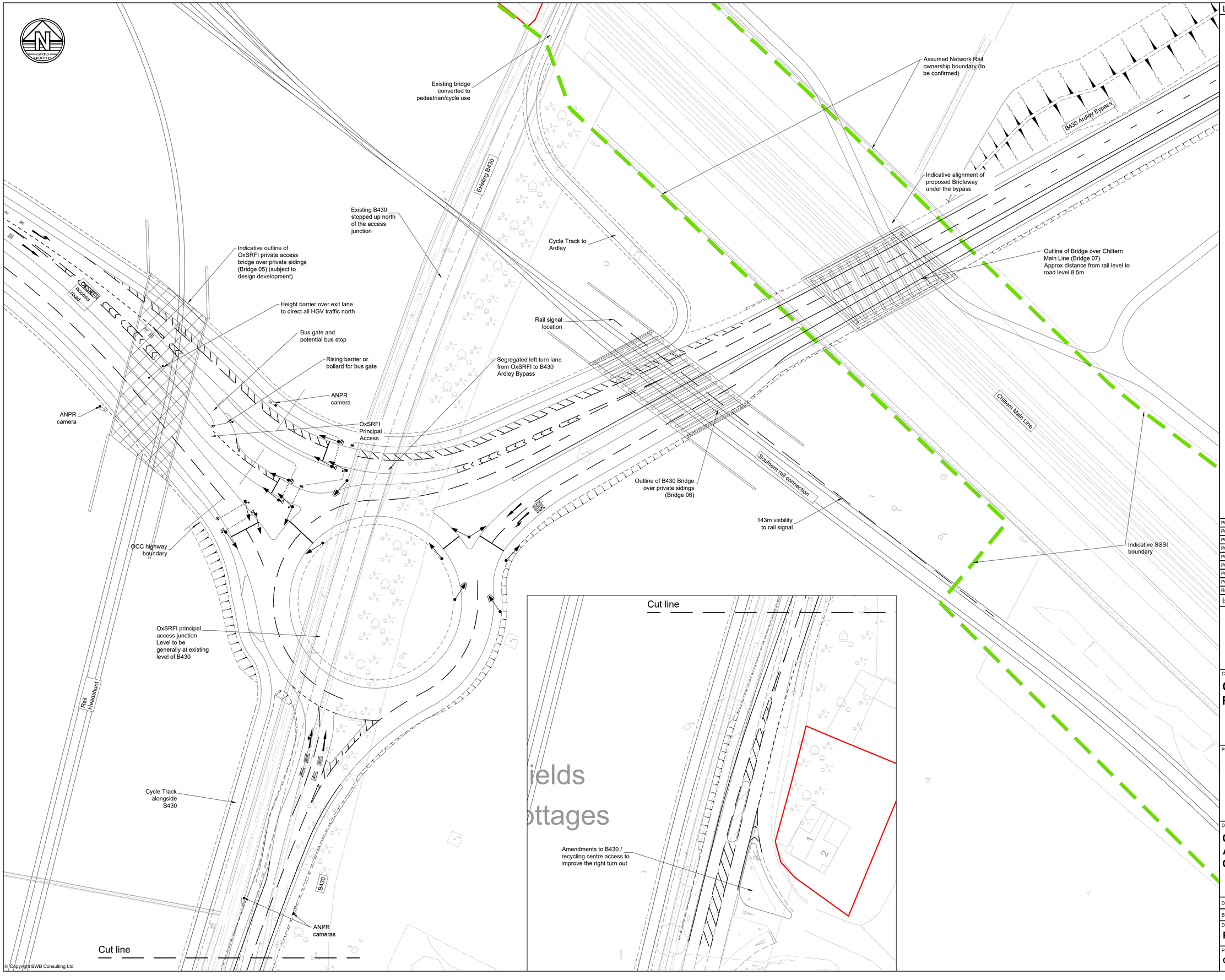
7.6 The STWG's role will be to oversee the delivery of the Public Transport Strategy, and to focus the Travel Plan.

7.7 Granting control to a STWG allows some relative flexibility, focused on providing a frequent bus service connecting with Bicester and Heyford Park, and the Banbury service, whilst allowing service frequency and hours of operation to respond to the end user requirements as the proposed development is built out. The Group will meet twice per year, and would seek to understand usage, trends, and future requirements. The Group would be pro-active, looking ahead at requirements, and amending routes and timings as necessary.

7.8 This will ensure that the bus services are suitable to serve the principal settlements from which the employees are sourced, maximise the attractiveness of a bus commute to and from OxSRFI, and help to ensure the bus services are commercially sustainable in the long run.

APPENDIX A

Principal Site Access (OxSRFI-BWB-GEN-ZZ-SK-CH-SK018)



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Legend

Order Limits

Rev	Date	Details of issue / revision	Drw	Rev
P08	19.03.26	Issued following updates	RP	SRH
P07	20.03.25	Bus exit added, rail signal added	SRH	SRH
P06	06.02.25	Layout reverted to roundabout	SRH	SRH
P05	09.10.24	Layout amended to signalised junction	SRH	SRH
P04	30.03.23	General scheme updates	SRH	SRH
P03	03.05.22	Amendments to labels, cycle tracks added	SRH	SRH
P02	09.06.21	B430 NB exit widened to two lanes	SRH	SRH
P01	04.06.21	Preliminary issue	SRH	SRH

Issues & Revisions

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Client

OXFORDSHIRE RAILFREIGHT LIMITED

Project Title

OxSRFI OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Drawing Title

OxSRFI PRINCIPAL ACCESS JUNCTION GENERAL ARRANGEMENT

Drawn:	S. Hilditch	Reviewed:	S. Hilditch
BWB Ref:	NTH2479	Date:	04.06.21
Scale@A1:	1:500		

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
OxSRFI-BWB-GEN-ZZ-SK-CH-SK018	S1	P08

APPENDIX B

Delivery the future: the charging nature of employment in distribution warehouse, Prologis Technical Insights, September 2019

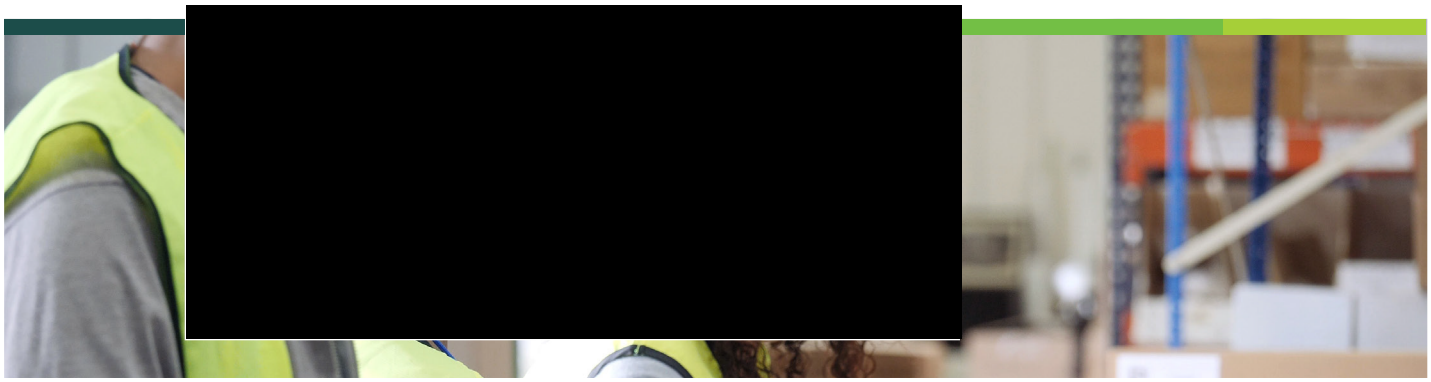


Warehouse employees at Prologis Park Kettering enjoy a stroll around the Park during their lunch hour.

TECHNICAL INSIGHT

Delivering the future: the changing nature of employment in distribution warehouses.

SEPTEMBER 2019



INTRODUCTION

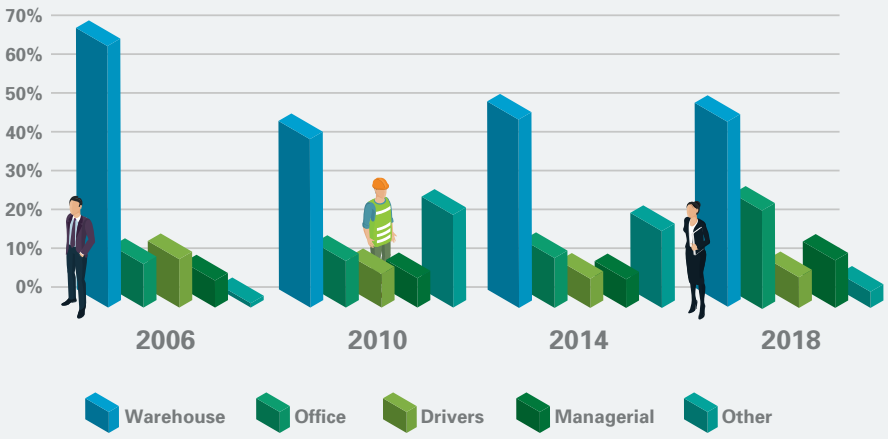
The UK logistics sector is thriving, however, there is often confusion about the type and number of jobs created within this key sector of the British economy. At Prologis UK we conduct snapshot surveys with our customers to determine the changing nature of employment within our buildings. This data enables us to better support our customers in the attraction and retention of employees and helps us provide valuable data to local planning authorities when discussing proposed developments.

We have been monitoring employment within our buildings since 2006, surveying a different cross-section of customers every four years. Although different customers form our sample for each survey, the data collected provides us with valuable data around employment density, hours worked and the types of roles available. For the first time, the 2018 survey also asked customers about the gender of the employees within their buildings.

In 2018, customers in 33 distribution centres located on Prologis Parks in the Midlands, South East and London, were asked to provide data relating to the type and number of jobs within their buildings. The 2018 survey asked:

- How many people do you employ?
- Of these employees, what is the split between male and female workers?
- How many of these employees are employed on a full or part time basis?
- How many of these employees are employed in the following area: Warehouse, Office, Drivers, Managerial, Other?
- Does your business operation run 24 hours a day?

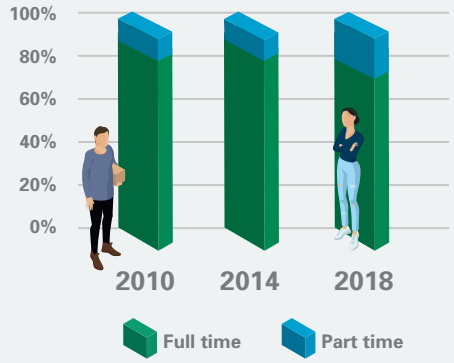
Changing nature of employment within the logistics sector 2006 – 2018



Types of jobs

In 2006, research carried out by Prologis revealed that 68% of employees within logistics buildings worked on the warehouse floor, with office staff making up 11%, drivers representing a further 12% and managerial staff accounting for 7%.* Subsequent surveys undertaken by Prologis in 2010 and 2014 saw the number of people employed in the warehouse fall to 43% in 2010, rising slightly in 2014 to 50%. By comparison, the number of people employed within the office, as drivers or in managerial positions during this period remained relatively stable. The only exception to this was in the 'other category, where numbers increased from 1% to 25% in 2010, falling slightly to 21% in 2014. In 2018, roles within the businesses surveyed had changed, in some cases significantly. The number of people employed in an office-based role, for example, had risen from 13% in 2014 to 25%. Warehouse roles in 2018 reduced slightly to 49% of the overall workforce, from 50% in 2014 whilst the number of drivers employed remained stable at 8% of the overall workforce.

Full-time v part-time jobs

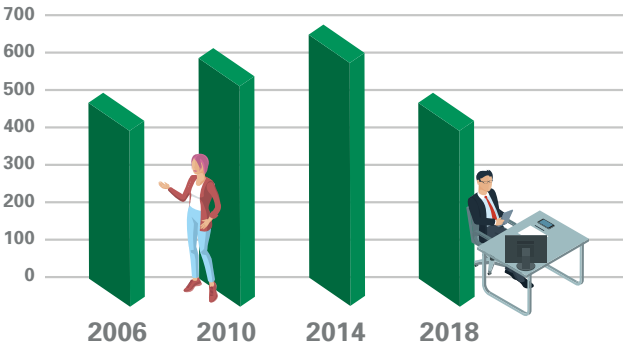


In our 2010 and 2014 surveys, the percentage of employees in full-time and part-time positions remained relatively stable, with 88% of employees working full-time in 2010 and rising slightly to 89% in 2014. Our 2018 survey shows a marked difference from previous surveys, with the number of employees engaged on a full-time basis falling from 89% in 2014 to 78% in 2018 and the number of part-time employees rising from 11% to 22% in 2018.

Number of Jobs

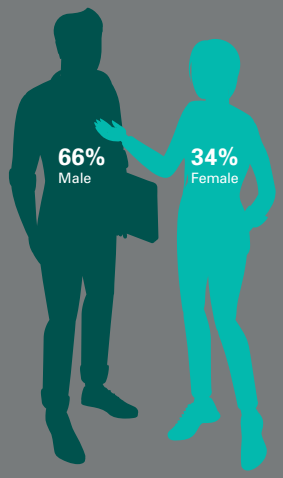
In 2006, Prologis calculated that, on average, its customers employed one person for every 95m² of floor space within its facilities. By 2010, this ratio had increased to one person for every 77m² and by 2014 it had risen again to one person for every 69m². In 2018, this figure had changed to 1 person for every 95m² of floor space.

Absolute Number of Employees:
Based on a 500,000 sq ft building (46,450 sq m)



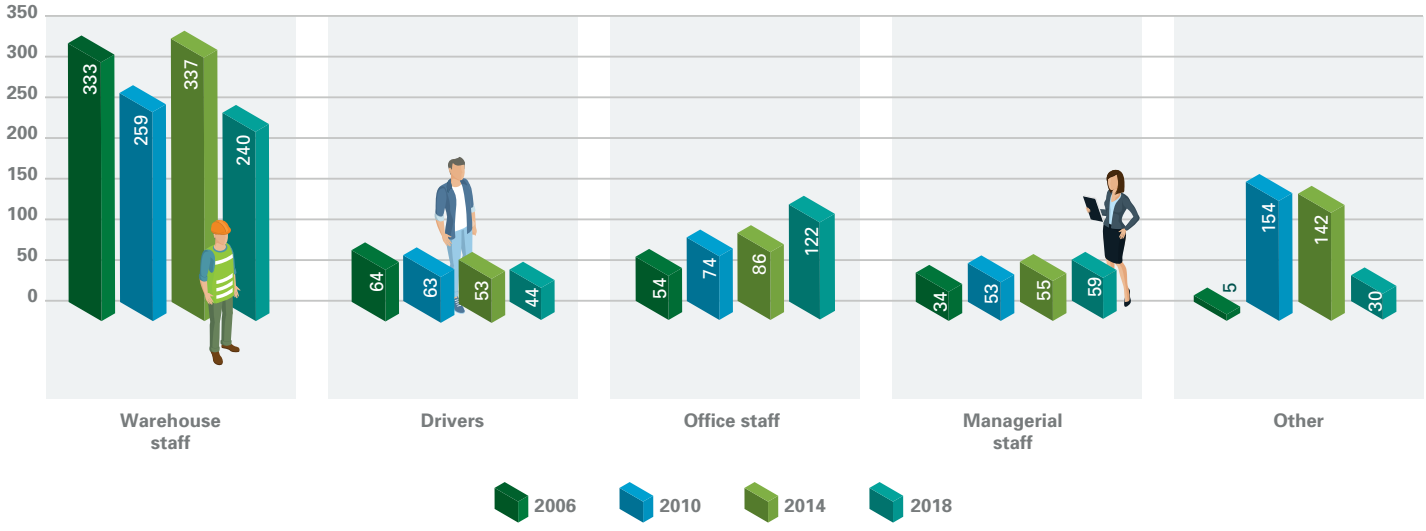
Gender of employees

In our 2018 survey we gave customers the option of providing us with information about the gender of employees working within their buildings. 25 customer provided us with this data, representing 6,211 employees. Of this number, 66% of employees were male and 34% female.



Gender of employees 2018

Absolute Number of Employees
Based on a 500,000 sq ft building (46,450 sq m)



PROLOGIS®

Customer Employment Survey 2018

Building Area* (Sq ft)	Office	Warehouse	Drivers	Managerial	Other	Full time	Part time	Total
543,000	16	102	15	0	8	115	26	141
86,000	25	35	6	0	0	64	2	66
165,000	40	185	10	5	10	120	130	250
995,000	10	390	0	0	0	390	10	400
64,000	7	29	2	2	0	40	0	40
225,000	630	20	140	40	20	360	490	850
37,000	11	12	4	3	0	30	0	30
47,000	30	51	9	0	0	72	18	90
610,000	26	229	15	164	106	252	288	540
225,000	106	130	10	4	0	247	3	250
133,000	16	88	16	78	15	197	16	213
150,000	5	25	8	14	0	36	16	52
220,000	58	20	20	25	0	123	0	123
180,000	7	38	10	32	0	42	45	87
175,000	48	160	52	222	0	482	0	482
96,000	0	0	2	0	26	28	0	28
6,000	8	1	2	0	3	14	0	14
250,000	30	220	45	150	55	500	0	500
105,000	40	70	50	40	200	240	160	400
86,000	20	395	0	5	10	390	40	430
240,000	5	175	20	0	0	200	0	200
100,000	51	30	9	3	0	93	0	93
50,000	43	37	5	0	0	81	4	85
405,000	136	34	8	0	11	114	75	189
430,000	93	125	8	3	1	227	3	230
225,000	32	52	18	8	0	109	1	110
220,000	100	200	20	30	0	200	150	350
11,500	2	13	3	0	0	18	0	18
460,000	20	175	12	0	0	207	0	207
370,000	68	99	8	10	0	140	45	185
225,000	111	269	50	11	0	441	0	441
215,000	2	20	0	2	0	18	6	24
130,000	21	105	18	11	0	155	0	155
7,479,500	**1817**	**3534**	**595**	**862**	**465**	**5745**	**1528**	**7273**
	25%	**49%**	**8%**	**12%**	**6%**	**78%**	**22%**	

*Note: Building areas have been rounded to protect confidentiality. Total(s) and analysis is based on actual numbers.

APPENDIX C

Anticipated bus patronage

Time Window	Year 1			Year 2			Year 3			Year 4			Years 5 to 10		
	Build out	30%		Build out	50%		Build out	75%		Build out	100%		Build out	100%	
	Arrive	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**
00.00-01.00	1	1	2	2	2	4	3	2	5	4	3	7	4	3	7
01.00-02.00	1	0	1	2	1	2	2	1	3	3	1	4	3	1	4
02.00-03.00	1	2	3	1	4	5	2	5	7	2	7	9	2	7	9
03.00-04.00	1	1	2	2	2	4	2	3	5	3	4	7	3	4	7
04.00-05.00	3	2	5	5	3	8	8	4	11	10	5	15	10	5	15
05.00-06.00	20	10	30	34	16	50	51	24	75	68	32	100	68	32	100
06.00-07.00	10	8	17	16	13	29	24	19	43	32	25	57	32	25	57
07.00-08.00	11	4	15	19	6	25	28	9	37	37	12	49	37	12	49
08.00-09.00	15	2	17	26	3	29	38	5	43	51	6	57	51	6	57
09.00-10.00	7	2	10	12	4	16	18	6	24	24	8	32	24	8	32
10.00-11.00	6	3	9	10	6	15	14	8	23	19	11	30	19	11	30
11.00-12.00	4	3	8	7	6	13	11	8	19	14	11	25	14	11	25
12.00-13.00	6	7	13	10	12	22	15	17	32	20	23	43	20	23	43
13.00-14.00	10	7	17	17	12	29	26	18	44	34	24	58	34	24	58
14.00-15.00	5	11	16	8	19	27	12	29	41	16	38	54	16	38	54
15.00-16.00	3	14	17	5	23	28	7	35	41	9	46	55	9	46	55
16.00-17.00	4	14	17	6	23	29	9	34	43	12	45	57	12	45	57
17.00-18.00	5	17	22	8	29	37	12	44	56	16	58	74	16	58	74
18.00-19.00	11	11	22	19	19	37	28	28	56	37	37	74	37	37	74
19.00-20.00	2	4	6	3	7	10	4	11	14	5	14	19	5	14	19
20.00-21.00	2	2	4	3	4	7	5	5	10	6	7	13	6	7	13
21.00-22.00	5	2	6	8	3	10	11	4	15	15	5	20	15	5	20
22.00-23.00	0	3	4	1	6	6	1	8	9	1	11	12	1	11	12
23.00-00.00	0	1	1	1	2	2	1	2	3	1	3	4	1	3	4
Totals	**132**	**130**	**263**	**221**	**217**	**438**	**331**	**326**	**656**	**441**	**434**	**875**	**441**	**434**	**875**

Bus passenger trips to and from Bicester - 8%

Time Window	Year 1			Year 2			Year 3			Year 4			Years 5 to 10		
	Build out	30%		Build out	50%		Build out	75%		Build out	100%		Build out	100%	
	Arrive	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**
00.00-01.00	0	0	1	1	1	1	1	1	2	1	1	2	1	1	2
01.00-02.00	0	0	0	1	0	1	1	0	1	1	0	1	1	0	1
02.00-03.00	0	1	1	1	1	2	1	2	2	1	2	3	1	2	3
03.00-04.00	0	0	1	1	1	1	1	1	2	1	1	2	1	1	2
04.00-05.00	1	0	1	2	1	2	2	1	3	3	1	4	3	1	4
05.00-06.00	6	3	8	10	5	14	14	7	21	19	9	28	19	9	28
06.00-07.00	3	2	5	5	4	8	7	5	12	9	7	16	9	7	16
07.00-08.00	3	1	4	5	2	7	8	2	10	10	3	13	10	3	13
08.00-09.00	4	0	5	7	1	8	11	1	11	14	1	15	14	1	15
09.00-10.00	2	1	3	4	1	5	5	2	7	7	2	9	7	2	9
10.00-11.00	2	1	2	3	2	4	4	2	6	5	3	8	5	3	8
11.00-12.00	1	1	2	2	2	4	3	2	5	4	3	7	4	3	7
12.00-13.00	2	2	4	3	3	6	5	5	9	6	6	12	6	6	12
13.00-14.00	3	2	5	5	4	9	8	5	13	10	7	17	10	7	17
14.00-15.00	2	3	5	3	6	8	4	8	12	5	11	16	5	11	16
15.00-16.00	1	4	5	2	7	8	2	10	12	3	13	16	3	13	16
16.00-17.00	1	4	5	2	7	8	2	10	12	3	13	16	3	13	16
17.00-18.00	2	5	6	3	8	11	4	12	16	5	16	21	5	16	21
18.00-19.00	3	3	6	5	5	10	8	8	15	10	10	20	10	10	20
19.00-20.00	1	1	2	1	2	3	2	3	5	2	4	6	2	4	6
20.00-21.00	1	1	1	1	1	2	2	2	3	2	2	4	2	2	4
21.00-22.00	1	1	2	2	1	3	3	2	5	4	2	6	4	2	6
22.00-23.00	0	1	1	0	2	2	0	2	2	0	3	3	0	3	3
23.00-00.00	0	0	0	0	1	1	0	1	1	0	1	1	0	1	1
Totals	**39**	**37**	**75**	**69**	**68**	**128**	**98**	**94**	**187**	**125**	**121**	**246**	**125**	**121**	**246**

