



Department
for Transport

Distributional Impacts: Accidents

TAG Reference

TAG Unit A4.2 - Distributional Impacts

Version Control

Date	Description
Jan-14	Definitive release
17/10/2013	Release of restructured guidance

Contact

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Distributional Impacts: Accidents

	Existing Casualty Rate for Vulnerable Users		
	Defined Vulnerable Casualty Group:		
	Low (more than 30% of average rate for class of road)	Medium (<30% lower to <30% higher than average rate for class of road)	High (more than 30% higher than average rate for class of road)
1. Change in physical layout that could impact on defined vulnerable group			
Significant improvement	Moderate Beneficial	Moderate Beneficial	Large Beneficial
Slight improvement	Slight Beneficial	Slight Beneficial	Moderate Beneficial
Neutral	Neutral	Neutral	Neutral
Slight worsening	Slight Adverse	Slight Adverse	Moderate Adverse
Significant worsening	Moderate Adverse	Moderate Adverse	Large Adverse
2. Change in traffic flow OR speed			
Significant reduction (>15% decrease)	Moderate Beneficial	Moderate Beneficial	Large Beneficial
Slight reduction (>5%, <15% decrease)	Slight Beneficial	Slight Beneficial	Moderate Beneficial
Neutral (<5% increase or decrease)	Neutral	Neutral	Neutral
Slight increase (>5%, <10% increase)	Slight Adverse	Slight Adverse	Moderate Adverse
Significant increase (>10% increase)	Moderate Adverse	Moderate Adverse	Large Adverse

3. Change in numbers of pedestrians, cyclists and motorcyclists

The Park & Ride scheme will not have a direct impact on a change in the numbers of pedestrians, cyclists and motorcyclists.

Overall assessment for link, based on criteria 1, 2 and 3 above

Slight Beneficial

Qualitative Commentary

The Park & Ride scheme will encourage car users travelling from the east and Wokingham borough to use the bus for journeys into central Reading from Thames Valley Park. This will reduce the number of private vehicles travelling on the A4 and A329 corridor into and out of central Reading, and the consequent congestion. It is estimated that there will be a reduction of 261 - 418 vehicle trips per day. The reduction in vehicle kilometres will help to reduce the rate of accidents, providing a slight beneficial impact.

Link + Junction Combined Analysis

Site Location	Link name	Length (km)	Speed Limit (mph)	Link Type (see table below)	Period Assessed	Observed Accidents in Period Assessed (all users)	2015 Base Year Flow (AADT)	2015 Annual Flow	Number of Vehicle km per year	2015 Typical Annual Accident Rate - per 1 million km (COBALT)	Number of expected accidents	Actual Annual Accidents	Actual Accident Rate Level	% Difference
A329 (M)	L1	0.55	70	10	2012-2015	3	11740	4285100	2356805	0.064	0	1	High	398%
A4 between A329 (M) and Cemetery Junction	L2	0.72	30	8	2012-2019	22	26104	9527960	6860131	0.700	5	6	High	15%
A327 north of A4 London Road	L3	0.66	30	8	2012-2021	8	14409	5259285	3471128	0.700	2	2	Low	-18%
A329 between A327 and Cemetery Junction	L8	0.67	30	8	2012-2022	33	11695	4268675	2860012	0.700	2	8	High	312%

Average	4	4	High
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Is the average observed accident rate over 30% higher than the expected accident rate?	NO
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