

**COGGES LINK ROAD v SHORES GREEN SLIP ROADS**

		CLR Option			SG Option		
		CLR 2-way			SG slips 2-way		
AM (0800-0900)	2011 HG*	AM Peak	1942 vehicles	2011 HG	AM Peak	994 vehicles	
	2011 HG	PM Peak	1839 vehicles	2011 HG	PM Peak	946 vehicles	
PM (1700-1800)							
	2026 HG	AM Peak	2191 vehicles	2026 HG	AM Peak	1380 vehicles	
	2026 HG	PM Peak	2409 vehicles	2026 HG	PM Peak	1653 vehicles	

\*HG – High Growth

**Cogges Link Road**

MOVA will be installed at the Oxford Hill/Jubilee Way/CLR Signal Junction.

The size of the Sainsbury Roundabout at Witan Way/Station Lane will be increased to accommodate the extra traffic.

**SG Slips**

The slip roads at Shores Green and at the A40/Ducklington Lane junction will operate safely as these junctions are approximately 1.5 miles apart.

The Shores Green Slips will negate the need to use the Farmers overbridge route east of Shores Green. A significant number of vehicles use this route at peak times to access the A40 to go west. The Farmers overbridge slips are inadequate and therefore a hazard to traffic.

The A40 west of shores Green has sufficient capacity to absorb the additional traffic associated with the Shores Green option. **It is worth noting that in 2002 there were approximately 30,000 vehicles per day in Bridge St compared to 24,000 on the A40 dual carriageway west of Shores Green.** By 2006 the Annual Average Daily Traffic Flow (AADTF) had reached 24,400 on the A40 dual carriageway west of Shores Green compared to 30,300 east of Shores Green on the single carriageway. (EIA 2008 – Supporting Document 7.2.14)

The SG option gives a greater reduction of trips passing through the Conservation Area. Furthermore it would reduce the need for vehicles to drive through the Central Witney Conservation Area in order to access the westbound A40.