Bus passenger trips to and from Heyford Park - 8%

Time Window	Year 1			Year 2			Year 3			Year 4			Years 5 to 10		
	Build out	30%		Build out	50%		Build out	75%		Build out	100%		Build out	100%	
	Arrive	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**
00.00-01.00	-	-	-	1	1	1	1	1	2	1	1	2	1	1	2
01.00-02.00	-	-	-	1	0	1	1	0	1	1	0	1	1	0	1
02.00-03.00	-	-	-	1	1	2	1	2	2	1	2	3	1	2	3
03.00-04.00	-	-	-	1	1	1	1	1	2	1	1	2	1	1	2
04.00-05.00	-	-	-	2	1	2	2	1	3	3	1	4	3	1	4
05.00-06.00	-	-	-	10	5	14	14	7	21	19	9	28	19	9	28
06.00-07.00	-	-	-	5	4	8	7	5	12	9	7	16	9	7	16
07.00-08.00	-	-	-	5	2	7	8	2	10	10	3	13	10	3	13
08.00-09.00	-	-	-	7	1	8	11	1	11	14	1	15	14	1	15
09.00-10.00	-	-	-	4	1	5	5	2	7	7	2	9	7	2	9
10.00-11.00	-	-	-	3	2	4	4	2	6	5	3	8	5	3	8
11.00-12.00	-	-	-	2	2	4	3	2	5	4	3	7	4	3	7
12.00-13.00		-	-	3	3	6	5	5	9	6	6	12	6	6	12
13.00-14.00	-	-	-	5	4	9	8	5	13	10	7	17	10	7	17
14.00-15.00	-	-	-	3	6	8	4	8	12	5	11	16	5	11	16
15.00-16.00	-	-	-	2	7	8	2	10	12	3	13	16	3	13	16
16.00-17.00	-	-	-	2	7	8	2	10	12	3	13	16	3	13	16
17.00-18.00	-	-	-	3	8	11	4	12	16	5	16	21	5	16	21
18.00-19.00	-	-	-	5	5	10	8	8	15	10	10	20	10	10	20
19.00-20.00	-	-	-	1	2	3	2	3	5	2	4	6	2	4	6
20.00-21.00	-	-	-	1	1	2	2	2	3	2	2	4	2	2	4
21.00-22.00	-	-	-	2	1	3	3	2	5	4	2	6	4	2	6
22.00-23.00	-	-	-	0	2	2	0	2	2	0	3	3	0	3	3
23.00-00.00	-	-	-	0	1	1	0	1	1	0	1	1	0	1	1
Totals	**-**	**-**	**-**	**62**	**61**	**123**	**93**	**92**	**185**	**124**	**122**	**246**	**124**	**122**	**246**

Bus passenger trips to and from Banbury - 8%

Time Window	Year 1			Year 2			Year 3			Year 4			Years 5 to 10		
	Build out	30%		Build out	50%		Build out	75%		Build out	100%		Build out	100%	
	Arrive	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**
00.00-01.00	1	1	3	4	4	6	5	4	9	6	5	11	6	5	11
01.00-02.00	1	0	1	4	1	4	4	1	5	5	1	6	5	1	6
02.00-03.00	1	3	4	3	6	9	4	9	11	4	11	15	4	11	15
03.00-04.00	1	1	3	4	4	6	4	5	9	5	6	11	5	6	11
04.00-05.00	4	2	6	9	5	12	12	6	17	16	7	23	16	7	23
05.00-06.00	26	13	38	54	26	78	79	38	117	106	50	156	106	50	156
06.00-07.00	13	10	22	26	21	45	38	29	67	50	39	89	50	39	89
07.00-08.00	14	5	19	29	10	39	44	13	57	57	18	75	57	18	75
08.00-09.00	19	2	22	40	5	45	60	7	65	79	8	87	79	8	87
09.00-10.00	9	3	13	20	6	26	28	10	38	38	12	50	38	12	50
10.00-11.00	8	4	11	16	10	23	22	12	35	29	17	46	29	17	46
11.00-12.00	5	4	10	11	10	21	17	12	29	22	17	39	22	17	39
12.00-13.00	8	9	17	16	18	34	25	27	50	32	35	67	32	35	67
13.00-14.00	13	9	22	27	20	47	42	28	70	54	38	92	54	38	92
14.00-15.00	7	14	21	14	31	43	20	45	65	26	60	86	26	60	86
15.00-16.00	4	18	22	9	37	44	11	55	65	15	72	87	15	72	87
16.00-17.00	5	18	22	10	37	45	13	54	67	18	71	89	18	71	89
17.00-18.00	7	22	28	14	45	59	20	68	88	26	90	116	26	90	116
18.00-19.00	14	14	28	29	29	57	44	44	86	57	57	114	57	57	114
19.00-20.00	3	5	8	5	11	16	8	17	24	9	22	31	9	22	31
20.00-21.00	3	3	5	5	6	11	9	9	16	10	11	21	10	11	21
21.00-22.00	6	3	8	12	5	16	17	8	25	23	9	32	23	9	32
22.00-23.00	0	4	5	1	10	10	1	12	13	1	17	18	1	17	18
23.00-00.00	0	1	1	1	4	4	1	4	5	1	5	6	1	5	6
Totals	**171**	**167**	**338**	**345**	**339**	**684**	**517**	**509**	**1025**	**689**	**678**	**1367**	**689**	**678**	**1367**

Total bus passenger trips to and from OxSRFI - 8% modal share

APPENDIX 6

HGV ROUTEING STRATEGY

HGV ROUTEING STRATEGY
OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Project	**Oxfordshire Strategic Rail Freight Interchange (OxSRFI)**		
Document Number	OxSRFI-BWB-GEN-XX-RP-CH-0005	**BWB Ref**	NTH2479
Author	[redacted]	**Status**	S4
Checked		**Revision**	P05
Approved		**Date**	27.02.2026

1 INTRODUCTION

1.1 To ensure the environmental impact of HGV traffic to and from the Oxfordshire Strategic Rail Freight Interchange (OxSRFI) is minimised it is intended to implement a routeing strategy for HGVs.

1.2 The objective of this routeing is to direct HGV traffic to/from the OxSRFI to utilise M40 J10 rather than going through local villages.

1.3 The purpose of this HGV Routeing Strategy is to set out how this will be achieved. This includes consideration of signage, physical measures, environmental weight restrictions and monitoring using ANPR cameras or other technology.

1.4 In this note reference to HGV means a Heavy Goods Vehicle with an operating weight exceeding 7.5 tonnes, this matches the definition of a heavy commercial vehicle in section 138 of the Road Traffic Regulation Act 1984.

1.5 **This strategy does not cover OxSRFI construction traffic**, construction traffic is dealt with in the Construction Environmental Management Plan (CEMP), however, the routeing restrictions on HGV construction traffic are similar to those contained within this strategy.

2 REQUIRED HGV ROUTEING (OPERATIONAL TRAFFIC)

2.1 All operational HGVs going to and coming from OxSRFI are to be routed via the proposed B430 Ardley Bypass and M40 J10. At J10 HGVs can then travel north or south on the M40 and northeast on the A43 from where there is access to the B4100 to Bicester.

2.2 HGVs will not be permitted to travel to or from OxSRFI using the B430 south of the OxSRFI main site, the B4100 north of Baynard's Green or the existing B430 in Ardley (which is to be downgraded as a result of the scheme following opening of the Ardley Bypass).

2.3 The permitted routes are shown on a map at **Figure 1** below, use of all other routes within the extent of the map would not be permitted.

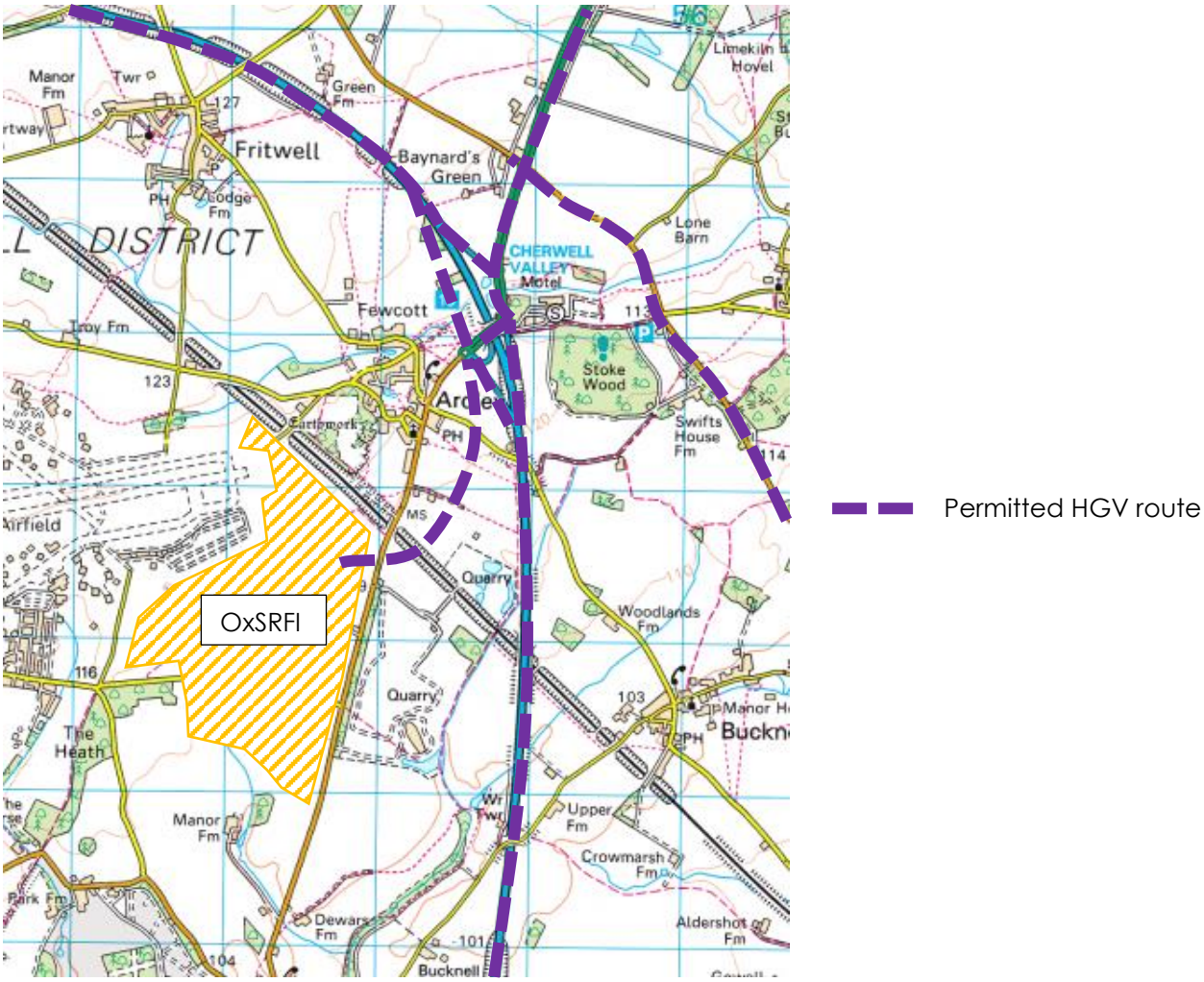


Figure 1: HGV routeing requirements

3 SIGNAGE STATEGY

3.1 The overall signage strategy for the OxSRFI scheme will include positive signage measures to the OxSRFI with "Rail freight terminal" (or similar wording agreed with the relevant highway authorities) provided at various locations on the strategic and local road networks as set out below.

3.2 Where these signs are located within the extent of the highway works that form part of the OxSRFI scheme (and therefore within the draft Order limits), then the signs will be installed as part of the highway works. The detailed design of these signs will form part of the detailed design of the highway works which will be submitted for approval by the relevant highway authority as required under the protective provisions within the Development Consent Order (DCO).

3.3 Where these signs are not located within the extent of the highway works then it is proposed that they are to be installed by the relevant highway authority. The mechanism for this is covered within the DCO application through a financial contribution secured by planning obligation.

3.4 The following table sets out where the signage is to be provided and identifies whether it is within or outwith the highway works.

Signage location and purpose with respect to vehicles (including HGVs) serving the OxSRFI	Within OxSRFI highway works?
M40 J10 northbound and southbound approaches to J10 to direct OxSRFI vehicles to leave at J10	Yes
Signage around the J10 roundabouts to direct OxSRFI vehicles onto the B430 Ardley bypass	Yes
A43 southbound approach to Baynard's Green to direct OxSRFI vehicles onto the B430 Ardley bypass via J10	Yes
A34 northbound before its junctions with the A44 and B430 to direct OxSRFI vehicles to use M40 J9 (to J10)	No
Signage on the A34 approach to J9 to direct OxSRFI vehicles to J10	Yes
M40 northbound approach before J9 to direct OxSRFI vehicles to use J10	No
Junctions along the A4095 to the west of Bicester to direct HGVs to use the M40 at J9, or the B4100 to the north of Bicester (to J10) (whichever is most appropriate).	No

3.5 At the exit from the OxSRFI principal access there will be signage to direct all HGVs onto the B430 Ardley Bypass and thence to M40 J10; these will be backed up by the physical measures described below.

4 PHYISCAL MEASURES

4.1 At the exit from the OxSRFI at the principal access the following physical measures are proposed:

- There will be a free-flowing segregated left-turn lane at the roundabout so that there is no requirement for vehicles to give way when leaving OxSRFI to go onto the B430 Ardley Bypass (this is shown on drawing OxSRFI-BWB-GEN-XX-SK-CH-SK018 found at **Appendix A**);
- At the approach to the roundabout from the OxSRFI there will be a height restriction barrier set at a suitable level to prevent HGVs from being able to enter the roundabout. A typical detail of this is shown on **Figure 2** below. The exact detail will be subject to approval as part of the principal access design approvals under the DCO requirements. For the avoidance of doubt this will not be within the public highway; and
- A rising barrier to allow buses to bypass the height barrier.

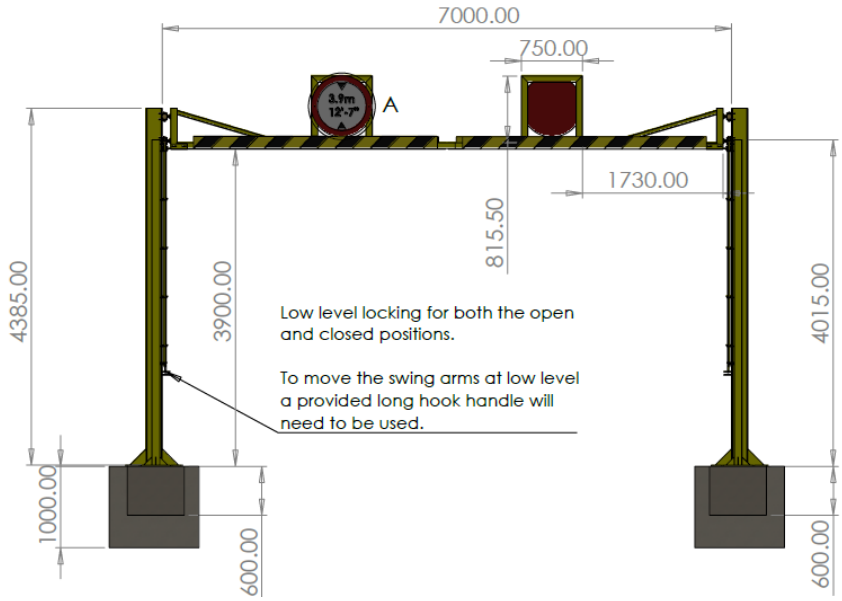


Figure 2: Typical detail of height barrier

4.2 The combined effect of the above means that all HGVs from OxSRFI are forced to turn left onto the B430 Ardley Bypass up to J10.

4.3 There will be physical measures in place at the secondary access at the southern end of the OxSRFI site so it can only be used by buses, cyclists and pedestrians. These measures are envisaged to include rising barriers, the exact details will be subject to approval under the DCO requirements as part of the estate road design approvals. These measures will not be within the public highway.

5 ENFORCEMENT MEASURES

5.1 It is acknowledged that the above signage and physical measures may not be sufficient to deter all HGVs using the B430 south of the principal access to OxSRFI. In particular the following situations could occur:

- HGV drivers seeking OxSRFI do not see or choose to ignore the signage and for example leave the A34 at the B430 junction and use the B430 through Middleton Stoney and Weston – on – the – Green to access the site;
- HGV drivers leaving the site elect to u-turn at the M40 J10 Ardley roundabout and then head south along the B430;
- HGV drivers use the existing B430 in Ardley and then local roads to Bucknell, Somerton or Fritwell;

- HGV drivers use the B4100 to the north of Baynard's Green.

5.2 An enforcement regime is to be put in place as set out below, which will use automatic number plate recognition (ANPR) camera technology or alternative suitable technology. The following paragraphs set out the proposed solution using ANPR technology, but it is recognised that due to the pace of technological development there could be an alternative suitable technology that becomes available to achieve the same objectives.

6 ANPR TECHNOLOGY

Locations of ANPR cameras

6.1 ANPR cameras are proposed at the following locations, and we have set out where these would be within the public highway or within the OxSRFI main site.

ANPR location	Within public highway?
On the main estate exit road at the left turn lane exit onto the B430 Ardley Bypass (but not vehicles going to the roundabout), to record all HGVs leaving OxSRFI	No
On the B430 just south of the principal access roundabout, to record vehicles using the B430 southbound	Yes
On the B430 just south of the principal access roundabout, to record vehicles using the B430 northbound	Yes
On the main estate entry road at the entrance to the OxSRFI	No
At the entry and exit from every plot development so that it is known which vehicles serve which part of the development	No
Existing B430 south of Ardley junction (ANPR to cover both directions)	Yes
B4100 north of Baynard's Green (north of the junction with the local services)* (ANPR to cover both directions)	Yes

* HGV drivers need to be able to refuel and take breaks hence it is important that access to the local services is retained

6.2 The ANPR cameras within the OxSRFI private estate would be maintained by the Applicant.

6.3 ANPR cameras on the public highway would be:

- Subject to detailed design approval under the protective provisions for the highway authority in the DCO; and
- maintained and managed by the Applicant with a section 50 New Roads and Street Works Act licence (or equivalent provision included within the DCO) for the private apparatus to be used on the highway.

6.4 The ANPR cameras located at the OxSRFI principal access roundabout, B4100 and B430 are shown on drawing OxSRFI-BWB-GEN-XX-SK-CH-SK133 found at **Appendix A.**

Data matching

6.5 The key purpose of the scheme is to take a record of any HGVs to and from the OxSRFI that use the B430 south of the principal access roundabout, the B4100 north of Baynard's Green or the existing B430 in Ardley. With the above ANPR cameras in place it can be determined if an HGV to or from OxSRFI has used these roads and where in the development the HGV originated from or was travelling to.

6.6 As noted in Section 7 below, the routeing restriction on the B430 south of the principal access roundabout will not be enforced if the M40 is closed between junctions 9 and 10 and the B430 is used as a diversion route.

B430 south of the principal access roundabout

6.7 It is simple to determine if an HGV leaving the OxSRFI via the left turn lane has then travelled south down the B430 after u-turning at J10.

6.8 However, a time limit is needed between a vehicle leaving the site and passing the camera on the B430 south in the event that an HGV serves a different site after leaving the OxSRFI and then heads south. A reasonable time limit is considered to be 30 minutes.

6.9 The same logic is true for a vehicle heading into the OxSRFI.

6.10 The resultant logic is shown on **Figure 3** below:

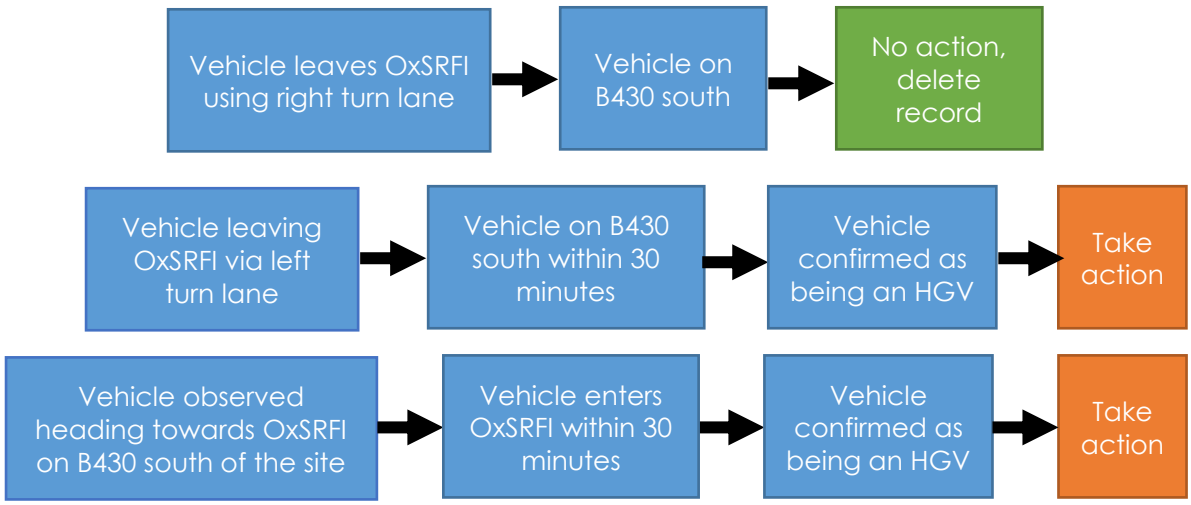


Figure 3: Process logic for HGV enforcement (B430 south of Principal Access)

B4100 north of Baynard's Green and existing B430 in Ardley

6.11 For the B4100 north of Baynard's Green and existing B430 in Ardley the data logic is similar to the above and is set out at **Figure 4** below.

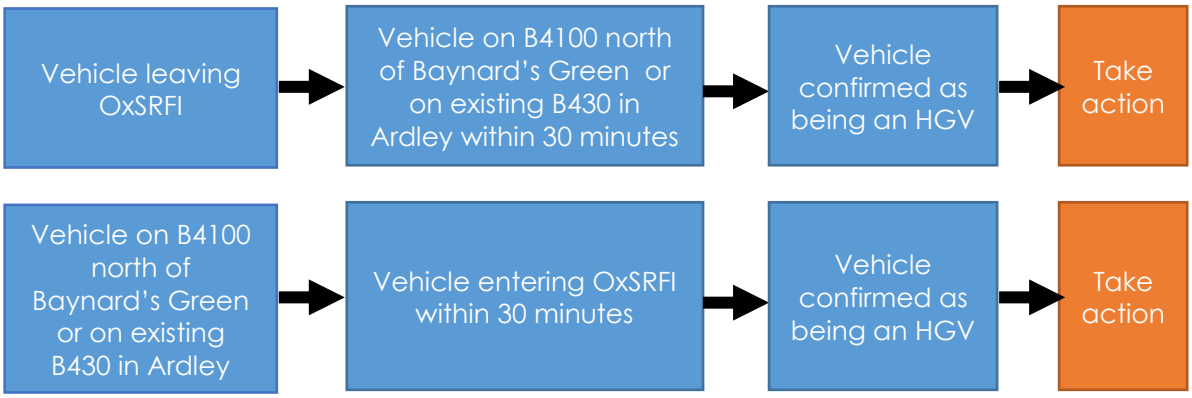


Figure 4: Process logic for HGV enforcement (B4100 north of Baynard's Green and existing B430 in Ardley))

Enforcement and Monitoring

6.12 HGVs that are found committing a violation will be notified to the OxSRFI management company who will then levy the fines to the offending occupier. The Sustainable Transport Working Group (STWG), established through the DCO) will perform a monitoring role.

6.13 Data on the level of compliance is to be made available to OCC and the local planning authority upon request. A report on compliance and the number, and value, of fines levied shall be provided to the STWG before each formal meeting of the STWG.

6.14 The level of fine will be set at a level which is an effective deterrent. It will be reviewed by monitoring the number of violations to ensure that the system performs its function effectively. The level of fine may be varied depending on level of compliance, market conditions and other relevant factors that may become apparent during the operation of OxSRFI. The STWG will have an ongoing role in reviewing the level of the fine and the spending of any fines collected (net of any costs of managing and maintaining the ANPR system) would be determined by the STWG.

Technology and GPDR

6.15 The scheme will use ANPR technology so that vehicle number plates are recorded. The system will only record number plates and the technology will not record drivers themselves or any passengers.

6.16 The cameras will have the ability to recognise the vehicle type. For additional clarity, all vehicles recording a violation will be matched against the DVLA API available on-line. This does not provide vehicle type but will provide the following fields which will confidently allow the system to identify if the vehicle is an HGV.

