

Dear Mr Williams,

You requested traffic figures via an FOI request for the A4074 and B4015 approaches to the Golden Balls roundabout. You will receive an official response with these same data tables via the FOI team, alongside other information pertaining to "*planning or transport study reports*". However, the below traffic data is available to share sooner than the full official FOI response, and I realise that it may be relevant to matters to be discussed at the call-in Inquiry next week so I am sharing it with you now in advance. Note that OCC does not hold the data requested for the eastern arm of Golden Balls Roundabout.

Daily A4074 Traffic Flows between Golden Balls Roundabout and Nuneham Courtenay:

Year	Without HIF	With HIF	Difference	% Difference
2024	20,648	21,084	436	2%
2034	24,708	26,284	1,576	6%

Daily A4074 Traffic Flows between Golden Balls Roundabout and Berinsfield Roundabout:

Year	Without HIF	With HIF	Difference	% Difference
2024	15,618	18,049	2,431	16%
2034	21,648	26,348	4,700	22%

To help with the wider context, Figure 8 from core document O.1 has been replicated below and annotated with the above data, alongside the corresponding data for A415 Abingdon Road (link 39) and B4015 Oxford Road (link 41) which are replicated from Claudia Currie's Proof of Evidence Appendices CC2.

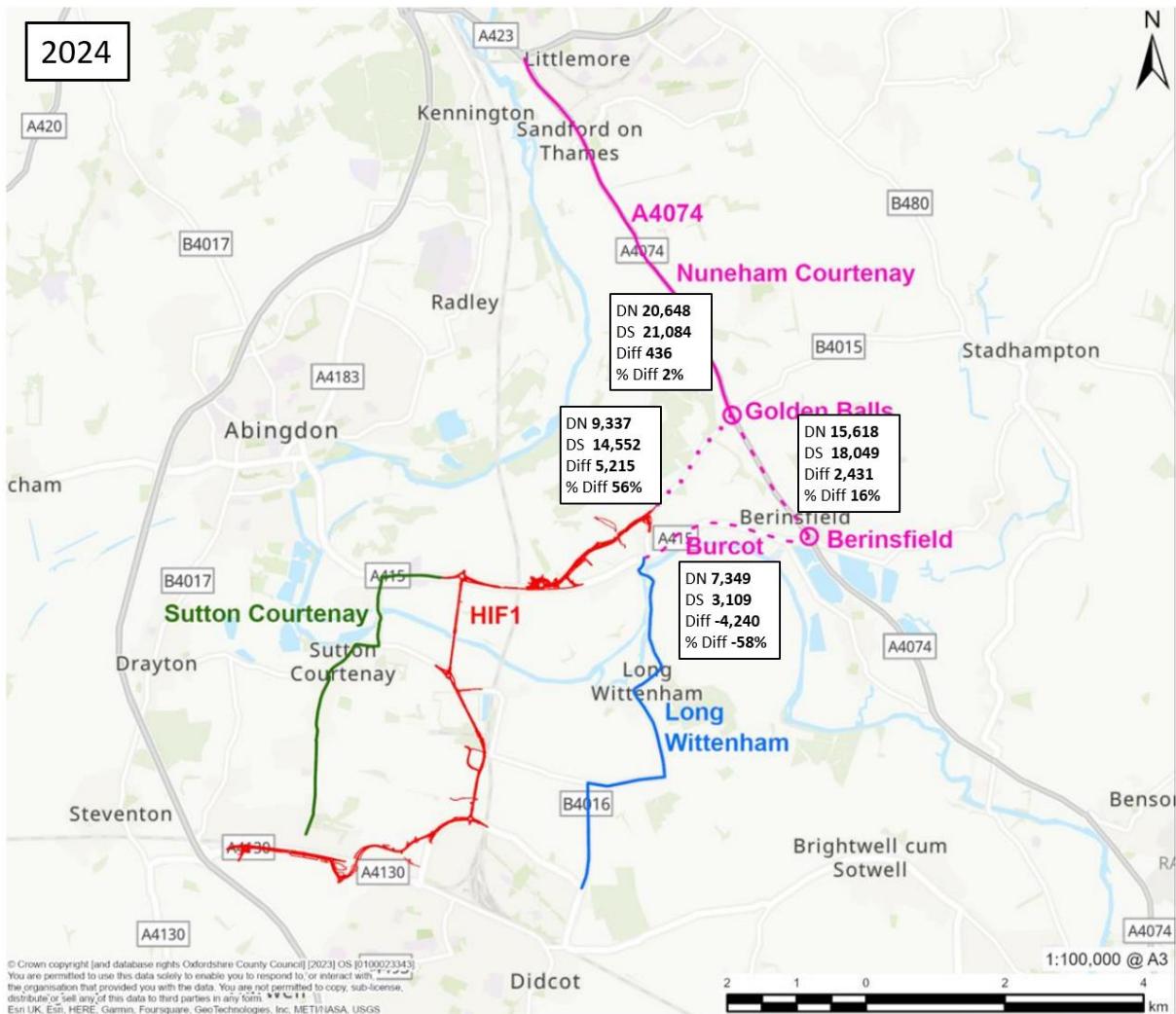


Figure 8: Route options map (Golden Balls)

