

Cogges Link Road does not deliver on

TRAFFIC

1. The main objective of the CLR is to reduce traffic levels in Bridge St and the Witney Conversation area. The Shores Green option delivers similar reductions in traffic levels in Bridge St, but **without bringing traffic back into the Witney Conservation area.**

(See Chart 1)

2. **CLR dramatically increases traffic levels entering the Sainsbury roundabout!**

With CLR, Sainsbury's roundabout AM traffic levels would rise from **995** vehicles to **2,791** vehicles (+180%), compared with base year 2005.

PM traffic volume rises from **1,153** vehicles to **2,690** vehicles (+133%).

(See Chart 2)

3. At the Station Lane/Ducklington Lane signals, compared with CLR the Shores Green alternative would only marginally affect AM traffic volumes and would actually reduce PM traffic levels

Comparative AM volumes are: – CLR 3470 vehicles, SG 3780 vehicles (+9%)

Comparative PM volumes are: – CLR 4135 vehicles, SG 3980 vehicles (-4%)

The building of the Downs Rd/A40 junction is considered likely to improve the SG traffic distribution figures.

(See Chart 4)

The SG option offers much better balance compared to CLR by -
1) Not grid-locking the Sainsbury's roundabout,
2) Utilising the A40's spare capacity around Witney,
3) Delivering traffic to a far more versatile distribution point.

CPRE/WitneyFirst

(Revised Jan 09)