- CO2 Emissions;
- Engine Capacity;
- Make;
- Revenue;
- Weight; and
- Wheelbase.

6.17 This data will be used to exclude skip and bin lorries from the enforcement measures to enable these vehicles to travel between OxSRFI and the Ardley Energy Recover Facility (ERF). Note that vehicles accessing the Ardley ERF are subject to the Ardley ERF HGV routeing strategy which is unrelated to OxSRFI.

6.18 Cross checking the DVLA API data with the camera data will also allow the identification of foreign vehicles which would not be available on the DVLA database.

6.19 No data will be stored on the system unless a violation occurs. For example all vehicles leaving the site are read and a timer begins for a specified period of time of 30 minutes. If the vehicle is not read again on the second camera within that time then the read data will be deleted. Only if the vehicle is read within that specified period of time on the second camera, and the vehicle is an HGV, will a violation occur and the vehicle stored on the system. No vehicle passing the cameras which has not generated a violation will be stored on the system.

6.20 The recording of the numberplate at the access to and from each occupier will enable the system to confirm which part of the OxSRFI the HGV has travelled to or from.

7 EXEMPTIONS

7.1 There is an important exception to the use of the B430 in that it functions as a diversion route if the M40 is closed between J9 and J10. When this is the case then the B430 south of OxSRFI will be permitted to be used by HGVs. National Highways (via Traffic England) provide an open data source which provides details of motorway closures and this will be used to determine when the M40 is closed.

7.2 It is likely that waste from the OxSRFI will be taken to the Ardley ERF which is located to the east of the B430, east of the OxSRFI. HGVs making trips between the ERF and the OxSRFI are therefore exempted from these routeing strategy requirements. Around 8 two-way (i.e. 16 total) HGV movements a day are anticipated between OxSRFI and the ERF. However, these vehicles will be subject to the separate HGV routing strategy that is in place for the Ardley ERF, which requires all HGVs to access the ERF to and from the B430 north of the facility via M40 J10.

7.3 There are no exemptions that apply to the B4100 north of Baynard's Green (north of the local services junction) and on the existing B430 in Ardley.

8 ENVIRONMENTAL WEIGHT RESTRICTION

8.1 The DCO will implement a 7.5T environmental weight restriction zone around the villages to the north and west of OxSRFI. Such zones are commonplace on the local road network throughout many counties and they are used to prevent use by HGVs except for access into such villages.

8.2 This measure is complementary to the wider highway network changes in that it will clearly set out to the wider travelling public which routes are and are not appropriate for use by HGVs. However, it is not necessary for the DCO to include enforcement measures for this weight limit because enforcement of HGVs to and from OxSRFI is undertaken using the ANPR system described above.

8.3 The proposed zone would cover the following villages and the illustrative extents are shown on **Figure 5** below:

- Ardley and Fewcott;
- Fritwell; and
- Bucknell.

8.4 Note that Ardley Road will be taken over the B430 Ardley Bypass on a bridge (the bypass is shown in yellow) which means that the zone can extend down to and beyond Bucknell. This would replace the existing weight restriction on Ardley Road between Ardley and Bucknell.

8.5 The DCO for the OxSRFI includes traffic regulation provisions that are proposed as a part of the OxSRFI. Hence the environmental weight restriction zone traffic regulation order is included within the DCO.

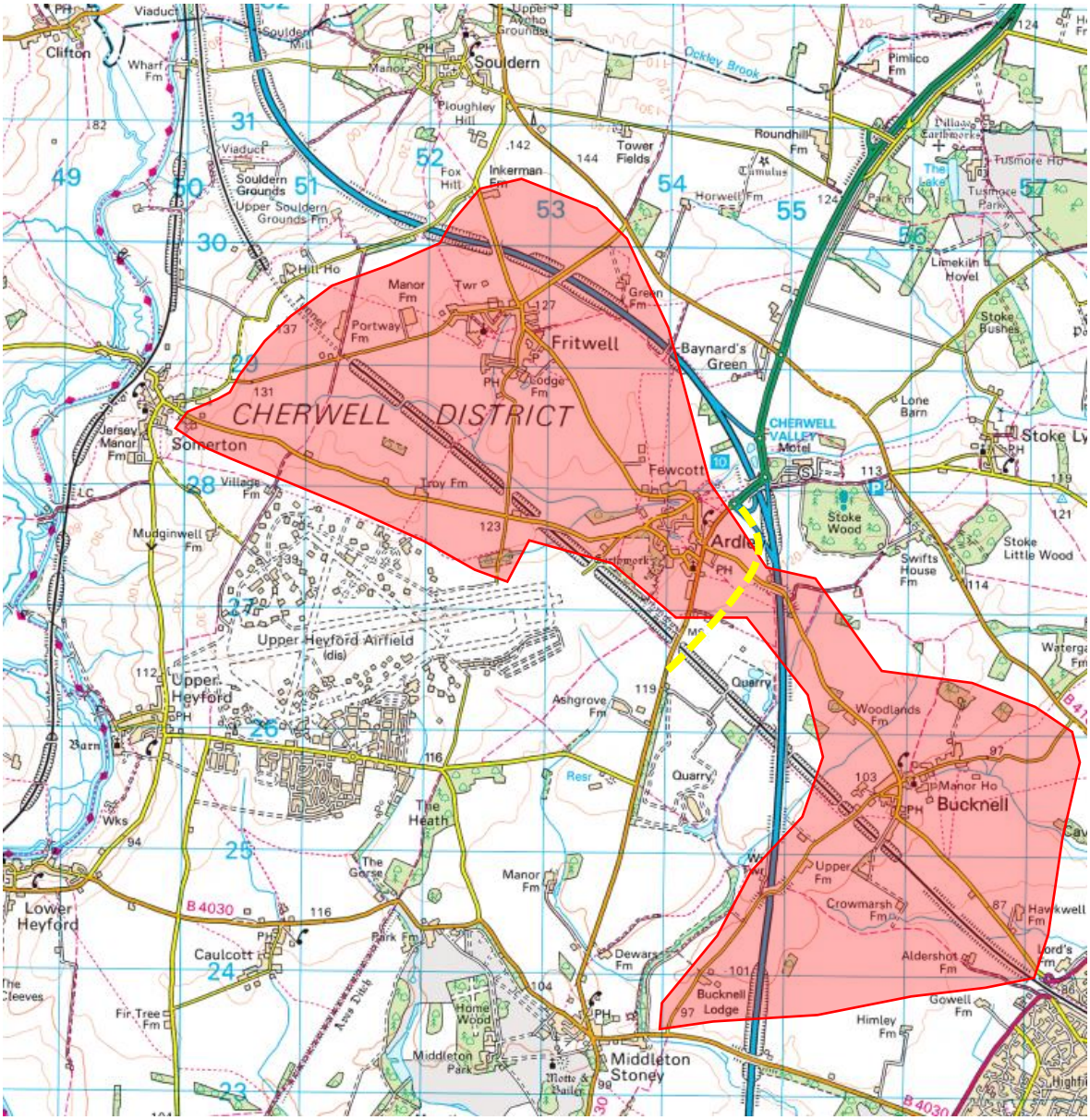


Figure5: illustrative extent of proposed environmental weight restriction zone; it excludes the M40 and the Ardley Bypass (yellow line)

8.6 Oxfordshire County Council (OCC) have previously considered an environmental weight restriction zone in the Fritwell area but this has not been progressed to date. If OCC make an order between submission of the DCO application and the final Examination deadline for the submission of the applicant's draft DCO, the applicant commits to altering the DCO drafting to deal with any necessary amendments in this regard.

8.7 It is important to note that traffic regulations made within the DCO are made as if they are made under the Road Traffic Regulation Act and hence can be varied or revoked by the highway authority subsequently without having to apply to amend the DCO itself. As a case in point the extents of the zone south of Bucknell may need to be adjusted from the below to suit the northwest expansion of Bicester.

9 OBLIGATIONS AND OTHER MEASURES INCLUDED IN THE DCO

Obligations

9.1 In accordance with DCO Requirement 24 this strategy must be complied with. As well as this general obligation, the following specific obligations must be complied with which relate to the timing and operation of the ANPR cameras:

- The ANPR cameras on the B430 south of the principal access roundabout, the B4100 north of Baynard's Green, on the existing B430 in Ardley and the OxSRFI estate road to be installed and operational prior to first occupation;
- The ANPR cameras for each warehouse to be installed and operational prior to occupation of that warehouse; and
- The ANPR cameras for the rail terminal to be installed and operational prior to first use of the rail terminal by HGVs.

Other measures within the DCO

9.2 The DCO includes the following measures which relate to this strategy:

- Setting the role and functions of the STWG which would include an ability to spend monies raised from fines on sustainable transport measures within the vicinity of OxSRFI – see DCO Requirement 6;
- A requirement that the routeing strategy is to be complied with – this will mean that occupiers will need to comply with the strategy – see DCO requirement 24;
- Details of the height barrier (at the principal access) and rising barriers (at both the principal and secondary accesses) are to be approved under the relevant requirement for design details – see DCO requirement 9;
- The environmental weight restriction zone to be in place upon opening of the B430 Ardley Bypass (which is to be open to traffic prior to first occupation) – see DCO Schedule 9 Part 4;
- Details of ANPR cameras and directional signage on the highway network where they fall within the highway works are to be agreed with the relevant highway authority under the protective provisions for the highway works. Any signage that does not fall within the highway works may be installed by the relevant highway authority or by OxSRFI under agreement. Except where the signs would fall within phase 2 of the highway works, all signs must be installed prior to first occupation. Signage within the highway works is to be completed in accordance with DCO Schedule 1 and Schedule 14 Parts 2 and 3; and
- Licence arrangements (including maintenance requirements) for ANPR cameras where located within the public highway – see DCO article 9.

APPENDIX A

ANPR location plan **OxSRFI-BWB-GEN-XX-SK-CH-SK133**

Ardley Junction

Existing B430 south of Ardley junction (ANPR to cover both directions)

B4100 north of Baynard's Green (north of the junction with the local services) (ANPR to cover both directions)

Baynard's Green

Ardley

Ardley Wood

Earthwork

B430

B4100

Ardley Road

B430 Ardley Bypass

B430 Station Road

Chiltern Main Line Railway

M40

Main estate exit road at the left turn lane exit onto the B430 Ardley Bypass

Main estate exit road at the left turn lane exit onto the B430 Ardley Bypass

OxSRFI Principal Access

B430 just south of the principal access roundabout, to record vehicles using the B430 northbound

B430 just south of the principal access roundabout, to record vehicles using the B430 southbound

Legend

- Order Limits
- Automatic Number Plate Recognition (ANPR) Location

Rev	Date	Details of issue / revision	Drw	Rev
P01	27.02.26	Issue for Information	RP	SRH

Issues & Revisions

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Client

OXFORDSHIRE RAILFREIGHT LTD.

Project Title

OxSRFI OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Drawing Title

ANPR LOCATION PLAN

Drawn:	R.Picknell	Reviewed:	S.Hilditch		
BWB Ref:	NTH 2479	Date:	27.02.26	Scale@A1:	1:2500

Drawing Status

FOR INFORMATION

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
OxSRFI-BWB-GEN-ZZ-SK-C-SK133	S2	P01

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APPENDIX 7

TN3: TRIP GENERATION

OXFORDSHIRE RAILFREIGHT INTERCHANGE LIMITED

OXFORDSHIRE SRFI

TECHNICAL NOTE 3: TRIP GENERATION

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project number: ADC1794			report reference: ADC1794-RP-J
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2	29/01/2021		for issue to Transport Working Group
3	16/04/2021		updated to incorporate Transport Working Group comments

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APPENDICES

Appendix A	Prologis Technical Insight – Jobs
Appendix B	Copy of Table 1 from 'Technical Note 2: Trip Generation', Appendix 5 of Northampton Gateway SRFI Transport Assessment
Appendix C	Intermodality report 'Oxfordshire RFI: rail information and assumptions'

1.0 INTRODUCTION

1.1 ADC Infrastructure Ltd are appointed by Oxfordshire Railfreight Interchange Ltd (the Applicant) to assess the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange in Oxfordshire, to be known as Oxfordshire Strategic Rail Freight Interchange (OxSRFI).

1.2 Oxfordshire County Council (OCC) are the local highway authority and Highways England have responsibility for the strategic road network (SRN), which in the vicinity of the site comprises the M40, A43 and A34.

1.3 This Technical Note presents the methodology used to determine the road-based trip generation associated with OxSRFI for use in the transport modelling work and Transport Assessment (TA) for the scheme. Trip generation for the scheme was discussed at the Transport Working Group[1] (TWG) meeting held on 13 November 2020. At this meeting Aecom recommended that the trip generation follow a similar methodology to that used on the recently consented Northampton Gateway SRFI. This Technical Note therefore adopts that approach. The document is structured as follows:

- Section 2 sets out the site location and the road and rail connectivity.
- Section 3 details the development proposals.
- Section 4 provides a description of the type of trips that the development would generate.
- Section 5 sets out the trip generation for the warehousing and distribution uses at the site.
- Section 6 sets out the trip generation for the rail terminal.
- Section 7 sets out the interaction between the rail terminal and the warehousing uses and the total traffic flow without considering the effect of the Travel Plan.
- Section 8 sets out the total person trip generation.
- Section 9 identifies the total traffic flows including for the effect of the Travel Plan.

[1] A Transport Working Group has been established to provide a forum for discussion and allow a step-by-step approach to the assessment and agreement of transport matters relating to OxSRFI. The TWG comprises representatives from OCC, Highways England and their consultant Aecom, the Applicant and their consultant team, comprising ADC Infrastructure Ltd, BWB Consulting Ltd, and Oxalis Planning.

2.0 SITE LOCATION AND ROAD AND RAIL CONNECTIVITY

2.1 The OxSRFI site is in Cherwell District Council, within northern Oxfordshire. It is located to the southwest of M40 Junction 10, approximately 6km from Bicester. A general site location plan is shown at **Figure 1**.

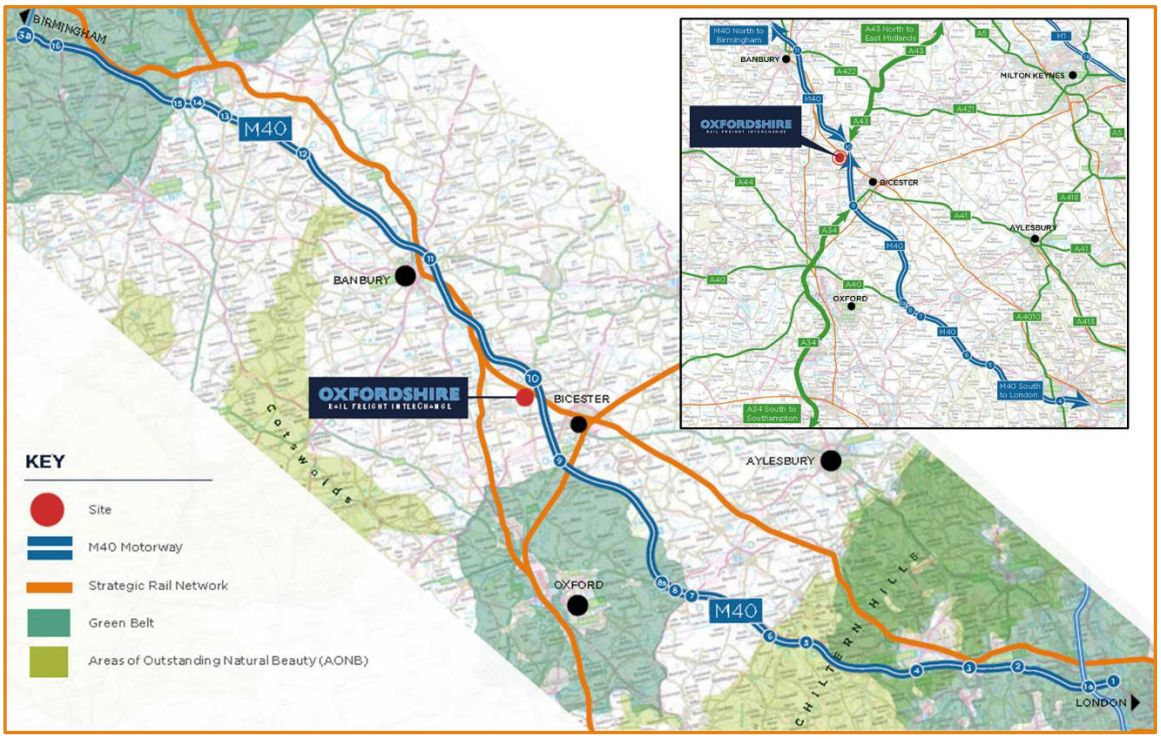


Figure 1: general site location

2.2 The site is bounded to the north by the Chiltern Main Line railway, part of the strategic rail network operated by Network Rail (**Figure 2**). The Chiltern Main Line Railway is configured as a two-track railway which passes the site in cutting. Passenger trains operate at up to 100mph and freight trains at up to 70mph. To the east, the site is bounded by the B430 and the Viridor 'Ardley Energy from Waste' facility, to the south by farmland, and to the west by the Heyford Park development, which is located on the former RAF Upper Heyford site. The village of Ardley is approximately 1km to the north of the site. The village of Middleton Stoney is approximately 2km to the south of the site.

2.3 The closest point of access to the SRN from the site is at Junction 10 of the M40, approximately 3.5km to the north of the site when accessed via the B430. At Junction 10 there is also direct access to the A43. The M40 connects to Birmingham (and the M42 and M5) to the north, and the M25 and London to the south. The A43 heads northeast from M40 Junction 10 and connects to the M1 at M1 Junction 15A.

2.4 Although less direct, access to the M40 could also be possible via Junction 9, which is a 10.5km drive to the south of the site, when accessed via the B430, passing through the village of Middleton Stoney, and then via the B4030 and then the A41.

2.5 To the south of the site the A34 runs in a northeast to southwest direction and connects Bicester to Oxford. It continues further south, connecting with the M4 at Newbury and the M3 at Winchester. The B430 runs between the A34 to the south and Junction 10 of the M40 to the north.

3.0 PROPOSED DEVELOPMENT

Development proposals

3.1 The OxSRFI would provide a rail freight terminal accommodating trains of up to 775m long, and include container storage and HGV parking, with rail sidings within the site with the potential to serve some of the individual warehouses. It would provide 6.5 million sqft of predominantly large scale B8 warehousing and distribution space. The scheme will also provide substantial mounding and woodland/tree planting around the site edges for visual screening and ecological connectivity.

3.2 The maximum floor space for the B8 use will be set by the Parameters Plan at 6.5 million sqft (603,850 sqm). The warehousing will include ancillary B1 office space, and an allowance will be made within the Parameters Plan for up to one third of the warehouses (201,283 sqm) to provide B8 mezzanine floor space use.

3.3 The OxSRFI scheme will accommodate 12 freight trains per day. The freight terminal would be connected to the Chiltern Main Line Railway, part of the strategic rail freight network.

Operation

3.4 All the B8 units are likely to operate on a 24-hour basis, seven days a week. The main shifts are therefore likely to be 0600-1400 hours, 1400-2200 hours and 2200-0600 hours, although there will be some variation depending on the individual occupier requirements. Some occupiers may operate a 12-hour shift, for example from 0700-1900 hours and 1900-0700 hours.

3.5 Mezzanines are typically introduced to enhance access to existing high level storage areas, or to house automated operations. In each case, these functions would not result in a pro-rata increase in staff numbers compared to conventional floor space. The former because, in the absence of mezzanine levels, high level storage is typically used to access the warehouse space. The latter, because automated operations are less staff intensive. It is possible that part of the mezzanine floor space would be used to house the ancillary office functions within the warehousing. However, the ancillary office space would be a small proportion of the floor space (typically less than 5%). Hence if the ancillary office were housed within the mezzanine level, it would not lead to a significant 'freeing-up' of general warehousing space.

3.6 HGV generations are related to the number of loading bays, which would not be increased. Hence, whilst the mezzanine levels may include automated operations which could improve efficiency and HGV throughput, there would not be a pro-rata increase in HGV numbers as these would be restricted by the number of loading bays.

3.7 In keeping with most inland rail freight terminals, the rail freight terminal is likely to operate on a 24-hour basis from Sunday evenings until Saturday mornings. However, volume growth at the main ports could lead to an increase to 24/7 operation in the future.

3.8 For the purposes of assessment, to ensure a robust approach, maximum capacity has been assumed to occur within the time period set for the transport modelling process, which in accordance with DfT Circular 02/2013[2] adopts an opening year of 2026 and a forward planning year of 2031. The latter has been selected to coincide with the end of the Local Plan period. In

[2]Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development' Department for Transport, September 2013

reality, due to the wider aspirations for SRFI sites, and the gradual increase in both the number of trains that can be accommodated on the wider network and the train's capacity, it is anticipated that it would be a number of years after this before the rail freight terminal would operate at full capacity.

3.9 Initially the loading and unloading of containers to and from the trains at the rail terminal would be by reach stacker, which would be replaced by gantry cranes as volumes and through-put at the rail terminal increased.

3.10 The loading and unloading of containers to and from the rail vehicles on pads adjacent to the individual warehouse units, if required by the end users, is expected to be by reach stacker operation.

4.0 TRIP GENERATION: BACKGROUND

4.1 This section describes the development vehicle trip types, and it describes the methodology for calculating the forecast traffic generation of the proposed OxSRFI scheme.

4.2 Given the size and nature of the proposed development it is not appropriate to use the TRICS database to calculate the trip rates and traffic generation for the OxSRFI, as there are no comparative rail served sites within the database.

4.3 Therefore, reference has been made to the work undertaken for the recently consented Northampton Gateway SRFI at M1 Junction 15 in Northamptonshire. The trip generation for the Northampton Gateway SRFI was calculated using a first principles approach, combined with existing data from similar sites[3]. The calculation methodology and resulting trip generations were agreed by the Transport Working Group for the Northampton Gateway SRFI, which comprised Highways England and Northamptonshire County Council. The trip generation was approved and accepted as part of the Development Consent Order (DCO) for Northampton Gateway SRFI.

4.4 Aecom have also recommended that the OxSRFI trip generation follow a similar methodology to that used Northampton Gateway SRFI. Therefore, that approach has been adopted for the OxSRFI development.

4.5 The proposed OxSRFI, comprising both the warehousing units and the rail terminal, would generate the following type of trips:

1. Employee trips to and from work at both the B8 units and the rail terminal.
2. Visitor and delivery trips to both the B8 units and the rail terminal.
3. HGV traffic to and from the B8 units.
4. HGV traffic to and from the rail terminal.
5. HGV (or tug) traffic between the rail terminal and the B8 units.
6. Rail trips to and from the rail terminal and the rail served warehousing.

4.6 Only trip types 1 to 4 would use the off-site highway network. Trip type 5 would be on the estate road network internal to the OxSRFI site, between the rail terminal and warehousing area. Trip type 6 would be on the rail network only, and the capacity of the rail network and the impact of these trips will be examined in a separate report[4].

4.7 This Technical Note therefore focuses on trip types 1 to 4, as the TA is ultimately concerned with the impact of the development on the off-site highway network. However, it is recognised that the number of HGVs generated (trip types 3, 4 and 5) will be related to the number of rail trips (trip type 6), the numbers of containers passing through the rail terminal, and the operation and interaction between the rail terminal and the on-site warehousing.

4.8 The above dependencies and interactions are examined at Section 7 of this Technical Note, but first the warehousing and rail terminal elements of the proposed OxSRFI are considered in isolation at Sections 5 and 6, respectively.

[3] Report ref ADC1475 TN2 v4 'Technical Note 2: Trip Generation', Appendix 5 Northampton Gateway SRFI Transport Assessment.

[4] For the rail component at OxSRFI, the Applicant is in discussions with Network Rail to evaluate the engineering and operational viability of connecting into their network and evaluating path availability through a typical 24-hour cycle.

