

Cherwell Local Plan Main Modifications – a summary of the transport technical notes

General comments

The proposed growth, without any mitigation measures, would result in significant increases in over capacity queuing and total travel time and a decrease in average speed across the highway network compared with the 2012 base.

Bicester Transport Modelling report

- The key aim of the Bicester modelling work was to provide evidence on whether the need for a new perimeter road was triggered within the Plan period with the proposed increase in growth. The consultants were also asked to re-run the earlier peripheral route options work to ensure there were no changes to the better performing options.
- The technical note reports that the North West Bicester proposed solutions mitigate their impact on the western side of town. However, there is the need for additional capacity for Boundary Way and the other peripheral routes to the north and east of the town.
- The two south-east perimeter road options perform better than one to the north-west. The more southerly route performs the best, but this is due to issues with the Vendee Drive junction which are currently being investigated and which once resolved are expected to redress this balance.
- The technical note recommends that further study is required into possible improvements to the northern, eastern and southern peripheral corridors. Initial feasibility engineering work has begun to look into these issues and is showing that there is scope to increase the junction and lane capacities along Southwold Lane, Skimmingdish Lane and Charbridge Lane.
- The design, consultation and approval processes for schemes on the existing peripheral routes will follow normal procedures. Work is also being carried out to test the phasing of these improvements alongside the introduction of sustainable transport measures within the town itself.
- The phasing work will help to inform the Infrastructure Delivery Plan and more information on the emerging package of measures will be provided for a statement of Common Ground with Cherwell District Council prior to the Examination.

Banbury Highway Model Forecasting Report

- The following infrastructure improvements to support Local Plan modifications were tested (Scenario 4):
 - Addition of a new link road between the A361 Bloxham Road and White Post Road;
 - Addition of measures for the promotion of Bankside including removal of traffic calming;
 - Traffic calming along the A361 South Bar Street/ Horsefair corridor;
 - Signalisation of the Hennef Way/Erment Way junction, plus associated changes to the Middleton Road/Erment Way roundabout.
- Assessment showed that problems would still exist on the network with the above mitigation, most notably at:
 - Junction 11 of the M40;
 - Hennef Way/Concord Avenue junction and to a lesser extent the Hennef Way/Erment Way junction;
 - Bridge Street/Cherwell Street junction
- A new link road east of Junction 11, between Overthorpe Way and the A422 was tested. The results show that this would bring significant benefits to the highway network, particularly at M40 Junction 11. However, Hennef Way/Concord Avenue junction is predicted to remain over capacity. A rough estimate of the value of time saving benefits compared to Scenario 4 in 2031 is approximately £5m per annum.
- A south east link road was also tested between Bankside and Erment Way/Overthorpe Road. This also showed a significant benefit to the performance of Hennef Way junctions, and Swan Close Road/ Upper Windsor Street and Cherwell Street/ Bridge Street junctions. However, increased delays and queuing would occur at Junction 11, with A361 forecast to have significant delays (over 20 minutes). A rough estimate of the value of time saving benefits compared to Scenario 4, in 2031 is approximately £2.5m per annum.
- Further modelling work is ongoing to test:
 - an M40 junction to the south of Banbury
 - a combination of the link road to the east of the M40 + a south-east link road
 - 2021 testing and information on the phasing of infrastructure

Upper Heyford Technical Note

- The conclusion from this transport modelling technical note is that whilst the network surrounding the site is forecast to experience some stress which would deter car traffic from travelling, this could be offset by an increase in bus provision.

- The additional dwellings would have an impact on the highway network despite the public transport enhancements and a signals mitigation package has been tested which could reduce the impact on Middleton Stoney. Further work is required to test the performance of affected junctions in detailed local junction modelling software and to refine the strategy of traffic movements in the area.
- The modelling work to date has shown that increased public transport access to Upper Heyford would be essential. A feasibility study to investigate the appropriate level of improved service and viability is required and a travel behaviour package of measures will need to be developed to address the modal shift issue.

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