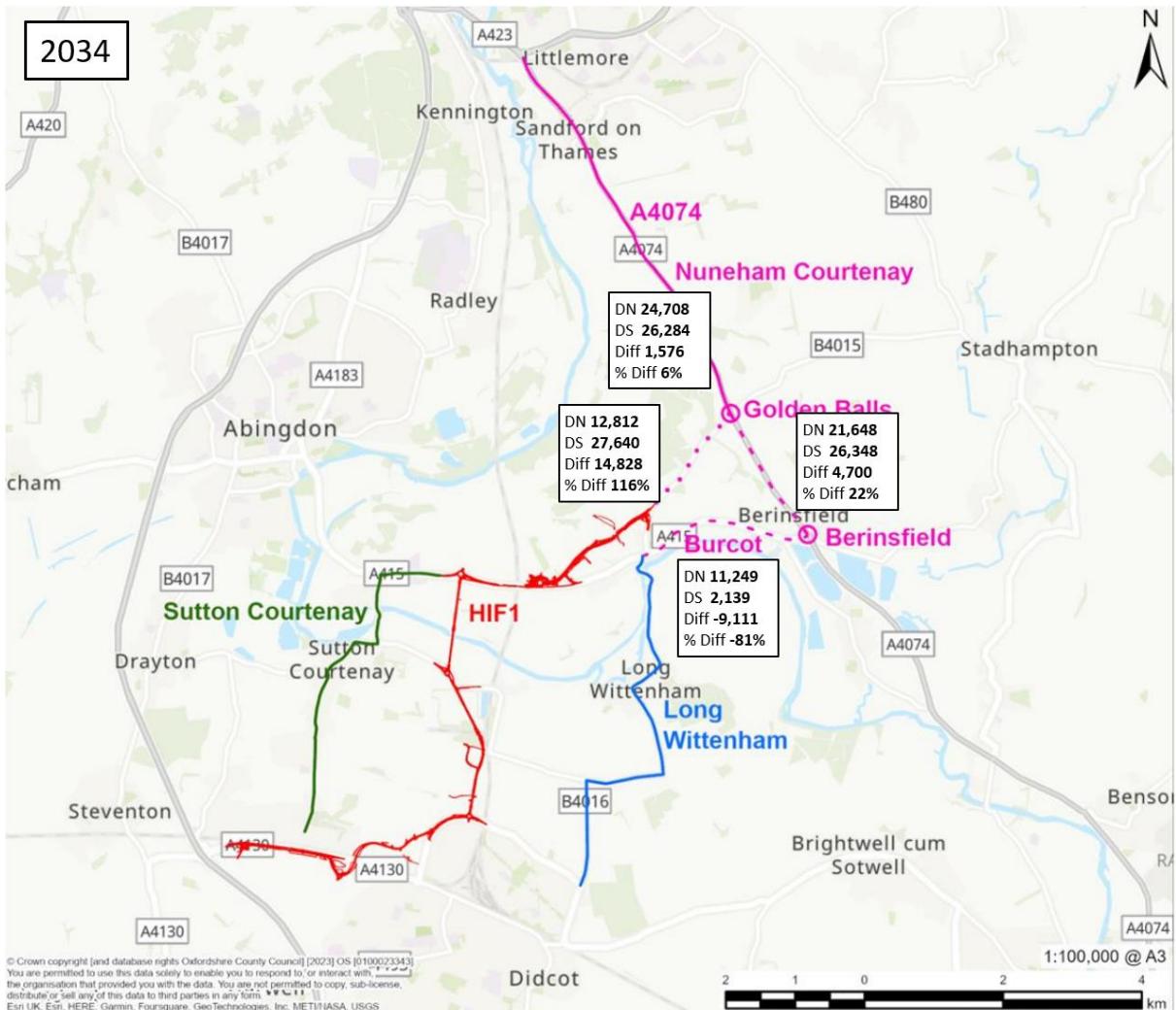


Figure 8: Route options map (Golden Balls)

As previously discussed through the call-in Inquiry, the increase in flows along B4015 Oxford Road (link 41) with the Scheme does not result in the same increase on the A4074 through Nuneham Courtenay, which has only marginal changes in flows as shown in the above data. As stated in paragraph 2.27 of core document O.1:

"The Scheme could create a routing change on the roads leading to Golden Balls, by persuading drivers to use the HIF1 Clifton Hampden Bypass and the approach Golden Balls from the southwest on B4015 (magenta dotted line), instead of from the southeast on the A4074 via the A415 travelling through the village of Burcot and the Berinsfield roundabout (magenta dashed line). The overall flows at Golden Balls are the same, but change which direction the junction is approached from."

Additionally, as previously discussed through the call-in Inquiry, differences in flows when comparing scenarios with and without HIF1 can be influenced by congestion in the model network without the HIF1 Scheme, as per paragraph 2.7 on page 87 of Claudia Currie's Proof of Evidence Appendix (document CC2):

"In the DN scenario congestion occurs across the network and this results in some link flows being low, as traffic is unable complete their journey within the modelled period as it is held up in queues elsewhere."

I trust this answers the traffic flow element of your query.

Kind regards,
Harry Davis

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Oxfordshire's Walking & Cycling Design Standards: [here](#)