5.0 TRIP GENERATION: WAREHOUSING AND DISTRIBUTION UNITS

Base data

5.1 The Homes and Communities Agency's (HCA) employment density guide (3rd edition 2015) sets out that B8 warehousing uses at national, regional and final mile distribution centres typically accommodate 1 full time equivalent employee per 95sqm, 77sqm and 70sqm, respectively. These figures are based on gross external area (GEA).

5.2 ProLogis also have empirical data on this subject, collected in 2010 and 2014, the latter from the occupiers of 24 of their B8 units (which have a total GFA of 6.05 million sqft). A copy of the ProLogis Technical Note detailing the research findings is contained in **Appendix A**. This confirms that their B8 unit occupiers typically accommodate between 1 employee per 77sqm (2010) and 1 employee per 69sqm (2014). However, most of the units included in the ProLogis Note are smaller than the units that would be constructed at OxSRFI and hence the ProLogis findings are likely to be biased towards the higher end of the employment density range.

5.3 Nevertheless, the ProLogis Technical Note provides a useful indication of the potential split between employee roles. It confirms that warehouse operatives form the majority (50%) of the workforce. Drivers account for around 8% of staff, 21% are admin staff or managerial staff working in the ancillary offices, with 21% represented in the others category (comprising IT, customer service, sales and engineering functions). The Note compares this breakdown with data available from 2003 Cranfield University research and concludes that there has, in recent years, been a positive trend in both the quantity and breadth of jobs provided by B8 warehousing and distribution uses.

5.4 The end occupiers at OxSRFI are not yet known and the development is likely to contain a mixture of distribution centre types. However, the form and location of OxSRFI, combined with the large size of the proposed units, means that these centres are more likely to be national and regional in nature. Therefore, when considering an appropriate employment density for the warehousing at the site, a balanced view should be taken between the lowest (1 per 95sqm) and highest (1 per 70sqm) density range. Adopting the central ratio of 1 full time employee per 77sqm of GEA, that is suggested for regional distribution centres provides a robust figure for assessment purposes.

5.5 Based on this information, it is reasonable to apply the 1 per 77sqm ratio to the proposed GFA of B8 use at OxSRFI site to provide an estimate of the number of employees that would be associated with warehousing at the site. If the 603,850 sqm GFA represents 95% of the GEA, then OxSRFI would have a GEA of 635,632 sqm for the warehousing elements of the scheme. This equates to 8,255 full time equivalent employees associated with the proposed B8 use, based on 1 full time employee per 77sqm of GEA.

5.6 However, there is a difference between the total number of employees, and the number attending during any one time period. To calculate the traffic generation of the employees, it is necessary to obtain a daily profile of trip rates per employee or per 100sqm. As discussed at paragraphs 4.3 and 4.4, this has been calculated using the trip rate profile agreed for the Northampton Gateway SRFI.

5.7 Northampton Gateway SRFI used trip rates derived from Swan Valley Industrial Estate, which is located adjacent to Junction 15A of M1 in Northampton. At the time of the traffic count the Swan Valley site had the following characteristics:

- it included a number of large-scale warehouses, comprising nearly 1.5 million sqft GFA;
- it had an employee density of 1 employee per 77sqm;

- the majority of units at the site operated three shift system (6 – 2 – 10), however Morrisons (formerly Sainsbury's) adopted an extended 12-hour two shift patterns (7 to 7), and therefore provided a robust shoulder peak trip rate; and
- it had no bus service, with low pedestrian and cycle usage (3%), with a single occupancy car driver usage rate of 92%, and car passenger modal share of 5%, providing a robust car usage figure as a base starting point.

Light vehicle trip rates

5.8 To provide a robust assessment for the light vehicle trips (predominantly employee journeys), the Swan Valley vehicle trip rates per 100 employees, was first used to calculate an equivalent trip rate per 100sqm GFA, based on the HCA ratio of 1 full time equivalent employee per 77sqm of GEA (635,632sqm). This ensured that there was correlation with the HCA employee ratios. This resulted in slightly evaluated vehicle trip rates per 100sqm of GFA.

5.9 As part of the Northampton Gateway SRFI work a comparison of the resultant vehicle trip rates per 100sqm GFA derived from the Swan Valley data to trip rates from other available B8 sites was undertaken. That comparison is reproduced below.

comparison of Swan Valley light vehicle trip rates per 100sqm to average of all survey sites									
	am peak (0800 to 0900 hrs)			pm peak (1700 to 1800 hrs)			daily (24 hrs)		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
average of sites	0.087	0.036	0.124	0.032	0.083	0.115	0.978	1.102	2.080
Swan Valley	0.128	0.014	0.142	0.031	0.114	0.145	1.119	1.101	2.220

5.10 The comparison demonstrated that the trip rates for Swan Valley were higher than the average trip rates determined across all the survey sites. In addition, it was found that the Swan Valley vehicle trip rates produce a distinctly elevated inbound vehicle trip rate in the morning peak hour and an elevated outbound vehicle trip rate in the evening peak hour. The correlation of these elevated values with the direction of peak tidal flow (inbound in the morning peak hour and outbound in the evening peak hour), was considered to add further robustness to the assessment. A copy of Table 1 from the Northampton Gateway trip generation technical note, showing the comparison sites, is provided at **Appendix B**.

5.11 It was concluded as part of the Northampton Gateway work that the resultant light vehicle trip rates were robust and therefore suitable to represent the large-scale warehousing and distribution units at an SRFI. The trip rates and assessment methodology were accepted by Highways England and Northamptonshire County Council. The agreed daily light vehicle trip rate profile for is provided at **Table 1** at the end of this technical note.

HGV trip rates

5.12 For the HGV movements, which are principally dependent on the size of the warehouse units and number of loading bays, the trip rates were calculated from the Swan Valley date on a per 100sqm of GFA basis.

5.13 In similarity to the light vehicle trip rates, a comparison of the derived HGV trip rates to trip rates for ither B8 sites was undertaken. That comparison is reproduced below.

comparison of Swan Valley HGV trip rates per 100sqm to average of all survey sites									
	am peak (0800 to 0900 hrs)			pm peak (1700 to 1800 hrs)			daily (24 hrs)		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
average of sites	0.024	0.022	0.046	0.021	0.019	0.040	0.319	0.277	0.596
Swan Valley	0.012	0.015	0.028	0.013	0.016	0.029	0.306	0.316	0.623

5.14 The comparison showed that Swan Valley has a peak hour HGV profile that is below the average, but that the daily HGV trip rate is above average. It was found that in the morning peak hour the two-way HGV trip rate was 64% lower than the average and in the evening peak hour it was 37% lower. Therefore, to ensure a robust assessment of the peak hour HGV generations, the average HGV trip rates were adopted for the peak hour periods. This also had the effect of increasing the overall daily HGV trip rates, providing further robustness to the assessment.

5.15 The HGV trip rates, and assessment methodology were accepted by Highways England and Northamptonshire County Council. The agreed daily HGV trip rate profile (including the adjusted peak hour HGV trip rates) is provided at **Table 1** at the end of this technical note.

Assessment of mezzanine floor space

5.16 OxSRFI would provide 6.5million sqft (603,850 sqm) of conventional B8 floor space use. However, to provide some flexibility for future occupiers seeking mezzanine space, the Parameters Plan will also include an additional allowance for approximately one third of the units (201,283 sqm) to provide mezzanine floor space.

5.17 The Applicant does not hold empirical data regarding mezzanine trip rates and no empirical trip rate information was available at the time of the Northampton Gateway SRFI DCO. It is also noted that the employee density for B8 uses given in the HCA employment density guide are based on GEA, which is not influenced by mezzanine floor space.

5.18 Taking the above into account, along with the operational characteristics of mezzanine floor space as explained at paragraphs 3.5 and 3.6, it was agreed with Highways England and Northamptonshire Council County as part of the Northampton Gateway DCO that, for assessment purposes, the mezzanine floor space be treated as generating trips at 50% of the rate of conventional floor space. This recognised that the mezzanine floor space would not add to the GEA of the units and hence, based on the HCA definition of employee densities, would not generate additional trips, whilst still providing a robust position in the absence of empirical data. The 50% factor allows for the mezzanine floor space to generate additional employee and HGV trips, but not be at pro-rata levels compared to conventional floor space.

5.19 Notwithstanding that the HCA guidance on employment densities being unaffected by mezzanine floor space, should the additional mezzanine floor space be assumed to generate vehicle trips at a rate of 50% of conventional floor space, then if follows that this must be equated to additional employee trips. In which case, adopting the 50% ratio, the mezzanine floor space allowance could equate to a further potential 1,307 full time employees at OxSRFI.

5.20 Should empirical data on the trip generation characteristics of mezzanine floor space become available in the future it may allow a re-calibration of the mezzanine floor space allowance for the OxSRFI site based on the traffic generations assumed in this technical note.

Vehicle traffic generation for warehouse and distribution units

5.21 The resulting daily vehicle traffic generation profile for the conventional floor space at the B8 units, based on a GFA of 603,850 sqm is shown at **Table 2** at the end of this technical note. The resulting daily vehicle traffic generation profile for the additional mezzanine floor space, based on the additional floor area and 50% trip generation ratio given above, is shown at **Table 3**. The total trip generation (the sum of Tables 2 and 3) is provided at **Table 4**.

5.22 **Table 4** identifies that in the evening, the hourly periods (the shoulder periods) either side of the 1700 to 1800 peak hour are forecast to generate higher light vehicle traffic flows than the traditional 1700 to 1800 peak hour period. The earlier shoulder peak hour of 1600 to 1700 hours has a higher departure rate and the greater total traffic generation. Therefore, in accordance with the same approached adopted for the Northampton Gateway DCO, to ensure a robust assessment of the light vehicle trips, the light vehicle trip generation associated with the shoulder peak hour 1600 to 1700 have been swapped with the light vehicle trip generation for the 1700 to 1800 peak hour. This ensures that any potential overlap of the shoulder peak with the highway network peak hour is considered. This is not an issue in the morning peak hour, where the shift change occurs much earlier.

5.23 On this basis, the peak hour and daily trip rates and traffic generation that are proposed for the warehousing and distribution units are summarised in the tables below.

peak hour and daily vehicle trip rates for B8 uses per 100sqm/GFA (no interaction with rail terminal)									
period	light vehicles			heavy vehicles			total vehicles		
	arrive	depart	2-way	arrive	depart	2-way	arrive	depart	2-way
AM peak	0.128	0.014	0.142	0.024	0.022	0.046	0.152	0.036	0.188
PM peak*	0.042	0.147	0.190	0.021	0.019	0.040	0.063	0.167	0.230
daily	1.119	1.101	2.220	0.326	0.326	0.652	1.445	1.427	2.872

peak hour and daily vehicle trip generation for B8 uses (no interaction with rail terminal)									
period	light vehicles			heavy vehicles			total vehicles		
	arrive	depart	2-way	arrive	depart	2-way	arrive	depart	2-way
AM peak	903	97	1,000	169	155	324	1,072	252	1,324
PM peak*	298	1,038	1,336	148	134	282	446	1,172	1,618
daily	7,884	7,756	15,640	2,293	2,296	4,589	10,177	10,052	20,229

* higher light vehicle trips for shoulder peak of 1600 to 1700 hrs used in place of the lower 1700 to1800 hr trip rates, thereby ensuring a robust assessment of the development and highway network peak period combined.

5.24 It has been agreed with the Transport Working Group that the traffic generated by the proposed development in the hour before both the AM and PM peak hour is also modelled as part of the strategic transport modelling[5]. This will ensure that the highway conditions generated by the development traffic in the pre-peak are passed into, and therefore represented in, the peak hour assessment. The pre-peak traffic flows are provided at Section 8 of this technical note.

[5] The strategic transport modelling will be undertaken using the Bicester Transport Model (BTM). The BTM is a 2hr model and hence both the pre-peak hour and peak hour development traffic will be represented in the model.

Comparison with existing SRFI sites

5.25 As part of the review of version 2 of this technical note, Highways England have confirmed that the trip rates presented form a good basis to assess the impact of the proposed OxSRFI scheme and are acceptable to them in principle. However, Highways England also asked whether ADC had considered whether fresh traffic survey data could be collected at comparable SRFI sites, such as DIRFT or East Midlands Gateway SRFI, to provide further confidence to the assessment.

5.26 It is not possible to undertake meaningful survey work at existing sites without an on-site presence and detailed information regarding a development, such as the amount of floor space occupied at the site, mezzanine floor space constructed, and current operations of the rail terminal. This is particularly the case for East Midlands Gateway SRFI, which is not yet fully built out and hence there is uncertainty regarding occupancy and operation. There is also an element of commercial sensitivity surrounding such information, and hence new survey work was not considered a viable option at East Midlands Gateway.

5.27 Survey work was, however, undertaken at DIRFT as part of the DCO for the recently approved West Midlands Interchange SRFI[6]. The external vehicle trip rates for the B8 uses at DIRFT were determined based on the results of traffic surveys undertaken in 2016. The resultant trip rates have been extracted from that work and are provided below.

peak hour and daily vehicle trip rates for B8 uses per 100sqm/GFA based on DIRFT survey									
period	light vehicles			heavy vehicles			total vehicles		
	arrive	depart	2-way	arrive	depart	2-way	arrive	depart	2-way
AM peak	0.072	0.012	0.084	0.017	0.016	0.032	0.089	0.028	0.117
PM peak	0.040	0.059	0.099	0.017	0.022	0.038	0.057	0.081	0.137
daily	0.834	0.821	1.655	0.382	0.366	0.748	1.216	1.187	2.403

5.28 Comparison of the above surveyed DIRFT vehicle trip rates to those proposed for OxSRFI that are given at paragraph 5.23 above provides further confidence that the proposed OxSRFI trip rates are robust.

[6] Table 12 and Table 16, Document 6.2, The West Midlands Rail Freight Interchange Technical Appendix 15.1 – Transport Assessment, WSP July 2018

6.0 TRIP GENERATION: RAIL TERMINAL

Rail terminal light vehicle trips

6.1 The rail terminal would employ a small number of staff, typically between 10 to 20 employees per shift. Therefore, an average of 15 employees per shift (0600 to 1400 hours, 1400 to 2200 hours, and 2200 to 0600 hours) is assumed.

6.2 **Table 5** provides summary of the light vehicle movements associated with the rail terminal employees.

Rail terminal HGV trips

6.3 The number of HGVs generated by the rail terminal would depend on the number of trains and the length of each train using the rail terminal, as this will dictate the number of containers that each train can carry.

6.4 An HGV can carry two 20ft containers, or one 30ft/40ft/45ft container at a time. A HGV will either:

- arrive at the rail terminal empty, departing with a container (or containers);
- arrive at the rail terminal with a container (or containers), and depart empty; or
- arrive loaded with a container (or containers) for drop off and depart loaded with a new container (or containers).

6.5 From the above it can be seen that there is a container to HGV handling ratio. The Applicant has commissioned Intermodality to provide advice in relation to the operation of the rail terminal. As part of that work, Intermodality have prepared a report detailing the interrelationship between rail and road activity that would be associated with the rail terminal. A copy of the Intermodality report[7] is provided at **Appendix C**. Paragraph 1.8 of the report identifies that container to HGV handling ratios have fallen from around 1.3 HGVs to 1 container (2006 data), to a ratio of 1.1 HGVs to 1 container in 2020. This has resulted from a drive for efficiency to reduce the number of empty HGV movements to and from rail terminals. Based on the Intermodality findings, the recent 1.1 HGV to 1 container ratio has therefore been adopted in this technical note.

6.6 Based on the findings from the Network Rail Freight Market Study, paragraph 1.7 of the Intermodality report identifies that the average number of containers per train will increase from the 2011/12 baseline of 34 containers per train, to 41 containers per train by 2023/24, and then remain constant beyond this. The increase is assumed to reflect a continued drive for efficiency by the train operating companies, including the use of longer trains from 500m towards 640m and in some cases maximum 750m in length (775m including locomotives).

6.7 Based on the above, as calculated at paragraph 2.6 of the Intermodality report, each train would accommodate an average of 41 containers. This is equivalent to:

- 46 HGVs per trainload delivering and exporting containers from the rail terminal
- 92 HGV trips per trainload (46 inbound and 46 bound) at the rail terminal
- 1,104 HGV trips per day (based on a maximum of 12 trains per day using the rail terminal).

6.8 The rail terminal would therefore lead to a mode shift from long haul road freight to rail freight equivalent to 1,104 HGV trips per day (552 HGVs inbound loads and 552 HGVs outbound loads).

[7] 'Oxfordshire RFI: rail information and assumptions', Intermodality, January 2021.

7.0 INTERACTION BETWEEN RAIL AND WAREHOUSING UNITS

Introduction

7.1 This section identifies the interaction between the rail operation and the warehousing and distribution operations that would occur at the OxSRFI site.

7.2 Containers arriving at OxSRFI by rail (or vice versa) will typically be processed on the terminal in the following ways:

- Train to HGV for direct transhipment to a final destination with no added value on site. It is assumed that this type of operation would take place at the rail terminal, as opposed to being undertaken at a direct rail served warehouse.
- Train to warehouse for breaking down, warehousing and then onward transhipment to either a final destination (typically currently road based), or onwards distribution to regional distribution centres (traditionally road based, but with clear indications of movement to rail). This operation has potential to take place either on the main terminal, where a warehouse occupier does not require a dedicated rail siding alongside the warehouse, or at a direct rail served warehouse.
- Train to stack on the pad (or designated container storage area), and from stack to destination either by road or rail. Again, is assumed that this type of operation would take place at the rail terminal.

7.3 Container movements to the individual warehouse units on the site would either be direct to the individual warehouse unit (or plot) by rail, by means of an adjacent rail siding, or by delivery of the containers to the rail terminal, with the containers then being transferred by HGV (or tug) between the rail terminal and warehouse units.

Rail and warehousing interaction

7.4 The DCO for Northampton Gateway SRFI used evidence from DIRFT to consider the above interrelationships between rail and the warehouses. Two snap shots of the operations at DIRFT were considered.

7.5 The first snapshot came from roadside interviews undertaken in February 2010 at DIRFT rail terminal at part of the DIRFT III Expansion, that identified the origin of HGV arriving at the facility and the designations of HGVs departing the facility. The survey found that 31% of HGVs were starting from, or destined for, other locations within DIRFT. This survey predated the rail-connected Tesco distribution centre coming on-line at DIRFT.

7.6 The second snapshot based on more recent data from DIRFT, established that the warehousing at a modern SRFI should be capable of capturing up to 56% of container traffic handled by the rail terminal.

7.7 Based on the above, for the Northampton Gateway SRFI, a more conservative average figure of 40% was adopted in the assessment work. This was approved by Highways England and Northamptonshire County Council as part of the traffic generation work, which in turn was approved by the Planning Inspectorate as part of the DCO submission for the Northampton Gateway SRFI scheme.

7.8 Paragraph 1.9 of the Intermodality report (**Appendix C**) also references that one third figure from the first DIRFT snapshot, and notes that 2020 data from iPort SRFI in Doncaster confirms that a small percentage (2.4%) of total container traffic arrived at the site by road and then departed again by road.

7.9 Based on this information the Intermodality report recommends that for OxSRFI it would be appropriate to assume that 35% of the container traffic would be captured at the site.

7.10 Therefore, the following assumptions have adopted for the assessment of HGV trips associated with the rail operations at the OxSRFI site:

- 35% of HGV trips remain on site, to and from the warehousing; and
- 65% of HGV trips travel to and from the hinterland.

Rail terminal daily HGV profile

7.11 Of the operations described in paragraph 7.2, only a lift from the train direct to HGV (assume worst case 65%) would provide a direct correlation between train and HGV movements. If the lifted container is either transferred to a warehouse (35%) or to stack (no data) any HGV movement arising would be totally independent of train arrival and departure times.

7.12 It is impossible to say with certainty at this stage the split of container movements or the final pattern of local distribution for the OxSRFI site, as this will depend on a combination of the appointed terminal operator, end customer requirements and inter relationship with other SRFI sites and their sphere of operations.

7.13 Based on the assessment of 1,104 HGV movements associated with the rail terminal (12 trains per 24 hours) as identified in Section 7, the following assessment can be made of operations assuming 35% of all containers handled at the terminal have an origin and destination within the OxSRFI site and 65% have an origin and destination off-site:

- 35%, 386 HGV trips remain on site for add on value operations prior to onward distribution (193 trips to and from the warehousing and the rail terminal). It is assumed that onward distribution would be via road, with HGV timing being totally independent of train times.
- 65%, 718 HGV trips travel external to the site (359 arrivals and 359 departures to and from the rail terminal) and would be directly linked to train arrival times.

7.14 The timing of train arrivals and departures is not known in detail as train paths and hence arrival and departure times will depend on a combination of end user requirements, paths bid from Network Rail by the Freight Operator to meet the end customer needs and the paths granted by Network Rail. For the assumed 65% of containers that go out by road direct from train it is not therefore possible to be precise at this stage on times of day.

7.15 Due to the inability to state with certainty at this stage exactly how HGV movements would correlate with train arrivals and departures it is considered that the best indicator of associated HGV movements can be derived from how other similar terminals within the UK operate and the HGV trip generation that ensues. This was the approach adopted at Northampton Gateway SRFI, where data from the rail terminal at Hams Hall was used.

7.16 Since then, data is also available from iPort SRFI, and this is included at Figure 2 of the Intermodality report alongside the Hams Hall data. An average of data is provided, and this has been used to determine a daily profile of HGV movements associated with direct rail to HGV movements at OxSRFI. The resulting HGV profile for the external HGV trips (65%) associated with the rail terminal at OxSRFI is shown at **Table 6**, at the rear of this report.

8.0 TOTAL TRIP GENERATION

8.1 The internalised HGV trips would be independent of the train times and, as they would not appear on the off-site highway network, they are deducted from the total HGVs that would be generated by the warehousing and distributions units operating in isolation. This is summarised at **Table 7** at the rear of this report.

8.2 In total, it is forecast that OxSRFI would generate 4,920 external two-way HGV trips per 24 hours, with morning and evening peak hour external HGV flows of 331 and 300 two-way movements, respectively.

8.3 Combining the external HGV trips (**Table 7**) with the light vehicle movements (**Tables 4 and 5**) gives the total development vehicle trip generation. This is shown at **Table 8** at the rear of this technical note and it is also summarised below for the pre-peak and peak hour periods and across the day.

total development pre-peak hour, peak hour, and daily vehicle trips (no Travel Plan)									
period	light vehicles			heavy vehicles			total vehicles		
	arrive	depart	2-way	arrive	depart	2-way	arrive	depart	2-way
AM pre-peak	665	211	876	124	157	280	789	368	1,156
AM peak	903	97	1,000	172	159	331	1,075	256	1,331
PM pre-peak	217	806	1,023	132	89	221	349	895	1,244
PM peak	298	1,038	1,336	157	143	300	455	1,181	1,636
daily	7,929	7,801	15,730	2,459	2,461	4,920	10,388	10,262	20,650

8.4 To calculate the overall person trips associated with the development, the light vehicle trips given at **Table 8** have been converted to person trips based on the 92% single occupancy vehicle (SOV) modal split characteristic detailed in Section 5. As the main purpose of an HGV trip is the transportation of its cargo, the HGV trips are excluded from this calculation.

8.5 The resultant person trip generation is given at **Table 9** for the peak hour periods.

8.6 Adding back in the HGV trips, overall, it is forecast that OxSRFI would generation 22,098 two-way daily person trips, with 1,418 and 1,752 two-way person trips forecast in the morning and evening peak hour periods.

9.0 TOTAL TRIP GENERATION WITH TRAVEL PLAN

9.1 It is proposed that the Travel Plan for the OxSRFI will include a target to reduce reliance on the private car by 10%. This target is consistent with the 9.3% targeted reduction in single occupancy car trips identified in the Commercial Travel Plan[8] for the Heyford Park development, which is located adjacent to the OxSRFI site. This will be achieved at OxSRFI through the Public Transport Strategy and the promotion of car sharing, cycling and walking at the development.

9.2 Paragraph 25 of Circular 02/2013 sets out that the overall forecast demand against which traffic impacts on the Strategic Road Network should be assessed, should include for *"…any reduction arising from any travel plan or demand management measures that are being proposed".* Therefore, it is appropriate to allow for the effect of the Travel Plan on the forecast vehicle trip generation.

9.3 A 10% reduction in the baseline 92% SOV trips, equates to a 9.2% modal shift and hence an initial target SOV modal split of 82.8%.

9.4 Applying this to the person trips (excluding HGV trips) at **Table 9**, the resultant vehicle trip generation can be calculated (including allowance for the Travel Plan). This is shown at **Table 10** at the rear of this technical note and is also summarised below for the peak hour periods and across the day.

total development peak hour and daily vehicle trips (with Travel Plan)									
period	light vehicles			heavy vehicles			total vehicles		
	arrive	depart	2-way	arrive	depart	2-way	arrive	depart	2-way
AM peak	813	87	900	172	159	331	985	246	1,231
PM peak	268	934	1,202	157	143	300	425	1,077	1,502
daily	7,136	7,087	14,233	2,459	2,461	4,920	9,595	9,549	19,144

9.5 The above traffic flows represent the likely traffic generation for OxSRFI once the effect of the Travel Plan is considered.

9.6 However, to provide a robust assessment, Highways England requested that the travel plan reductions considered above are not applied to the vehicle traffic generations used in the Transport Assessment. This was agreed with OCC at the Transport Working Group meeting held on 11 March 2021. Therefore, the vehicle trip generations without the Travel Plan that are given at **Table 8** of this technical note are the development traffic flows to be used for modelling and assessment purposes.

[8] Heyford Park Commercial Travel Plan, April 2018 Revision 5, Peter Brett Associates. Table 7.2 gives the 2017 surveyed modal share for single occupancy car trips as 87.1%, and the target single occupancy car modal share of 79%. This is an 8.1 percentage point reduction, which equates to a target 9.3% reduction in single occupancy car trips (8.1/87.1 = 9.3%).

TABLES

Time Window	Northampton Gateway SRFI trip rates								
	Light vehicles trip rates per 100sqm GFA			Heavy vehicles trip rates per 100 sqm GFA			Total vehicles trip rates per 100 sqm GFA		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	0.011	0.008	0.018	0.007	0.012	0.019	0.018	0.019	0.037
01.00-02.00	0.007	0.002	0.009	0.011	0.011	0.022	0.018	0.013	0.031
02.00-03.00	0.005	0.018	0.022	0.012	0.012	0.023	0.016	0.029	0.046
03.00-04.00	0.008	0.010	0.018	0.008	0.012	0.020	0.016	0.022	0.038
04.00-05.00	0.025	0.012	0.036	0.011	0.007	0.018	0.035	0.019	0.054
05.00-06.00	0.172	0.083	0.255	0.017	0.010	0.027	0.189	0.093	0.282
06.00-07.00	0.082	0.061	0.143	0.017	0.007	0.024	0.099	0.068	0.167
07.00-08.00	0.094	0.030	0.124	0.015	0.020	0.036	0.110	0.050	0.160
08.00-09.00	0.128	0.014	0.142	0.024	0.022	0.046	0.152	0.036	0.188
09.00-10.00	0.061	0.019	0.081	0.016	0.015	0.031	0.077	0.034	0.111
10.00-11.00	0.048	0.029	0.077	0.018	0.020	0.038	0.066	0.049	0.115
11.00-12.00	0.036	0.027	0.063	0.016	0.015	0.031	0.052	0.042	0.094
12.00-13.00	0.052	0.058	0.111	0.012	0.011	0.023	0.065	0.069	0.134
13.00-14.00	0.085	0.061	0.147	0.010	0.017	0.027	0.095	0.078	0.174
14.00-15.00	0.041	0.094	0.135	0.012	0.020	0.032	0.054	0.113	0.167
15.00-16.00	0.024	0.118	0.142	0.008	0.015	0.023	0.032	0.134	0.165
16.00-17.00	0.042	0.147	0.190	0.017	0.010	0.027	0.059	0.158	0.217
17.00-18.00	0.031	0.114	0.145	0.021	0.019	0.040	0.052	0.133	0.185
18.00-19.00	0.094	0.094	0.188	0.016	0.013	0.029	0.110	0.107	0.217
19.00-20.00	0.014	0.035	0.049	0.014	0.009	0.023	0.028	0.045	0.072
20.00-21.00	0.016	0.018	0.035	0.015	0.012	0.028	0.031	0.031	0.062
21.00-22.00	0.037	0.014	0.051	0.009	0.014	0.023	0.046	0.028	0.074
22.00-23.00	0.003	0.026	0.029	0.009	0.011	0.020	0.012	0.037	0.049
23.00-00.00	0.002	0.008	0.011	0.010	0.012	0.022	0.012	0.020	0.033
Totals	1.119	1.101	2.220	0.326	0.326	0.652	1.445	1.427	2.872

Table 1: Agreed vehicle trip rates for warehousing and distribution uses from Northampton Gateway SRFI TA

Time Window	Northampton Gateway SRFI trip rates									Predicted Traffic Profiles for OxSRFI B8 use								
	Light vehicles trip rates per 100sqm GFA			Heavy vehicles trip rates per 100 sqm GFA			Total vehicles trip rates per 100 sqm GFA			Light vehicles OxSRFI			Heavy vehicles OxSRFI			Total vehicles OxSRFI		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	0.011	0.008	0.018	0.007	0.012	0.019	0.018	0.019	0.037	65	46	111	44	70	114	109	116	225
01.00-02.00	0.007	0.002	0.009	0.011	0.011	0.022	0.018	0.013	0.031	42	14	56	66	66	132	108	80	188
02.00-03.00	0.005	0.018	0.022	0.012	0.012	0.023	0.016	0.029	0.046	28	107	135	70	70	140	98	177	275
03.00-04.00	0.008	0.010	0.018	0.008	0.012	0.020	0.016	0.022	0.038	46	60	106	48	75	123	94	135	229
04.00-05.00	0.025	0.012	0.036	0.011	0.007	0.018	0.035	0.019	0.054	148	70	218	66	44	110	214	114	328
05.00-06.00	0.172	0.083	0.255	0.017	0.010	0.027	0.189	0.093	0.282	1039	501	1540	101	61	162	1140	562	1702
06.00-07.00	0.082	0.061	0.143	0.017	0.007	0.024	0.099	0.068	0.167	496	366	862	101	44	145	597	410	1007
07.00-08.00	0.094	0.030	0.124	0.015	0.020	0.036	0.110	0.050	0.160	570	181	751	92	123	215	662	304	966
08.00-09.00	0.128	0.014	0.142	0.024	0.022	0.046	0.152	0.036	0.188	774	83	857	145	133	278	919	216	1135
09.00-10.00	0.061	0.019	0.081	0.016	0.015	0.031	0.077	0.034	0.111	371	116	487	97	88	185	468	204	672
10.00-11.00	0.048	0.029	0.077	0.018	0.020	0.038	0.066	0.049	0.115	288	176	464	110	119	229	398	295	693
11.00-12.00	0.036	0.027	0.063	0.016	0.015	0.031	0.052	0.042	0.094	218	162	380	97	92	189	315	254	569
12.00-13.00	0.052	0.058	0.111	0.012	0.011	0.023	0.065	0.069	0.134	315	352	667	75	66	141	390	418	808
13.00-14.00	0.085	0.061	0.147	0.010	0.017	0.027	0.095	0.078	0.174	515	371	886	61	101	162	576	472	1048
14.00-15.00	0.041	0.094	0.135	0.012	0.020	0.032	0.054	0.113	0.167	250	566	816	75	119	194	325	685	1010
15.00-16.00	0.024	0.118	0.142	0.008	0.015	0.023	0.032	0.134	0.165	144	714	858	48	92	140	192	806	998
16.00-17.00	0.042	0.147	0.190	0.017	0.010	0.027	0.059	0.158	0.217	255	890	1145	101	61	162	356	951	1307
17.00-18.00	0.031	0.114	0.145	0.021	0.019	0.040	0.052	0.133	0.185	186	691	877	127	115	242	313	806	1119
18.00-19.00	0.094	0.094	0.188	0.016	0.013	0.029	0.110	0.107	0.217	570	566	1136	97	79	176	667	645	1312
19.00-20.00	0.014	0.035	0.049	0.014	0.009	0.023	0.028	0.045	0.072	83	213	296	83	57	140	166	270	436
20.00-21.00	0.016	0.018	0.035	0.015	0.012	0.028	0.031	0.031	0.062	97	111	208	92	75	167	189	186	375
21.00-22.00	0.037	0.014	0.051	0.009	0.014	0.023	0.046	0.028	0.074	223	83	306	57	83	140	280	166	446
22.00-23.00	0.003	0.026	0.029	0.009	0.011	0.020	0.012	0.037	0.049	19	158	177	53	66	119	72	224	296
23.00-00.00	0.002	0.008	0.011	0.010	0.012	0.022	0.012	0.020	0.033	14	51	65	61	70	131	75	121	196
Totals	**1.119**	**1.101**	**2.220**	**0.326**	**0.326**	**0.652**	**1.445**	**1.427**	**2.872**	**6756**	**6648**	**13404**	**1967**	**1969**	**3936**	**8723**	**8617**	**17340**

	Proposed B8 use at OxSRFI
GFA sqm	603850
GEA sqm	635632
Employees	8255
Ratio	1 per 77 sqm GEA

Table 2: Forecast vehicle trips for warehousing and distribution uses (conventional floor space)

Time Window	Northampton Gateway SRFI trip rates									Predicted Traffic Profiles for OxSRFI mezzanine B8 floor space use (trip rates taken as 50%)								
	Light vehicles trip rates per 100sqm GFA			Heavy vehicles trip rates per 100 sqm GFA			Total vehicles trip rates per 100 sqm GFA			Light vehicles OxSRFI			Heavy vehicles OxSRFI			Total vehicles OxSRFI		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	0.011	0.008	0.018	0.007	0.012	0.019	0.018	0.019	0.037	11	8	19	7	12	19	18	20	38
01.00-02.00	0.007	0.002	0.009	0.011	0.011	0.022	0.018	0.013	0.031	7	2	9	11	11	22	18	13	31
02.00-03.00	0.005	0.018	0.022	0.012	0.012	0.023	0.016	0.029	0.046	5	18	23	12	12	24	17	30	47
03.00-04.00	0.008	0.010	0.018	0.008	0.012	0.020	0.016	0.022	0.038	8	10	18	8	12	20	16	22	38
04.00-05.00	0.025	0.012	0.036	0.011	0.007	0.018	0.035	0.019	0.054	25	12	37	11	7	18	36	19	55
05.00-06.00	0.172	0.083	0.255	0.017	0.010	0.027	0.189	0.093	0.282	173	83	256	17	10	27	190	93	283
06.00-07.00	0.082	0.061	0.143	0.017	0.007	0.024	0.099	0.068	0.167	83	61	144	17	7	24	100	68	168
07.00-08.00	0.094	0.030	0.124	0.015	0.020	0.036	0.110	0.050	0.160	95	30	125	15	20	35	110	50	160
08.00-09.00	0.128	0.014	0.142	0.024	0.022	0.046	0.152	0.036	0.188	129	14	143	24	22	46	153	36	189
09.00-10.00	0.061	0.019	0.081	0.016	0.015	0.031	0.077	0.034	0.111	62	19	81	16	15	31	78	34	112
10.00-11.00	0.048	0.029	0.077	0.018	0.020	0.038	0.066	0.049	0.115	48	29	77	18	20	38	66	49	115
11.00-12.00	0.036	0.027	0.063	0.016	0.015	0.031	0.052	0.042	0.094	36	27	63	16	15	31	52	42	94
12.00-13.00	0.052	0.058	0.111	0.012	0.011	0.023	0.065	0.069	0.134	53	59	112	12	11	23	65	70	135
13.00-14.00	0.085	0.061	0.147	0.010	0.017	0.027	0.095	0.078	0.174	86	62	148	10	17	27	96	79	175
14.00-15.00	0.041	0.094	0.135	0.012	0.020	0.032	0.054	0.113	0.167	42	94	136	12	20	32	54	114	168
15.00-16.00	0.024	0.118	0.142	0.008	0.015	0.023	0.032	0.134	0.165	24	119	143	8	15	23	32	134	166
16.00-17.00	0.042	0.147	0.190	0.017	0.010	0.027	0.059	0.158	0.217	43	148	191	17	10	27	60	158	218
17.00-18.00	0.031	0.114	0.145	0.021	0.019	0.040	0.052	0.133	0.185	31	115	146	21	19	40	52	134	186
18.00-19.00	0.094	0.094	0.188	0.016	0.013	0.029	0.110	0.107	0.217	95	94	189	16	13	29	111	107	218
19.00-20.00	0.014	0.035	0.049	0.014	0.009	0.023	0.028	0.045	0.072	14	36	50	14	10	24	28	46	74
20.00-21.00	0.016	0.018	0.035	0.015	0.012	0.028	0.031	0.031	0.062	16	19	35	15	12	27	31	31	62
21.00-22.00	0.037	0.014	0.051	0.009	0.014	0.023	0.046	0.028	0.074	37	14	51	10	14	24	47	28	75
22.00-23.00	0.003	0.026	0.029	0.009	0.011	0.020	0.012	0.037	0.049	3	26	29	9	11	20	12	37	49
23.00-00.00	0.002	0.008	0.011	0.010	0.012	0.022	0.012	0.020	0.033	2	9	11	10	12	22	12	21	33
Totals	**1.119**	**1.101**	**2.220**	**0.326**	**0.326**	**0.652**	**1.445**	**1.427**	**2.872**	**1128**	**1108**	**2236**	**326**	**327**	**653**	**1454**	**1435**	**2889**

	Proposed mezzanine B8 use at OxSRFI
GFA sqm	201283
GEA sqm	211877
Employees*	1376
Ratio	1 per 77 sqm GEA

*employees assumed at 50% ratio for mezzanine space

Table3: Additional allowance for vehicle trips for warehousing and distribution mezzanine floor space

Time Window	Predicted Traffic Profiles for OxSRFI B8 floor space use including mezzanine								
	Light vehicles OxSRFI			Heavy vehicles OxSRFI			Total vehicles OxSRFI		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	76	54	130	51	82	133	127	136	263
01.00-02.00	49	16	65	77	77	154	126	93	219
02.00-03.00	33	125	158	82	82	164	115	207	322
03.00-04.00	54	70	124	56	87	143	110	157	267
04.00-05.00	173	82	255	77	51	128	250	133	383
05.00-06.00	1212	584	1796	118	71	189	1330	655	1985
06.00-07.00	579	427	1006	118	51	169	697	478	1175
07.00-08.00	665	211	876	107	143	250	772	354	1126
08.00-09.00	903	97	1000	169	155	324	1072	252	1324
09.00-10.00	433	135	568	113	103	216	546	238	784
10.00-11.00	336	205	541	128	139	267	464	344	808
11.00-12.00	254	189	443	113	107	220	367	296	663
12.00-13.00	368	411	779	87	77	164	455	488	943
13.00-14.00	601	433	1034	71	118	189	672	551	1223
14.00-15.00	292	660	952	87	139	226	379	799	1178
15.00-16.00	168	833	1001	56	107	163	224	940	1164
16.00-17.00	298	1038	1336	118	71	189	416	1109	1525
17.00-18.00	217	806	1023	148	134	282	365	940	1305
18.00-19.00	665	660	1325	113	92	205	778	752	1530
19.00-20.00	97	249	346	97	67	164	194	316	510
20.00-21.00	113	130	243	107	87	194	220	217	437
21.00-22.00	260	97	357	67	97	164	327	194	521
22.00-23.00	22	184	206	62	77	139	84	261	345
23.00-00.00	16	60	76	71	82	153	87	142	229
Totals	7884	7756	15640	2293	2296	4589	10177	10052	20229

Table 4: Total vehicle trips for warehousing and distribution uses (no rail interaction)

Time Window	Rail Terminal light vehicles employee movements		
	Arrive	Depart	Two-way
00.00-01.00	0	0	0
01.00-02.00	0	0	0
02.00-03.00	0	0	0
03.00-04.00	0	0	0
04.00-05.00	0	0	0
05.00-06.00	15	0	15
06.00-07.00	0	15	15
07.00-08.00	0	0	0
08.00-09.00	0	0	0
09.00-10.00	0	0	0
10.00-11.00	0	0	0
11.00-12.00	0	0	0
12.00-13.00	0	0	0
13.00-14.00	15	0	15
14.00-15.00	0	15	15
15.00-16.00	0	0	0
16.00-17.00	0	0	0
17.00-18.00	0	0	0
18.00-19.00	0	0	0
19.00-20.00	0	0	0
20.00-21.00	0	0	0
21.00-22.00	15	0	15
22.00-23.00	0	15	15
23.00-00.00	0	0	0
Totals	**45**	**45**	**90**

Table 5: Light vehicle trips associated with rail terminal

Time window	HGV arrivals				
	iPort		Hams Hall		Average
	HGV arrivals	% HGV arrivals	HGV arrivals	% HGV arrivals	
00:00	9.2	2.8%	0.8	0.2%	1.52%
01:00	7.3	2.2%	1.4	0.4%	1.31%
02:00	7.3	2.2%	1.4	0.4%	1.31%
03:00	5.3	1.6%	1	0.3%	0.95%
04:00	6.2	1.9%	2.8	0.8%	1.34%
05:00	9.9	3.0%	9.4	2.6%	2.82%
06:00	17.1	5.2%	21.8	6.0%	5.64%
07:00	20.8	6.4%	28.8	8.0%	7.18%
08:00	14.6	4.5%	18.6	5.2%	4.82%
09:00	17	5.2%	18.4	5.1%	5.16%
10:00	18.7	5.7%	25.6	7.1%	6.42%
11:00	22.1	6.8%	24.2	6.7%	6.74%
12:00	22.3	6.8%	32	8.9%	7.86%
13:00	19.4	5.9%	25.8	7.2%	6.55%
14:00	23.9	7.3%	18.4	5.1%	6.21%
15:00	20.3	6.2%	25.6	7.1%	6.66%
16:00	17.2	5.3%	28.8	8.0%	6.63%
17:00	14.1	4.3%	26.4	7.3%	5.82%
18:00	9.3	2.9%	24.4	6.8%	4.81%
19:00	8	2.5%	14.6	4.1%	3.25%
20:00	8.8	2.7%	5.8	1.6%	2.15%
21:00	10.1	3.1%	2.6	0.7%	1.91%
22:00	9	2.8%	1.2	0.3%	1.55%
23:00	8.4	2.6%	0.6	0.2%	1.4%
Total	**326.3**	**100%**	**360.4**	**100%**	**100%**

Rail Terminal* HGV trips (in isolation) i.e. 100%		
Arrive	Depart	Two-way
8	8	17
7	7	14
7	7	14
5	5	10
7	7	15
16	16	31
31	31	62
40	40	79
27	27	53
28	28	57
35	35	71
37	37	74
43	43	87
36	36	72
34	34	69
37	37	74
37	37	73
32	32	64
27	27	53
18	18	36
12	12	24
11	11	21
9	9	17
8	8	15
552	**552**	**1104**

Rail Terminal external HGV trips		
	65%	external
Arrive	Depart	Two-way
5	5	11
5	5	9
5	5	9
3	3	7
5	5	10
10	10	20
20	20	41
26	26	52
17	17	35
19	19	37
23	23	46
24	24	48
28	28	56
24	24	47
22	22	45
24	24	48
24	24	48
21	21	42
17	17	35
12	12	23
8	8	15
7	7	14
6	6	11
5	5	10
359	**359**	**718**

*Arrivals based on average of Hams Hall and iPort
Assume 50%/50% split between Arrivals and Departures

Table 6: HGV movements associated with the rail terminal

Time Window	HGVs B8 warehouses*			HGVs rail terminal 35% Internal**			HGVs rail terminal 65% external HGVs***			Total external HGVs OxSRFI		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	51	82	133	-4	-7	-11	5	5	11	52	80	133
01.00-02.00	77	77	154	-6	-7	-13	5	5	9	76	75	150
02.00-03.00	82	82	164	-7	-7	-14	5	5	9	80	80	160
03.00-04.00	56	87	143	-5	-7	-12	3	3	7	54	83	138
04.00-05.00	77	51	128	-6	-5	-11	5	5	10	76	51	127
05.00-06.00	118	71	189	-10	-6	-16	10	10	20	118	75	193
06.00-07.00	118	51	169	-10	-4	-14	20	20	41	128	67	195
07.00-08.00	107	143	250	-9	-12	-21	26	26	52	124	157	280
08.00-09.00	169	155	324	-14	-13	-27	17	17	35	172	159	331
09.00-10.00	113	103	216	-10	-8	-18	19	19	37	122	113	235
10.00-11.00	128	139	267	-11	-11	-22	23	23	46	140	151	291
11.00-12.00	113	107	220	-10	-9	-19	24	24	48	127	123	250
12.00-13.00	87	77	164	-7	-7	-14	28	28	56	108	98	207
13.00-14.00	71	118	189	-6	-10	-16	24	24	47	89	132	220
14.00-15.00	87	139	226	-7	-12	-19	22	22	45	102	149	252
15.00-16.00	56	107	163	-5	-9	-14	24	24	48	75	122	197
16.00-17.00	118	71	189	-10	-6	-16	24	24	48	132	89	221
17.00-18.00	148	134	282	-12	-12	-24	21	21	42	157	143	300
18.00-19.00	113	92	205	-10	-7	-17	17	17	35	120	102	222
19.00-20.00	97	67	164	-8	-6	-14	12	12	23	101	73	174
20.00-21.00	107	87	194	-9	-7	-16	8	8	15	106	87	193
21.00-22.00	67	97	164	-6	-8	-14	7	7	14	68	96	164
22.00-23.00	62	77	139	-5	-7	-12	6	6	11	63	76	138
23.00-00.00	71	82	153	-6	-7	-13	5	5	10	70	80	150
Totals	**2293**	**2296**	**4589**	**-193**	**-193**	**-386**	**359**	**359**	**718**	**2459**	**2461**	**4920**

* from Table 4

** Based on B8 HGV profile

*** Based on avreage of Hams Hall and iPort HGV arrivals

Table 7: Total external HGVs including for interaction between rail and warehousing and distributions uses

Time Window	Predicted Traffic Profiles for OxSRFI no Travel Plan								
	Light vehicles			Heavy vehicles			Total vehicles		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	76	54	130	52	80	133	128	134	263
01.00-02.00	49	16	65	76	75	150	125	91	215
02.00-03.00	33	125	158	80	80	160	113	205	318
03.00-04.00	54	70	124	54	83	138	108	153	262
04.00-05.00	173	82	255	76	51	127	249	133	382
05.00-06.00	1227	584	1811	118	75	193	1345	659	2004
06.00-07.00	579	442	1021	128	67	195	707	509	1216
07.00-08.00	665	211	876	124	157	280	789	368	1156
08.00-09.00	903	97	1000	172	159	331	1075	256	1331
09.00-10.00	433	135	568	122	113	235	555	248	803
10.00-11.00	336	205	541	140	151	291	476	356	832
11.00-12.00	254	189	443	127	123	250	381	312	693
12.00-13.00	368	411	779	108	98	207	476	509	986
13.00-14.00	616	433	1049	89	132	220	705	565	1269
14.00-15.00	292	675	967	102	149	252	394	824	1219
15.00-16.00	168	833	1001	75	122	197	243	955	1198
*16.00-17.00**	217	806	1023	132	89	221	349	895	1244
*17.00-18.00**	298	1038	1336	157	143	300	455	1181	1636
18.00-19.00	665	660	1325	120	102	222	785	762	1547
19.00-20.00	97	249	346	101	73	174	198	322	520
20.00-21.00	113	130	243	106	87	193	219	217	436
21.00-22.00	275	97	372	68	96	164	343	193	536
22.00-23.00	22	199	221	63	76	138	85	275	359
23.00-00.00	16	60	76	70	80	150	86	140	226
Totals	**7929**	**7801**	**15730**	**2459**	**2461**	**4920**	**10388**	**10262**	**20650**

* light vehicle generation for 1600 to 1700 hrs from Table 3 and 3A swapped with 1700 to 1800 hrs generation to ensure worst case shoulder peak is assessed

Table 8: Total OxSRFI development traffic (no Travel Plan)

Time Window	Person Trip** (excluding HGV drivers)			Person Trip (HGV driver)			Total Person Trips		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	83	59	141	52	80	133	135	139	274
01.00-02.00	53	17	71	76	75	150	129	92	221
02.00-03.00	36	136	172	80	80	160	116	216	331
03.00-04.00	59	76	135	54	83	138	113	159	273
04.00-05.00	188	89	277	76	51	127	264	140	404
05.00-06.00	1334	635	1968	118	75	193	1452	710	2162
06.00-07.00	629	480	1110	128	67	195	758	547	1305
07.00-08.00	723	229	952	124	157	280	847	386	1233
08.00-09.00	982	105	1087	172	159	331	1154	264	1418
09.00-10.00	471	147	617	122	113	235	592	260	852
10.00-11.00	365	223	588	140	151	291	505	373	879
11.00-12.00	276	205	482	127	123	250	403	328	731
12.00-13.00	400	447	847	108	98	207	508	545	1053
13.00-14.00	670	471	1140	89	132	220	758	602	1360
14.00-15.00	317	734	1051	102	149	252	420	883	1303
15.00-16.00	183	905	1088	75	122	197	258	1028	1285
*16.00-17.00**	236	876	1112	132	89	221	368	965	1333
*17.00-18.00**	324	1128	1452	157	143	300	481	1271	1752
18.00-19.00	723	717	1440	120	102	222	843	819	1662
19.00-20.00	105	271	376	101	73	174	206	344	550
20.00-21.00	123	141	264	106	87	193	229	229	457
21.00-22.00	299	105	404	68	96	164	367	201	568
22.00-23.00	24	216	240	63	76	138	86	292	379
23.00-00.00	17	65	83	70	80	150	87	145	233
Totals	**8618**	**8479**	**17098**	**2459**	**2461**	**4920**	**11077**	**10941**	**22018**

* light vehicle generation for 1600 to 1700 hrs from Table 3 and 3A swapped with 1700 to 1800 hrs generation to ensure worst case shoulder peak is assessed

**Based on Swan Valley Single vehicle occupancy of 92%

Table 9: Total OxSRFI person trips

Time Window	Predicted Traffic Profiles for OxSRFI with Travel Plan								
	Light vehicles			Heavy vehicles			Total vehicles		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	68	115	183	52	80	133	121	195	316
01.00-02.00	44	14	59	76	75	150	120	89	209
02.00-03.00	30	113	142	80	80	160	109	192	302
03.00-04.00	49	63	112	54	83	138	103	146	249
04.00-05.00	156	74	230	76	51	127	232	125	356
05.00-06.00	1104	526	1630	118	75	193	1222	601	1823
06.00-07.00	521	398	919	128	67	195	649	465	1114
07.00-08.00	599	190	788	124	157	280	722	347	1069
08.00-09.00	813	87	900	172	159	331	985	246	1231
09.00-10.00	390	122	511	122	113	235	511	235	746
10.00-11.00	302	185	487	140	151	291	442	335	777
11.00-12.00	229	170	399	127	123	250	356	293	649
12.00-13.00	331	370	701	108	98	207	439	468	908
13.00-14.00	554	390	944	89	132	220	643	521	1164
14.00-15.00	263	608	870	102	149	252	365	757	1122
15.00-16.00	151	750	901	75	122	197	226	872	1098
*16.00-17.00**	195	725	921	132	89	221	327	814	1141
*17.00-18.00**	268	934	1202	157	143	300	425	1077	1502
18.00-19.00	599	594	1193	120	102	222	719	696	1415
19.00-20.00	87	224	311	101	73	174	188	297	485
20.00-21.00	102	117	219	106	87	193	207	204	412
21.00-22.00	248	87	335	68	96	164	315	183	499
22.00-23.00	20	179	199	63	76	138	82	255	337
23.00-00.00	14	54	68	70	80	150	84	134	218
Totals	**7136**	**7087**	**14223**	**2459**	**2461**	**4920**	**9595**	**9549**	**19144**

* light vehicle generation for 1600 to 1700 hrs from Table 3 and 3A swapped with 1700 to 1800 hrs generation to ensure worst case shoulder peak is assessed

Travel Plan single occpancy car target	82.8%

Table 10: Total OxSRFI development traffic with Travel Plan

APPENDIX A

Prologis Technical Insight - Jobs

DISTRIBUTION WAREHOUSES DELIVER MORE JOBS



When discussing proposals for new developments with local planning authorities, Prologis is often asked about the type and number of jobs that its distribution centres will bring to an area. In order to answer these questions as accurately as possible, Prologis regularly surveys its customers and because this data is proving useful more widely within the UK logistics industry, it has decided to publish the results.

The first survey was carried out in 2006[1]. Prologis repeated the exercise in 2010[2] and again in 2014. In 2010, customers provided employment statistics for 28 distribution centres across the country. This survey represented 6,800 employees working in 5.65 million sq ft By 2014, the survey data had increased to 8,187 employees and to over 6 million sq ft.

The 2014 survey asked:

- **How many people do you employ?**
- **How many employees are full time and how many are part time?**
- **Can you split the jobs your employees carry out into these five areas:**
  - **Office**
  - **Warehouse**
  - **Drivers**
  - **Managerial**
  - **Other?**

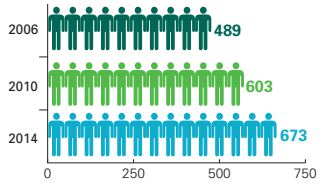
Using the data provided by the three surveys, Prologis found that job numbers are rising and that the nature of employment within distribution warehouses is changing.

NUMBERS OF JOBS

In 2006, Prologis calculated that on average, its customers employed one person for every 95m² of floor space within its logistics facilities. By 2010, this ratio had increased to one person for every 77m² and by 2014 it had risen again to one person for every 69m². The 2014 survey also shows an increase in full time jobs from 88% in 2010 to 89% in 2014 and a corresponding decrease in part time employment from 12% to 11%.

Number of Employees

Based on a 500,000 sq ft building (46,450 sq m)



TYPES OF JOBS

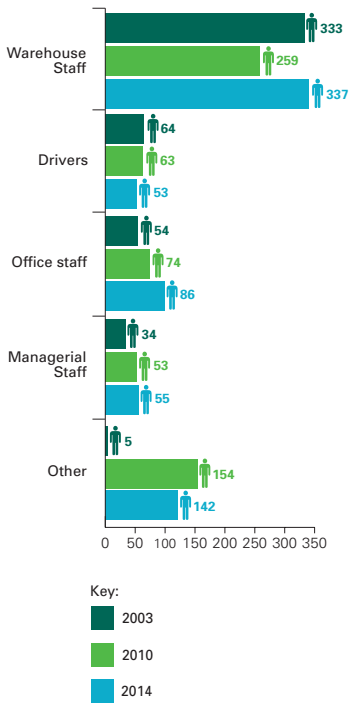
Research carried out by Cranfield University shows that in 2003 68% of logistics workers were staff who work on the warehouse floor. Of the remaining employees 13% were drivers; 11% were administrative or support staff; 7% were managerial and the remaining 1% were categorised as 'other'.[3]

By 2010, the employment picture was more complex. The proportion of people who worked in the warehouse was 43%, while the number of drivers was down to 10%. The proportion of administrative and support staff, however, was 12% and while the number of employees at a managerial level had increased to 9%. Those employed in 'other' categories had jumped to 25% and subsequent discussions with customers indicated that these jobs included IT and customer services along with sales and marketing.

By 2014, the pattern had changed once again. The number of people working in the warehouse itself was 50%, while the proportion of drivers was 8%. The numbers of office-based jobs continued its steady rise to 13%, while the proportion of people working in managerial roles decreased slightly to 8%. The 'other' category dropped back to 21%.

Absolute Number of Employees

Based on a 500,000 sq ft building (46,450 sq m)



[1] Prologis, Not Just Stacking Shelves, Spring 2006

[2] Prologis, Do Distribution Warehouses Deliver Jobs? September 2010

[3] Cranfield University School of Management, Bedford and King Sturge, Future Trends in the Demand for Warehouse Property, April 2003

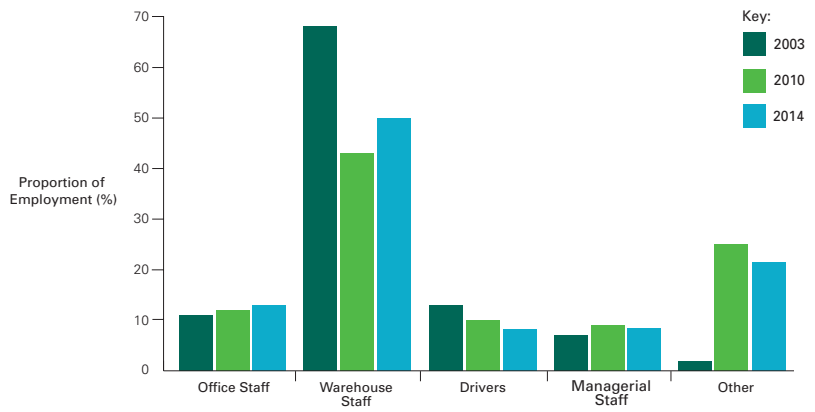
DISTRIBUTION WAREHOUSES DELIVER MORE JOBS

CUSTOMER EMPLOYMENT SURVEY 2014

Building Area* (Sq ft)	Office	Warehouse	Drivers	Managerial	Other	Full time	Part time	Total
370,000	42	166	32	10	0	250	0	250
65,000	30	50	25	15	2	120	2	122
90,000	10	25	0	1	0	36	0	36
85,000	149	71	0	106	0	295	31	326
305,000	82	459	7	69	649	1266	0	1266
310,000	50	400	100	100	25	650	25	675
185,000	6	38	15	8	1	67	1	68
325,000	128	202	0	20	0	350	0	350
165,000	8	42	5	0	12	45	22	67
385,000	30	60	10	10	0	110	0	110
95,000	15	31	9	4	1	60	0	60
175,000	33	129	141	42	0	345	0	345
530,000	10	515	0	30	20	300	275	575
240,000	10	114	0	8	8	89	51	140
70,000	10	43	45	25	377	500	0	500
400,000	136	64	8	0	65	133	140	273
45,000	10	28	0	5	0	43	0	43
55,000	16	8	0	14	7	44	1	45
195,000	49	43	53	18	0	157	6	163
230,000	25	110	70	17	3	225	0	225
85,000	3	27	2	0	30	49	13	62
140,000	57	207	24	1	2	291	0	291
185,000	15	7	0	20	224	264	2	266
545,000	22	613	41	107	0	763	20	783
130,000	0	115	1	5	0	121	0	121
250,000	6	102	24	12	0	136	8	144
260,000	54	220	19	17	200	310	200	510
135,000	41	218	12	0	100	301	70	371
Total(s)	**6,050,000**	**1,047**	**4,107**	**643**	**664**	**1,726**	**7,320**	**867**	**8,187**
% of Total		**12.79%**	**50.17%**	**7.86%**	**8.12%**	**21.09%**	**89.4%**	**10.6%**	**100%**

Note: *Building areas have been rounded to protect confidentiality. Total(s) and analysis is based on actual numbers.

Changing nature of employment within the logistics sector 2003-2014



SUMMARY

The first three Prologis customer employment surveys, which were carried out at four year intervals in 2006, 2010 and 2014, indicated that the logistics industry can offer an increasing number of jobs. The data shows that the majority of these jobs are full time and that opportunities for full time employment are growing. A comparison between the 2003 Cranfield University research and both the 2010 and 2014 customer employment surveys demonstrates that logistics offers an increasingly diverse range of jobs. This is a dynamic employment sector and as the data shows, it continues to make a significant contribution to the UK economy.

APPENDIX B

Table 1 from 'Technical Note 2: Trip Generation', Appendix 5 of Northampton Gateway SRFI Transport Assessment

			Light vehicle trip rates per 100sqm GFA									HGV trip rates per 100 sqm									Total trip rates per 100sqm GFA								
			AM peak hour			PM peak hour			Daily (24 hours)			AM peak hour			PM peak hour			Daily (24 hours)			AM peak hour			PM peak hour			Daily (24 hours)		
SITE	GFA (in sqm)	Information	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
Grange Park M1 J15, Northants	49,237	Three large units, all occupied by New Wave Logistics, each with approx. 5% ancillary B1	**0.152**	**0.018**	**0.170**	**0.051**	**0.118**	**0.169**	unknown			**0.020**	**0.022**	**0.042**	**0.020**	**0.019**	**0.040**	unknown			**0.172**	**0.040**	**0.212**	**0.071**	**0.138**	**0.209**	unknown		
Marston Gate, M1 J13, Brogborough	92668	Three large units, occupiers UCI Logistics, Wolseley, Amazon and Argos. Average B1 across the three units 7%	**0.110**	**0.048**	**0.158**	unknown			unknown			**0.024**	**0.015**	**0.039**	unknown			unknown			**0.133**	**0.064**	**0.197**	**0.084**	**0.141**	**0.225**	unknown		
Swan Valley, M1 J15A M1 J15A, Northants	137,500	Four large units, occupiers Carlsberg, Levi Strauss and Morrison within two units, approx. 5.6% ancillary B1	**0.122**	**0.013**	**0.135**	**0.029**	**0.108**	**0.137**	**1.060**	**1.043**	**2.103**	**0.012**	**0.015**	**0.028**	**0.013**	**0.016**	**0.029**	**0.306**	**0.316**	**0.622**	**0.134**	**0.028**	**0.162**	**0.042**	**0.124**	**0.166**	**1.366**	**1.359**	**2.725**
EuroHub A43, Corby	80,823	Three large units, occupiers Wincanton, Comet and Sainsbury's. Average ancillary B1 5.7% across the three units	**0.153**	**0.015**	**0.168**	**0.027**	**0.138**	**0.165**	unknown			**0.023**	**0.031**	**0.054**	**0.032**	**0.012**	**0.044**	unknown			**0.175**	**0.046**	**0.222**	**0.059**	**0.150**	**0.209**	unknown		
Gap M6 J1, Rugby	41,805	One large unit, ancillary office space 3.6%	**0.045**	**0.081**	**0.126**	**0.012**	**0.018**	**0.030**	unknown			**0.017**	**0.019**	**0.037**	**0.005**	**0.039**	**0.044**	unknown			**0.062**	**0.100**	**0.163**	**0.017**	**0.057**	**0.074**	unknown		
Sainsbury's M25 J25, Waltham	63,172	One large unit, ancillary office space 2.6%	**0.042**	**0.012**	**0.054**	**0.023**	**0.056**	**0.079**	unknown			**0.050**	**0.038**	**0.087**	**0.038**	**0.020**	**0.058**	unknown			**0.091**	**0.050**	**0.141**	**0.060**	**0.076**	**0.137**	unknown		
DIRFT M1 J18, Crick (Daventry)	60,385		**0.124**	**0.047**	**0.171**	**0.040**	**0.096**	**0.136**	unknown			**0.048**	**0.026**	**0.074**	**0.020**	**0.014**	**0.034**	unknown			**0.172**	**0.073**	**0.245**	**0.060**	**0.110**	**0.170**	unknown		
Sainsbury's M5 J7 Worcester	31,586		unknown			unknown			unknown			unknown			unknown			unknown			**0.166**	**0.064**	**0.229**	**0.039**	**0.173**	**0.212**	unknown		
Andover Airfield A303, Andover	43,500	One large unit occupied by the Co-op, with a high employee density ratio of around 1 per 46 sqm	**0.069**	**0.066**	**0.135**	**0.067**	**0.099**	**0.166**	**1.786**	**2.094**	**3.880**	**0.018**	**0.021**	**0.039**	**0.039**	**0.023**	**0.062**	**0.577**	**0.379**	**0.956**	**0.087**	**0.087**	**0.174**	**0.106**	**0.122**	**0.228**	**2.363**	**2.473**	**4.836**
Ocado (TRICS) Hatfield	80,000	Ocade distrbution centre, one large unit	**0.065**	**0.048**	**0.113**	**0.029**	**0.091**	**0.120**	**0.861**	**1.021**	**1.882**	**0.010**	**0.004**	**0.014**	**0.005**	**0.003**	**0.008**	**0.139**	**0.128**	**0.267**	**0.075**	**0.052**	**0.127**	**0.034**	**0.094**	**0.128**	**1.000**	**1.149**	**2.149**
Argos (TRICS) Darlington	80,066	Argos, two units approx 5% ancillary B1	**0.011**	**0.009**	**0.020**	**0.011**	**0.034**	**0.045**	**0.268**	**0.310**	**0.578**	**0.006**	**0.010**	**0.016**	**0.009**	**0.011**	**0.020**	**0.146**	**0.137**	**0.283**	**0.017**	**0.019**	**0.036**	**0.020**	**0.045**	**0.065**	**0.414**	**0.447**	**0.861**
Tesco (TRICS) Milton Keynes	52,125	Nation distrbution centre, one large unit	**0.068**	**0.042**	**0.110**	**0.031**	**0.069**	**0.100**	**0.915**	**1.041**	**1.956**	**0.036**	**0.042**	**0.078**	**0.025**	**0.035**	**0.060**	**0.426**	**0.425**	**0.851**	**0.104**	**0.084**	**0.188**	**0.056**	**0.104**	**0.160**	**1.341**	**1.466**	**2.807**
		AVERAGE	**0.087**	**0.036**	**0.124**	**0.032**	**0.083**	**0.115**	**0.978**	**1.102**	**2.080**	**0.024**	**0.022**	**0.046**	**0.021**	**0.019**	**0.040**	**0.319**	**0.277**	**0.596**	**0.116**	**0.059**	**0.175**	**0.054**	**0.111**	**0.165**	**1.297**	**1.379**	**2.676**

Table 1: Summary of surveyed vehicle trip rate data for large scale warehousing and distribution uses

APPENDIX C

Intermodality report
Oxfordshire RFI : rail information and assumptions

File note

intermodality
transport strategy & delivery

From: Nick Gallop
Date: 26th January 2021
Subject: Oxfordshire RFI: rail information and assumptions

1 Baseline information

Current rail services

1.1 The site is adjacent to the Chiltern Main Line (ChML), part of the national rail network operated by Network Rail as the designated Infrastructure Manager. The ChML is configured as a two-track railway which passes the site in cutting, passenger trains operating at up to 100mph and freight trains up to 70mph.

1.2 At present the Working Timetable (WTT) shows some 106 timetable paths for trains passing the site on a typical midweek day, the majority of these (102) being passenger trains operated by the current franchised train operator Chiltern Railways, the balance being freight trains operated on an "as required" basis to serve the High Speed 2 construction project at Aylesbury.

1.3 The passenger services are formed of the following types of rolling stock:

- Diesel multiple units from Classes 165/168/172 in sets of 2 – 4 coaches with up to 12 coaches per train;
- Loco-hauled sets with a Class 68 diesel locomotive and 7 Mark III coaches per train.

1.4 Freight services are formed of a diesel locomotive and wagons as required by the end user.

1.5 The first morning train passes the site around 05:30 and the last night-time train around 01:15, the intermediate period then used by Network Rail for access by maintenance engineers and associated mobile plant.

Rail and road activity at SRFI intermodal terminals

1.6 The following sources have been used to determine baseline assumptions for trains, containers and HGVs associated with the intermodal terminal:

- DIRFT I Railport container / HGV survey, Intermodality, June 2006. Provided a comparison of containers and HGV flows to determine the ratio between the two;
- Freight Best Practice Report: Efficient Intermodal Terminals Deliver Supply Chain Benefits, Department for Transport December 2010. Provided a profile of HGV arrivals at the Hams Hall SRFI intermodal terminal by hour across week commencing 1st February 2010;

- DIRFT III SRFI DCO application, Need Report October 2012. Provided information on the catchment area for containers arriving by rail at the DIRFT I intermodal terminal within the surrounding hinterland (para 5.76 onwards);
- Network Rail Freight Market Study 2013 and supporting forecasts as referenced in the National Policy Statement on National Networks (NPSNN). Provides an indication of baseline and assumed future levels of container numbers per train;
- Information provided by iPort Rail, operators of the intermodal terminal at the iPort Doncaster SRFI 2021. Provides a profile of HGV and container arrivals / departures by day and hour across a four-week period commencing 22nd November 2020.

1.7 The Network Rail Freight Market Study's supporting research indicated a base year (2011/12) average payload per intermodal train of 498 tonnes, which equates to **34 containers** (14.5 tonnes per container comprising 11 tonnes of goods and 4.5 tonnes container tare weight). The forecasts then assumed that intermodal train lengths and weights would increase by 20% by 2023/4 (**41 containers**) and then remain constant beyond this. The increase is assumed to reflect a continued drive for efficiency by the train operating companies, including the use of longer trains from 500m towards 640m and in some cases maximum 750m in length (775m including locomotives).

1.8 The ratio between the number of HGVs arriving at SRFI intermodal terminals and the number of containers arriving by rail, has fallen from 1.3 HGVs to 1 container in 2006 to 1.1 HGVs to 1 container in 2020, which may be explained by a similar increased drive for efficiency to reduce the number of empty HGV movements to and from intermodal terminals.

1.9 The extent and ratio of on-site to off-site use of SRFI facilities will vary according to the location, range of rail services and the individual preferences of SRFI occupiers and third-party users Analysis of the Prologis survey data for DIRFT I in Figure 1 below shows a distribution curve based on the rail-related HGV traffic out of the intermodal terminal, for those trips where an end destination was identified. The survey data suggests that one third of all rail-related traffic stays within the site, with a further third of all rail-related traffic remaining within 15 km of the site.

1.10 The pattern of HGV trip arrivals will vary by time of day and week, driven mainly by train arrival and departure times, where peak levels of HGV arrivals will tend to occur. Figure 2 below shows the average distribution of weekday HGV arrivals by hour at Hams Hall in 2010 and iPort Doncaster in 2020.

1.11 Note that it is also anticipated that an element of the container traffic moved through the intermodal terminal will arrive and depart by road with no interaction with the rail services. The operator of the iPort Doncaster SRFI intermodal terminal has confirmed that 2.4% of total container traffic arriving at the site by road departs again by road.

Figure 1 Distribution of rail-related HGV trips from DIRFT I with known destination

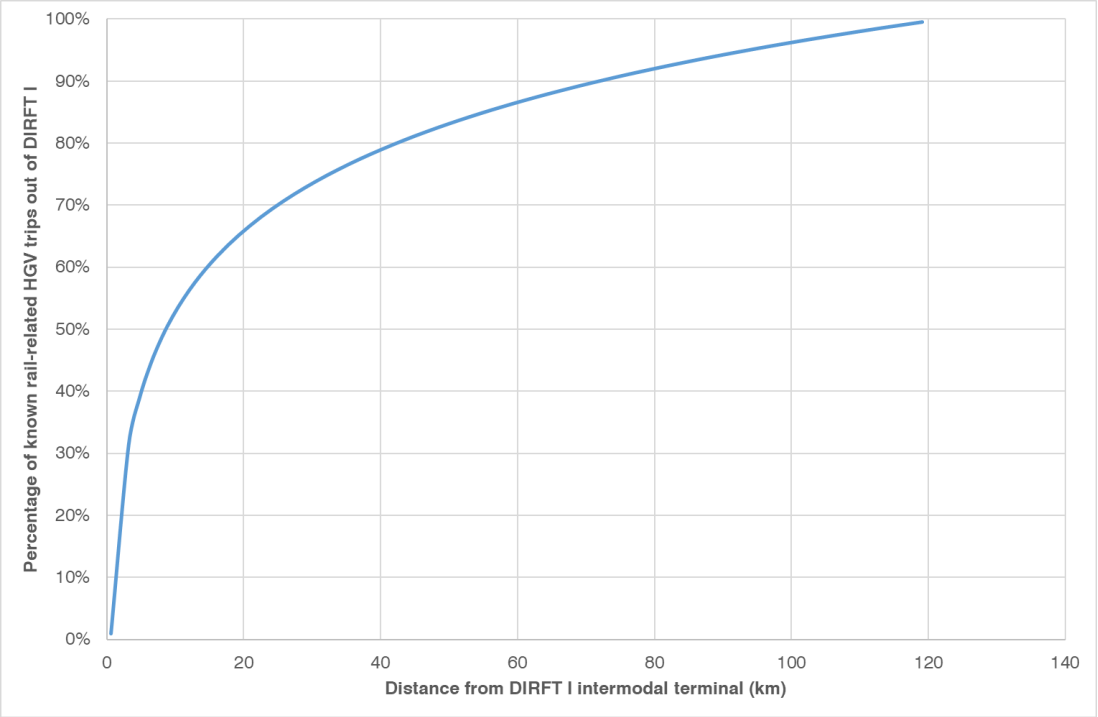
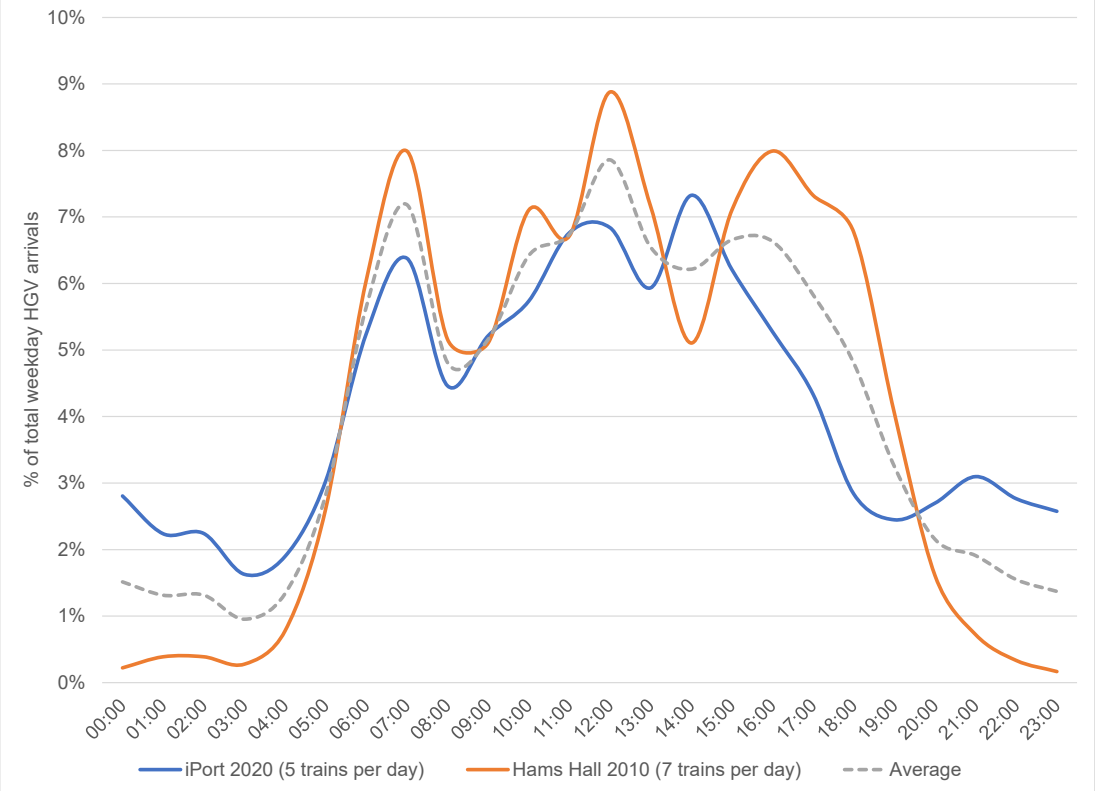


Figure 2 Average daily distribution of HGVs arriving at intermodal terminals by hour



2 Key assumptions

Construction

2.1 The Rail Freight Interchange (RFI) facilities would be constructed in two main works packages:

- The main intermodal terminal, featuring a series of parallel sidings each at least 795m in length and adjacent handling area, connected to the ChML at either end to allow trains to arrive and depart in both directions. The terminal would be constructed in a bowl set below the existing topography, retaining a section of the existing main line cutting face as a spine between the ChML and the site. It is likely that these works will be undertaken in two phases, the initial phase being operated by reachstackers from the 2 sidings nearest to the handling area, the second phase operated by gantry cranes spanning most or all of the sidings;
- A chord line running from the south-eastern end of the intermodal terminal, providing access to the rear service yards of warehousing situated on the eastern flank of the site.

Operation

2.2 The RFI is anticipated to attract the following types of trains:

- Intermodal (containerised) trains, formed of a diesel locomotive (typically Class 66) and a train of between 25 and 38 wagons and associated containers;
- Conventional wagon trains, formed of a diesel locomotive (typically Class 66) and a train of between 20 and 26 wagons and associated commodities;
- Express freight trains, formed of diesel-multiple units with up to 12 coaches per train, or a locomotive and up to 12 coaches per train.

2.3 The site is intended to provide capacity for up to 12 trains per 24 hours, initially operating with 4 trains per day within the first phase of operation, increasing over successive years towards its maximum capacity.

2.4 The majority of the rail traffic is anticipated to be formed of intermodal trains processed through the main intermodal terminal, with the balance of rail traffic in conventional or express trains.

2.5 The RFI facilities would be expected to commence operations between Sunday evenings and Saturday mornings, with the anticipation of operations extending to 24/7 as traffic grows.

2.6 In terms of HGV movements associated with the RFI, the following assumptions are made for a mature level of operation at maximum capacity:

- Up to 12 intermodal trains per day through the site;
- 41 containers / HGV loads per train (assuming further growth in train capacity / length)
- 1:1.1 ratio of containers to HGV movements, to take account of loaded and empty HGVs;

- 46 HGVs per trainload delivering 41 inbound containers to the RFI;
- 46 HGVs per trainload exporting 41 outbound containers from the RFI;
- 92 one-way HGV trips through the RFI highway access per trainload, of which:
  - 35% remain on site to and from warehouses;
  - 65% travel to and from the hinterland;
- 1,104 one-way HGV trips through the RFI highway access from 12 trains per day, of which:
  - 387 remain on site;
  - 717 travel to and from the hinterland.

2.7 In the event that some of the 12 trains per day are in conventional wagon or express freight services, the freight traffic moved to and from the warehouses by rail would then be moved from or to the warehouses by road, incorporated within the level of HGV traffic commensurate with floorspace rather than being seen to generate an additional quantum of rail-related HGV traffic.

APPENDIX 8

ROAD FREIGHT TO RAIL FREIGHT HGV MILEAGE SAVING

ROAD FREIGHT TO RAIL FREIGHT HGV MILEAGE SAVING

OXFORDSHIRE SRFI

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Introduction

1. This Technical Note sets out the forecast HGV mileage reduction, and resultant monetised savings, associated with the modal shift of long-haul container movements by road to rail, for trips to and from Oxfordshire Strategic Rail Freight Interchange (OxSRFI).

Road to Rail Freight

2. Once the rail facilities of OxSRFI are fully operational, they could accommodate an average maximum through-put of around 984 containers a day. This is a mode shift from road freight to rail freight equivalent to 1,104 HGV movements per day, as set out in Technical Note 3: Trip Generation[1], and is based on the following:
   - The OxSRFI will accommodate 12 intermodal trains per day through the site.
   - Each train will accommodate 41 containers.
   - There is a ratio of 1.1 HGV trips per container, so 46 HGV trips per train.
   - This means 46 HGVs one-way or 92 HGVs two-way per day associated with each train, each holding 41 containers.
   - Therefore, the Rail Terminal at OxSRFI will replace 1,104 HGV trips per day (= 92 HGVs x 12 trains).

3. The origin/destination location of containers and the number of trains to and from each location is not yet known. However, rail journeys would typically replace road freight for journeys of 100 miles or more and for the purposes on undertaking an assessment of HGV mileage saved, an assumption has been made as to the potential origin and destination of the freight train services. Intermodality, who are the Applicants Rail Consultant, have provided the following assumptions based on the location of OxSRFI and an understanding of the operation of existing SRFIs:
   - Between the site and maritime ports:
     - 4 trains per day to Felixstowe
     - 2 trains per day to London Gateway
     - 0.5 trains per day to Teesport
   - Between the site and domestic inland ports/RFI:
     - 2 trains per day to Mossend
     - 2 trains per day to iPort
     - 1.3 trains per day to East Midlands Gateway
   - Between the site and continental Europe:
     - 0.2 trains per day to Folkestone.

4. The origin/destination locations for the container freight are shown in **Figure 1**.

[1] Technical Note 3: Trip Generation ADC1794-RR-J-V3, ADC Infrastructure Ltd

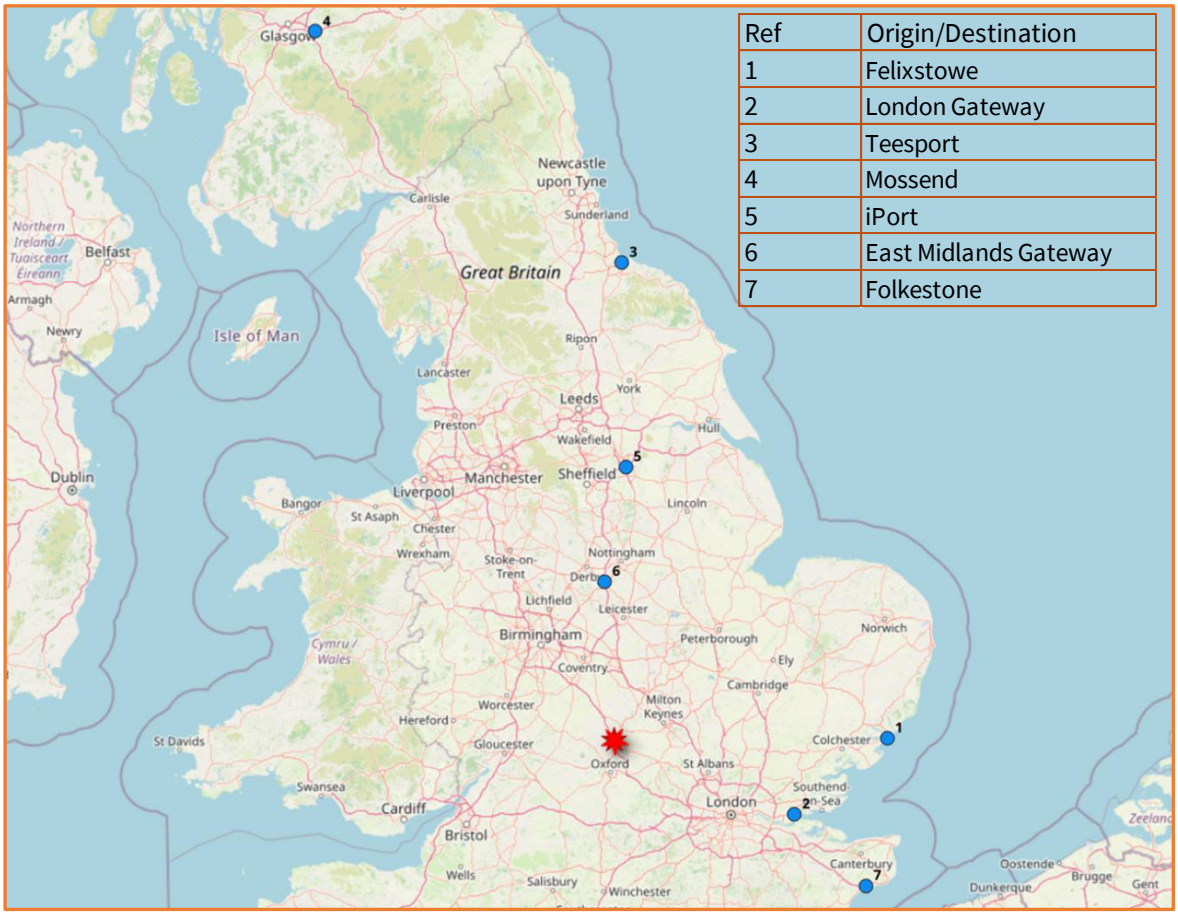


Figure 1: container freight origin/destination locations

Calculations

5. The HGV route allocated to each of these origin/destinations that would be replaced by a rail journey is shown in **Appendix A** and are summarised in the table below.

Train origin/destination	Trains per day	Split	Number of HGVs replaced
Felixstowe	4	33.33%	368
London Gateway	2	16.67%	184
Teesport	0.5	4.17%	46
Mossend	2	16.67%	184
iPort	2	16.67%	184
East Midlands Gateway	1.3	10.83%	120
Folkestone	0.2	1.67%	18
Total	**12**	**100%**	**1,104**

Reduction in HGV mileage

6. Overall, this equates to a HGV mileage saving of 186,102 miles per day as calculated in the table below. This is an annual HGV mileage saving of around 53 million miles (assuming a 5.5 day working week, 52 weeks per year operation for the Rail Terminal at OxSRFI).

Train origin/destination	Mileage	Total HGVs per day	Weighted Daily Mileage
Felixstowe	159	368	58,512
London Gateway	108	184	19,872
Teesport	224	46	10,304
Mossend	338	184	62,192
iPort	128	184	23,552
East Midlands Gateway	75.5	120	9,060
Folkestone	145	18	2,610
Total		**1,104**	**186,102**

Monetised savings

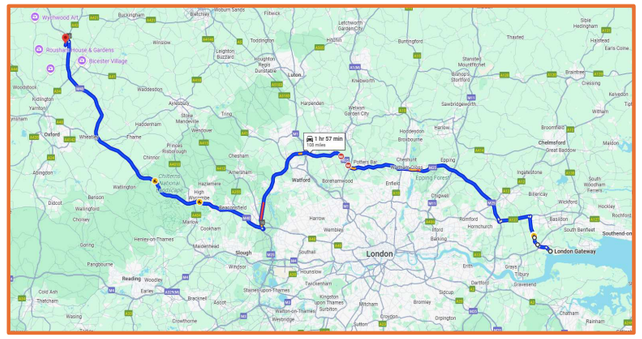
7. The Mode Shift Revenue Support (MSRS) methodology to monetise the mileage saving has been followed[2]. The corresponding calculations are also provided at **Appendix A**.

8. Based on the MSRS methodology an environmental benefit of £1.16 per mile or around £61.7 million per year would be associated with the Rail Terminal operating at 12 trains per day.

[2] DfT 'Guide to the Mode Shift Revenue Support (MSRS) Scheme, Feb 2022 Guide to the Mode Shift Revenue Support (MSRS) Scheme

APPENDIX A

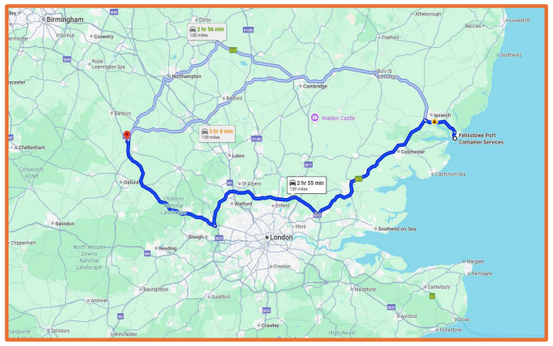
Road Freight Routes and Modal Shift Revenue Support calculations



London Gateway

Road type	Mileage	MSB Value	Route Value	
Motorway Standard	46.8	£0.11	£5.15	(M40)
Motorways High Value	48.8	£1.61	£78.57	(M25)
A Roads	5.6	£1.23	£6.89	(A1014, A127)
Other	6.8	£3.38	£22.98	(Road to Port , Lower Dunton Road, B148, B430)
Total	108		£113.59	

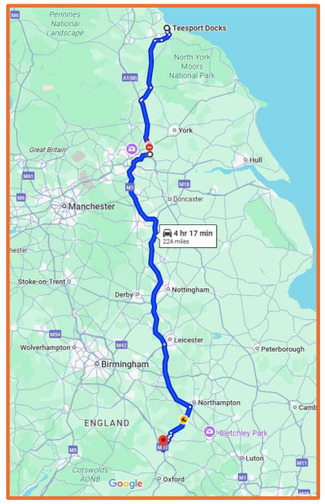
Road	Miles
Road to Port	1
A1014	1
B1007	1.5
Lower Dunton Road	3.2
B148	0.1
A127	4.6
M25	48.8
M40	46.8
B430	1
Total	108



Felixstowe

Road type	Mileage	MSB Value	Route Value	
Motorway Standard	46	£0.11	£5.06	(M40)
Motorways High Value	46.3	£1.61	£74.54	(M25)
A Roads	63.3	£1.23	£77.86	(A14, A12)
Other	3.4	£3.38	£11.49	(Port of Felixstowe Road, B430)
Total	159		£168.95	

Road	Miles
Port of Felixstowe Road	2.4
A14	11.9
A12	51.4
M25	46.3
M40	46
B430	1
Total	159



Teesport

Road type	Mileage	MSB Value	Route Value	
Motorway Standard	24.8	£0.11	£2.73	(A1(M))
Motorways High Value	132.6	£1.61	£213.49	(M1)
A Roads	62.8	£1.23	£77.24	(A1053,A174,A19,A168,A43)
Other	3.8	£3.38	£12.84	(Tees Dock Road), B430)
Total	224		£306.30	

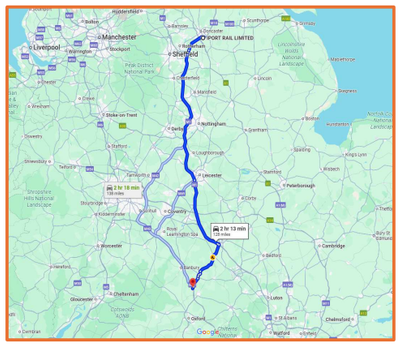
Road	Miles
Tees Dock Road	2.8
A1053	1.5
A174	7.4
A19	22.3
A168	7.6
A1 (M)	24.8
M1	132.6
A43	24
B430	1
Total	224



Mossend

Road type	Mileage	MSB Value	Route Value	
Motorway Standard	116.1	£0.11	£12.77	(M74, A74 (M), M40)
Motorways High Value	218.2	£1.61	£351.30	(M6, M6 Toll, M42)
A Roads	2.9	£1.23	£3.57	(A775, A721, A725, A43)
Other	0.8	£3.38	£2.70	(Reema Road, Bairdsland Way, B430)
Total	338		£370.34	

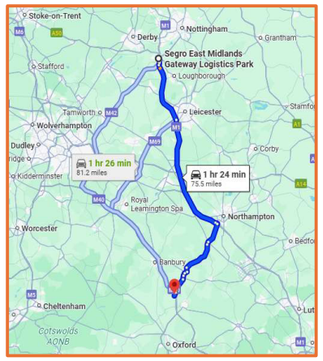
Road	Miles
Reema Road / Bairdsland Way	0.2
A775	0.4
A721	0.7
A725	1.4
M74	27.9
A74 (M)	50.2
M6	184.2
M6 Toll	22
M42	12
M40	38
A43	0.4
B430	0.6



iPort

Road type	Mileage	MSB Value	Route Value	
Motorway Standard	9	£0.11	£0.99	(M18)
Motorways High Value	93.3	£1.61	£150.21	(M1)
A Roads	24.2	£1.23	£29.77	(A6182, A43)
Other	1.5	£3.38	£5.07	(Railport Way, B430)
Total	128		£186.04	

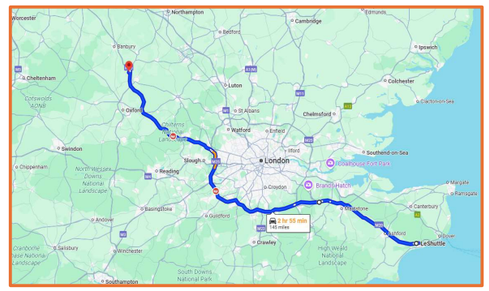
Road	Miles
Railport Way	0.9
A6182	0.8
M18	9
M1	93.3
A43	23.4
B430	0.6
Total	128



East Midlands Gateway

Road type	Mileage	MSB Value	Route Value	
Motorway Standard	0	£0.11	£0.00	
Motorways High Value	48.3	£1.61	£77.76	(M1)
A Roads	25.6	£1.23	£31.49	(A453, A43)
Other	1.6	£3.38	£5.41	(Wilders Way, B430)
Total	75.5		£114.66	

Road	Miles
Wilders Way	0.7
A453	1.5
M1	48.3
A43	24.1
B430	0.9
Total	75.5



Folkestone

Road type	Mileage	MSB Value	Route Value	
Motorway Standard	92.9	£0.11	£10.22	(M20, M26, M40)
Motorways High Value	47.1	£1.61	£75.83	(M25)
A Roads	0	£1.23	£0.00	
Other	5	£3.38	£16.90	(Road to Eurotunnel, B430)
Total	145		£102.95	

Road	Miles
Eurotunnel Road	3
M20	36.7
M26	10.3
M25	47.1
M40	45.9
B430	2
Total	145

Train origin/destination	Mileage	Trains per day	Total HGVs per day	% Split	Weighted Daily Mileage	Monetised saving per HGV (in £)	Total saving per day (in £)
					(B)		(A)
Felixstowe	159	4	368	33.33%	58,512	£168.95	£62,175
London Gateway	108	2	184	16.67%	19,872	£113.59	£20,900
Teesport	224	0.5	46	4.17%	10,304	£306.30	£14,090
Mossend	338	2	184	16.67%	62,192	£370.34	£68,143
iPort	128	2	184	16.67%	23,552	£186.04	£34,231
East Midlands Gateway	75.5	1.3	120	10.87%	9,060	£114.66	£13,759
Folkestone	145	0.2	18	1.63%	2,610	£102.95	£1,853
Total			1,104	100%	186,102	£1,362.84	£215,152

Average monetised saving per mile (A/B)	£1.16

Total daily mileage reduction	186,102
Total weekly mileage reduction (5.5 days operation per week)	1,023,561
Total annual mileage reduction (52 weeks)	53,225,172
Total annual monetised saving	**£61,741,200**

APPENDIX 9

TN3 ADDENDUM: OPENING YEAR TRIP GENERATION

TN3 ADDENDUM: OPENING YEAR TRIP GENERATION

OXFORDSHIRE SRFI

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3.0 WAREHOUSING AND RAIL TERMINAL OPENING YEAR TRIP GENERATION 6
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Rail terminal 6
4.0 TOTAL OPENING YEAR TRIP GENERATION 7

1.0 INTRODUCTION

1.1 ADC Infrastructure Limited are commissioned by Oxfordshire Railfreight Limited to assess the transport and infrastructure requirements of a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire; the subject of a Development Consent Order (DCO) application for a Nationally Significant Infrastructure Project (NSIP), to be known as OxSRFI.

1.2 This report is an addendum to Technical Note 3 which detailed the trip generation for the Proposed Development. This addendum report presents the trip generation associated with the first phase of the Proposed Development in the 2031 Opening Year. Technical Note 3 has been agreed with the Transport Working Group, and this report uses the information within Technical Note 3 to calculate the development trip generation in the opening year. The report is structured as follows:

- Section 2 sets out the assumptions for the development that would be operational in the opening year.
- Section 3 sets out the trip generation for the warehousing and rail terminal uses.
- Section 4 sets out the total opening year traffic and person trip generation.

2.0 OPENING YEAR DEVELOPMENT PROPOSALS

2.1 Section 3 of Technical Note 3 sets out the development proposals for OxSRFI. It is not possible to state with certainty the floor area that would be associated with the first phase of the development, as the demand for units on the site would be led by the market. Therefore, to ensure a robust analysis and provide the Applicant with a degree of flexibility, a first phase of development of up to 2 million sqft (185,806 sqm) of B8 development with an additional 1/3 mezzanine floor space (61,967 sqm) is considered in the TA and supporting work.

2.2 The Rail Terminal is also a trip generator. Therefore, whilst there is no requirement for the Rail Terminal to be operational at first occupation, for the purposes of assessment of Phase 1 of the development, the Rail Terminal operating at up to four trains per day has been assessed.

3.0 WAREHOUSING AND RAIL TERMINAL OPENING YEAR TRIP GENERATION

Warehousing

3.1 Table 2 of Technical Note 3 provides the agreed vehicle trip rates for the B8 warehousing and distribution use at the site. Extracting these trip rates and applying the 185,806 sqm Phase 1 floors space for the opening year assessment purposes, provides the opening year vehicle trip generation for the B8 use. This is shown at **Table 2A** at the rear of this addendum report.

3.2 Table 3 of Technical Note 3 provides the agreed calculations for the additional trip generation associated with the mezzanine floor space. Applying those calculations to the 61,967 sqm of mezzanine floor space for the opening year assessment, provides the opening year vehicle trip generation for mezzanine use. This is shown at **Table 3A** at the rear of this addendum report.

3.3 The total vehicle trip generation for the warehousing uses is the total of **Tables 2A and 3A**, which is given at **Table 4A** at the rear of this addendum report.

Rail terminal

3.4 The intermodal terminal would employ a small number of staff. Table 5 of Technical Note 3 assumed 15 employees per shift. This is shown at **Table 5A** at the rear of this addendum report.

3.5 Section 6 of Technical Note 3 sets out the container throughput at the rail terminal based on the number of trains per day, as follows:

- 46 HGVs per trainload delivering and exporting container from the rail terminal.
- 92 HGV trips per trainload (46 inbound and 46 outbound) at the rail terminal.

3.6 Hence, assuming operations at four trains per day, would equate to 368 HGV movements per day. The daily profile of these HGV movements has been calculated in accordance with the methodology in Technical Note 3 Table 6 and 7 and is shown at **Table 6A** and **Table 7A** at the rear of this addendum report.

4.0 TOTAL OPENING YEAR TRIP GENERATION

4.1 Combining the trip generations give at **Tables 4A, 5A** and **7A** gives the total opening year development vehicle trip generation. This is shown at **Table 8A** at the rear of the addendum report and is summarised below for the peak hour periods, and 24hr period.

Period	Light vehicles			Heavy vehicles			Total vehicles		
	Arrive	Depart	2-way	Arrive	Depart	2-way	Arrive	Depart	2-way
AM peak	278	30	308	53	50	102	331	80	410
PM peak	91	320	411	49	44	93	140	364	504
Daily	2,468	2,434	4,902	764	761	1524	3,232	3,195	6,426

4.2 To calculate the overall person trips associated with the development opening year, the light vehicle trips given at **Table 8A** have been converted to person trips based on the 92% single occupancy vehicle (SOV) model split baseline from Technical Note 3. As the main purpose of an HGV trip is the transportation of its cargo, the HGV trips are not included in this calculation.

4.3 The resultant person trip generation is given at **Table 9A** at the rear of this addendum report.

4.4 Adding back in the HGV trips, it is forecast that in the opening year the Proposed Development would generate the following peak hour and 24hr person trips.

Period	Person Trips
AM peak hour	437
PM peak hour	540
Daily	6,853

TABLES

Time Window	Northampton Gateway SRFI trip rates									Predicted Traffic Profiles for OxSRFI B8 use								
	Light vehicles trip rates per 100sqm GFA			Heavy vehicles trip rates per 100 sqm GFA			Total vehicles trip rates per 100 sqm GFA			Light vehicles OxSRFI			Heavy vehicles OxSRFI			Total vehicles OxSRFI		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	0.011	0.008	0.018	0.007	0.012	0.019	0.018	0.019	0.037	20	14	34	14	22	36	34	36	70
01.00-02.00	0.007	0.002	0.009	0.011	0.011	0.022	0.018	0.013	0.031	13	4	17	20	20	40	33	24	57
02.00-03.00	0.005	0.018	0.022	0.012	0.012	0.023	0.016	0.029	0.046	9	33	42	22	22	44	31	55	86
03.00-04.00	0.008	0.010	0.018	0.008	0.012	0.020	0.016	0.022	0.038	14	19	33	15	23	38	29	42	71
04.00-05.00	0.025	0.012	0.036	0.011	0.007	0.018	0.035	0.019	0.054	46	21	67	20	14	34	66	35	101
05.00-06.00	0.172	0.083	0.255	0.017	0.010	0.027	0.189	0.093	0.282	320	154	474	31	19	50	351	173	524
06.00-07.00	0.082	0.061	0.143	0.017	0.007	0.024	0.099	0.068	0.167	153	113	266	31	14	45	184	127	311
07.00-08.00	0.094	0.030	0.124	0.015	0.020	0.036	0.110	0.050	0.160	176	56	232	28	38	66	204	94	298
08.00-09.00	0.128	0.014	0.142	0.024	0.022	0.046	0.152	0.036	0.188	238	26	264	45	41	86	283	67	350
09.00-10.00	0.061	0.019	0.081	0.016	0.015	0.031	0.077	0.034	0.111	114	36	150	30	27	57	144	63	207
10.00-11.00	0.048	0.029	0.077	0.018	0.020	0.038	0.066	0.049	0.115	88	54	142	34	36	70	122	90	212
11.00-12.00	0.036	0.027	0.063	0.016	0.015	0.031	0.052	0.042	0.094	67	50	117	30	28	58	97	78	175
12.00-13.00	0.052	0.058	0.111	0.012	0.011	0.023	0.065	0.069	0.134	97	108	205	23	20	43	120	128	248
13.00-14.00	0.085	0.061	0.147	0.010	0.017	0.027	0.095	0.078	0.174	158	114	272	19	31	50	177	145	322
14.00-15.00	0.041	0.094	0.135	0.012	0.020	0.032	0.054	0.113	0.167	77	174	251	23	36	59	100	210	310
15.00-16.00	0.024	0.118	0.142	0.008	0.015	0.023	0.032	0.134	0.165	44	220	264	15	28	43	59	248	307
16.00-17.00	0.042	0.147	0.190	0.017	0.010	0.027	0.059	0.158	0.217	78	274	352	31	19	50	109	293	402
17.00-18.00	0.031	0.114	0.145	0.021	0.019	0.040	0.052	0.133	0.185	57	213	270	39	35	74	96	248	344
18.00-19.00	0.094	0.094	0.188	0.016	0.013	0.029	0.110	0.107	0.217	176	174	350	30	24	54	206	198	404
19.00-20.00	0.014	0.035	0.049	0.014	0.009	0.023	0.028	0.045	0.072	26	66	92	26	18	44	52	84	136
20.00-21.00	0.016	0.018	0.035	0.015	0.012	0.028	0.031	0.031	0.062	30	34	64	28	23	51	58	57	115
21.00-22.00	0.037	0.014	0.051	0.009	0.014	0.023	0.046	0.028	0.074	68	26	94	18	26	44	86	52	138
22.00-23.00	0.003	0.026	0.029	0.009	0.011	0.020	0.012	0.037	0.049	6	49	55	16	20	36	22	69	91
23.00-00.00	0.002	0.008	0.011	0.010	0.012	0.022	0.012	0.020	0.033	4	16	20	19	22	41	23	38	61
Totals	**1.119**	**1.101**	**2.220**	**0.326**	**0.326**	**0.652**	**1.445**	**1.427**	**2.872**	**2079**	**2048**	**4127**	**607**	**606**	**1213**	**2686**	**2654**	**5340**

	Proposed B8 use at OxSRFI
GFA sqm	185806
GEA sqm	195585
Employees	2540
Ratio	1 per 77 sqm GEA

Table 2A: Forecast vehicle trips for warehousing and distribution uses (conventional floor space)

Time Window	Northampton Gateway SRFI trip rates									Predicted Traffic Profiles for OxSRFI mezzanine B8 floor space use (trip rates taken as 50%)								
	Light vehicles trip rates per 100sqm GFA			Heavy vehicles trip rates per 100 sqm GFA			Total vehicles trip rates per 100 sqm GFA			Light vehicles OxSRFI			Heavy vehicles OxSRFI			Total vehicles OxSRFI		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	0.011	0.008	0.018	0.007	0.012	0.019	0.018	0.019	0.037	3	2	5	2	4	6	5	6	11
01.00-02.00	0.007	0.002	0.009	0.011	0.011	0.022	0.018	0.013	0.031	2	1	3	3	3	6	5	4	9
02.00-03.00	0.005	0.018	0.022	0.012	0.012	0.023	0.016	0.029	0.046	1	5	6	4	4	8	5	9	14
03.00-04.00	0.008	0.010	0.018	0.008	0.012	0.020	0.016	0.022	0.038	2	3	5	2	4	6	4	7	11
04.00-05.00	0.025	0.012	0.036	0.011	0.007	0.018	0.035	0.019	0.054	8	4	12	3	2	5	11	6	17
05.00-06.00	0.172	0.083	0.255	0.017	0.010	0.027	0.189	0.093	0.282	53	26	79	5	3	8	58	29	87
06.00-07.00	0.082	0.061	0.143	0.017	0.007	0.024	0.099	0.068	0.167	25	19	44	5	2	7	30	21	51
07.00-08.00	0.094	0.030	0.124	0.015	0.020	0.036	0.110	0.050	0.160	29	9	38	5	6	11	34	15	49
08.00-09.00	0.128	0.014	0.142	0.024	0.022	0.046	0.152	0.036	0.188	40	4	44	7	7	14	47	11	58
09.00-10.00	0.061	0.019	0.081	0.016	0.015	0.031	0.077	0.034	0.111	19	6	25	5	5	10	24	11	35
10.00-11.00	0.048	0.029	0.077	0.018	0.020	0.038	0.066	0.049	0.115	15	9	24	6	6	12	21	15	36
11.00-12.00	0.036	0.027	0.063	0.016	0.015	0.031	0.052	0.042	0.094	11	8	19	5	5	10	16	13	29
12.00-13.00	0.052	0.058	0.111	0.012	0.011	0.023	0.065	0.069	0.134	16	18	34	4	3	7	20	21	41
13.00-14.00	0.085	0.061	0.147	0.010	0.017	0.027	0.095	0.078	0.174	26	19	45	3	5	8	29	24	53
14.00-15.00	0.041	0.094	0.135	0.012	0.020	0.032	0.054	0.113	0.167	13	29	42	4	6	10	17	35	52
15.00-16.00	0.024	0.118	0.142	0.008	0.015	0.023	0.032	0.134	0.165	7	37	44	2	5	7	9	42	51
16.00-17.00	0.042	0.147	0.190	0.017	0.010	0.027	0.059	0.158	0.217	13	46	59	5	3	8	18	49	67
17.00-18.00	0.031	0.114	0.145	0.021	0.019	0.040	0.052	0.133	0.185	10	35	45	7	6	13	17	41	58
18.00-19.00	0.094	0.094	0.188	0.016	0.013	0.029	0.110	0.107	0.217	29	29	58	5	4	9	34	33	67
19.00-20.00	0.014	0.035	0.049	0.014	0.009	0.023	0.028	0.045	0.072	4	11	15	4	3	7	8	14	22
20.00-21.00	0.016	0.018	0.035	0.015	0.012	0.028	0.031	0.031	0.062	5	6	11	5	4	9	10	10	20
21.00-22.00	0.037	0.014	0.051	0.009	0.014	0.023	0.046	0.028	0.074	11	4	15	3	4	7	14	8	22
22.00-23.00	0.003	0.026	0.029	0.009	0.011	0.020	0.012	0.037	0.049	1	8	9	3	3	6	4	11	15
23.00-00.00	0.002	0.008	0.011	0.010	0.012	0.022	0.012	0.020	0.033	1	3	4	3	4	7	4	7	11
Totals	**1.119**	**1.101**	**2.220**	**0.326**	**0.326**	**0.652**	**1.445**	**1.427**	**2.872**	**344**	**341**	**685**	**100**	**101**	**201**	**444**	**442**	**886**

	Proposed mezzanine B8 use at OxSRFI
GFA sqm	61967
GEA sqm	65228
Employees*	424
Ratio	1 per 77 sqm GEA

*employees assumed at 50% ratio for mezzanine space

Table3A: Additional allowance for vehicle trips for warehousing and distribution mezzanine floor space

Time Window	Predicted Traffic Profiles for OxSRFI B8 floor space use including mezzanine								
	Light vehicles OxSRFI			Heavy vehicles OxSRFI			Total vehicles OxSRFI		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	23	16	39	16	26	42	39	42	81
01.00-02.00	15	5	20	23	23	46	38	28	66
02.00-03.00	10	38	48	26	26	52	36	64	100
03.00-04.00	16	22	38	17	27	44	33	49	82
04.00-05.00	54	25	79	23	16	39	77	41	118
05.00-06.00	373	180	553	36	22	58	409	202	611
06.00-07.00	178	132	310	36	16	52	214	148	362
07.00-08.00	205	65	270	33	44	77	238	109	347
08.00-09.00	278	30	308	52	48	100	330	78	408
09.00-10.00	133	42	175	35	32	67	168	74	242
10.00-11.00	103	63	166	40	42	82	143	105	248
11.00-12.00	78	58	136	35	33	68	113	91	204
12.00-13.00	113	126	239	27	23	50	140	149	289
13.00-14.00	184	133	317	22	36	58	206	169	375
14.00-15.00	90	203	293	27	42	69	117	245	362
15.00-16.00	51	257	308	17	33	50	68	290	358
16.00-17.00	91	320	411	36	22	58	127	342	469
17.00-18.00	67	248	315	46	41	87	113	289	402
18.00-19.00	205	203	408	35	28	63	240	231	471
19.00-20.00	30	77	107	30	21	51	60	98	158
20.00-21.00	35	40	75	33	27	60	68	67	135
21.00-22.00	79	30	109	21	30	51	100	60	160
22.00-23.00	7	57	64	19	23	42	26	80	106
23.00-00.00	5	19	24	22	26	48	27	45	72
Totals	**2423**	**2389**	**4812**	**707**	**707**	**1414**	**3130**	**3096**	**6226**

Table 4A: Total vehicle trips for warehousing and distribution uses (no rail interaction) - first phase of development

Time Window	Rail Terminal light vehicles employee movements		
	Arrive	Depart	Two-way
00.00-01.00	0	0	0
01.00-02.00	0	0	0
02.00-03.00	0	0	0
03.00-04.00	0	0	0
04.00-05.00	0	0	0
05.00-06.00	15	0	15
06.00-07.00	0	15	15
07.00-08.00	0	0	0
08.00-09.00	0	0	0
09.00-10.00	0	0	0
10.00-11.00	0	0	0
11.00-12.00	0	0	0
12.00-13.00	0	0	0
13.00-14.00	15	0	15
14.00-15.00	0	15	15
15.00-16.00	0	0	0
16.00-17.00	0	0	0
17.00-18.00	0	0	0
18.00-19.00	0	0	0
19.00-20.00	0	0	0
20.00-21.00	0	0	0
21.00-22.00	15	0	15
22.00-23.00	0	15	15
23.00-00.00	0	0	0
Totals	**45**	**45**	**90**

Table 5A: Light vehicle trips associated with rail terminal

Time window	HGV arrivals				
	iPort		Hams Hall		Average
	HGV arrivals	% HGV arrivals	HGV arrivals	% HGV arrivals	
00:00	9.2	2.8%	0.8	0.2%	1.52%
01:00	7.3	2.2%	1.4	0.4%	1.31%
02:00	7.3	2.2%	1.4	0.4%	1.31%
03:00	5.3	1.6%	1	0.3%	0.95%
04:00	6.2	1.9%	2.8	0.8%	1.34%
05:00	9.9	3.0%	9.4	2.6%	2.82%
06:00	17.1	5.2%	21.8	6.0%	5.64%
07:00	20.8	6.4%	28.8	8.0%	7.18%
08:00	14.6	4.5%	18.6	5.2%	4.82%
09:00	17	5.2%	18.4	5.1%	5.16%
10:00	18.7	5.7%	25.6	7.1%	6.42%
11:00	22.1	6.8%	24.2	6.7%	6.74%
12:00	22.3	6.8%	32	8.9%	7.86%
13:00	19.4	5.9%	25.8	7.2%	6.55%
14:00	23.9	7.3%	18.4	5.1%	6.21%
15:00	20.3	6.2%	25.6	7.1%	6.66%
16:00	17.2	5.3%	28.8	8.0%	6.63%
17:00	14.1	4.3%	26.4	7.3%	5.82%
18:00	9.3	2.9%	24.4	6.8%	4.81%
19:00	8	2.5%	14.6	4.1%	3.25%
20:00	8.8	2.7%	5.8	1.6%	2.15%
21:00	10.1	3.1%	2.6	0.7%	1.91%
22:00	9	2.8%	1.2	0.3%	1.55%
23:00	8.4	2.6%	0.6	0.2%	1.4%
Total	**326.3**	**100%**	**360.4**	**100%**	**100%**

Rail Terminal* HGV trips (in isolation) i.e. 100%		
Arrive	Depart	Two-way
3	3	6
2	2	5
2	2	5
2	2	3
2	2	5
5	5	10
10	10	21
13	13	26
9	9	18
9	9	19
12	12	24
12	12	25
14	14	29
12	12	24
11	11	23
12	12	25
12	12	24
11	11	21
9	9	18
6	6	12
4	4	8
4	4	7
3	3	6
3	3	5
184	**184**	**368**

Rail Terminal external HGV trips		
	65%	external
Arrive	Depart	Two-way
2	2	4
2	2	3
2	2	3
1	1	2
2	2	3
3	3	7
7	7	14
9	9	17
6	6	12
6	6	12
8	8	15
8	8	16
9	9	19
8	8	16
7	7	15
8	8	16
8	8	16
7	7	14
6	6	12
4	4	8
3	3	5
2	2	5
2	2	4
2	2	3
120	**120**	**239**

*Arrivals based on average of Hams Hall and iPort
Assume 50%/50% split between Arrivals and Departures

Table 6A: HGV movements associated with the rail terminal operating at 4 trains per day

Time Window	HGVs B8 warehouses*			HGVs rail terminal 35% Internal**			HGVs rail terminal 65% external HGVs***			Total external HGVs OxSRFI		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	16	26	42	-1	-3	-4	2	2	4	17	25	42
01.00-02.00	23	23	46	-2	-2	-4	2	2	3	23	22	45
02.00-03.00	26	26	52	-2	-3	-5	2	2	3	26	25	50
03.00-04.00	17	27	44	-2	-2	-4	1	1	2	16	26	42
04.00-05.00	23	16	39	-2	-2	-4	2	2	3	23	16	39
05.00-06.00	36	22	58	-3	-2	-5	3	3	7	36	23	59
06.00-07.00	36	16	52	-3	-2	-5	7	7	14	40	21	61
07.00-08.00	33	44	77	-3	-4	-7	9	9	17	39	49	87
08.00-09.00	52	48	100	-5	-4	-9	6	6	12	53	50	102
09.00-10.00	35	32	67	-3	-3	-6	6	6	12	38	35	73
10.00-11.00	40	42	82	-4	-3	-7	8	8	15	44	46	90
11.00-12.00	35	33	68	-3	-3	-6	8	8	16	40	38	78
12.00-13.00	27	23	50	-2	-3	-5	9	9	19	34	30	64
13.00-14.00	22	36	58	-2	-3	-5	8	8	16	28	41	68
14.00-15.00	27	42	69	-2	-4	-6	7	7	15	32	45	78
15.00-16.00	17	33	50	-2	-3	-5	8	8	16	23	38	61
16.00-17.00	36	22	58	-3	-2	-5	8	8	16	41	28	69
17.00-18.00	46	41	87	-4	-4	-8	7	7	14	49	44	93
18.00-19.00	35	28	63	-3	-3	-6	6	6	12	38	31	69
19.00-20.00	30	21	51	-3	-2	-5	4	4	8	31	23	54
20.00-21.00	33	27	60	-3	-2	-5	3	3	5	33	27	60
21.00-22.00	21	30	51	-2	-3	-5	2	2	5	21	30	51
22.00-23.00	19	23	42	-2	-2	-4	2	2	4	19	23	42
23.00-00.00	22	26	48	-2	-2	-4	2	2	3	22	25	47
Totals	**707**	**707**	**1414**	**-63**	**-66**	**-129**	**120**	**120**	**239**	**764**	**761**	**1524**

* from Table 4

** Based on B8 HGV profile

*** Based on avreage of Hams Hall and iPort HGV arrivals

Table 7A: Total external HGVs including for interaction between rail and warehousing and distributions uses - first phase of development

Time Window	Predicted Traffic Profiles for OxSRFI no Travel Plan - 2 million sqft								
	Light vehicles			Heavy vehicles			Total vehicles		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	23	16	39	17	25	42	40	41	81
01.00-02.00	15	5	20	23	22	45	38	27	65
02.00-03.00	10	38	48	26	25	50	36	63	98
03.00-04.00	16	22	38	16	26	42	32	48	80
04.00-05.00	54	25	79	23	16	39	77	41	118
05.00-06.00	388	180	568	36	23	59	424	203	627
06.00-07.00	178	147	325	40	21	61	218	168	386
07.00-08.00	205	65	270	39	49	87	244	114	357
08.00-09.00	278	30	308	53	50	102	331	80	410
09.00-10.00	133	42	175	38	35	73	171	77	248
10.00-11.00	103	63	166	44	46	90	147	109	256
11.00-12.00	78	58	136	40	38	78	118	96	214
12.00-13.00	113	126	239	34	30	64	147	156	303
13.00-14.00	199	133	332	28	41	68	227	174	400
14.00-15.00	90	218	308	32	45	78	122	263	386
15.00-16.00	51	257	308	23	38	61	74	295	369
*16.00-17.00**	67	248	315	41	28	69	108	276	384
*17.00-18.00**	91	320	411	49	44	93	140	364	504
18.00-19.00	205	203	408	38	31	69	243	234	477
19.00-20.00	30	77	107	31	23	54	61	100	161
20.00-21.00	35	40	75	33	27	60	68	67	135
21.00-22.00	94	30	124	21	30	51	115	60	175
22.00-23.00	7	72	79	19	23	42	26	95	121
23.00-00.00	5	19	24	22	25	47	27	44	71
Totals	**2468**	**2434**	**4902**	**764**	**761**	**1524**	**3232**	**3195**	**6426**

* light vehicle generation for 1600 to 1700 hrs from Table 4A swapped with 1700 to 1800 hrs generation to ensure worst case shoulder peak is assessed

Table 8A: Total OxSRFI development traffic (no Travel Plan) for first phase of development

Time Window	Person Trip** (excluding HGV drivers)			Person Trip (HGV driver)			Total Person Trips		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	25	17	42	17	25	42	42	42	84
01.00-02.00	16	5	22	23	22	45	39	28	67
02.00-03.00	11	41	52	26	25	50	36	66	103
03.00-04.00	17	24	41	16	26	42	34	50	84
04.00-05.00	59	27	86	23	16	39	81	43	125
05.00-06.00	422	196	617	36	23	59	458	219	677
06.00-07.00	193	160	353	40	21	61	233	181	414
07.00-08.00	223	71	293	39	49	87	261	119	381
08.00-09.00	302	33	335	53	50	102	355	82	437
09.00-10.00	145	46	190	38	35	73	183	81	263
10.00-11.00	112	68	180	44	46	90	156	115	270
11.00-12.00	85	63	148	40	38	78	125	101	226
12.00-13.00	123	137	260	34	30	64	157	167	324
13.00-14.00	216	145	361	28	41	68	244	185	429
14.00-15.00	98	237	335	32	45	78	130	282	412
15.00-16.00	55	279	335	23	38	61	78	318	396
*16.00-17.00**	73	270	342	41	28	69	114	297	411
*17.00-18.00**	99	348	447	49	44	93	148	392	540
18.00-19.00	223	221	443	38	31	69	261	252	512
19.00-20.00	33	84	116	31	23	54	63	107	170
20.00-21.00	38	43	82	33	27	60	71	71	141
21.00-22.00	102	33	135	21	30	51	123	62	186
22.00-23.00	8	78	86	19	23	42	26	101	128
23.00-00.00	5	21	26	22	25	47	27	46	73
Totals	**2683**	**2646**	**5328**	**764**	**761**	**1524**	**3446**	**3406**	**6853**

* light vehicle generation for 1600 to 1700 hrs from Table 4A swapped with 1700 to 1800 hrs generation to ensure worst case shoulder peak is assessed

**Based on Swan Valley Single vehicle occupancy of 92%

Table 9A: Total OxSRFI person trips for first phase of development