

Deadline 3, 2/2/22

ISH2-AP18

Following the hearing on Thursday 27th January and the lack of any evidence to support National Highways figure of 18 cars per day currently using Cowley Lane, the residents of Cowley were outraged that once again there was yet more flannel and a lack of relevant detail surrounding another aspect of the ill-conceived Option 30. The lack of understanding surrounding road names alone is astonishing (ISH2-AP17) after over 10 years of designing and consulting on this road scheme. Regardless of what National Highways wish to state, it clearly reflects that once again gaping holes of fact are missing and the village of Cowley was not consulted in the process. Should National Highways have taken the time to visit Cowley, to understand the local road network and to communicate with villagers, they would have a clear understanding of local roads, their actual usage and their names.

The unsubstantiated figure of 18 cars per day one can only assume does not take into account any other road users and merely makes an assumption that there are no other road users. Cowley Lane is at best 3 metres wide with a poor surface, no pavements and deep trenching to the verges which is extremely dangerous now, let alone with a projected uplift in traffic volume. Regular stand offs take place between motorists due to the narrow road with no passing places, merely gate ways or muddy crushed verges and motorists become easily frustrated due to the long reverse that is usually required by one or the other.

From Friday 28th to Monday 31st January the community of Cowley carried out their own traffic survey to quantify and to assess the volume and type of road users currently using Cowley Lane. Our traffic study shows that on an average weekday 171 motor vehicles are using Cowley Lane. At the weekend that figure decreases to 147 motor vehicles per day. This compares with National Highways figure of 18 motor vehicles per day.

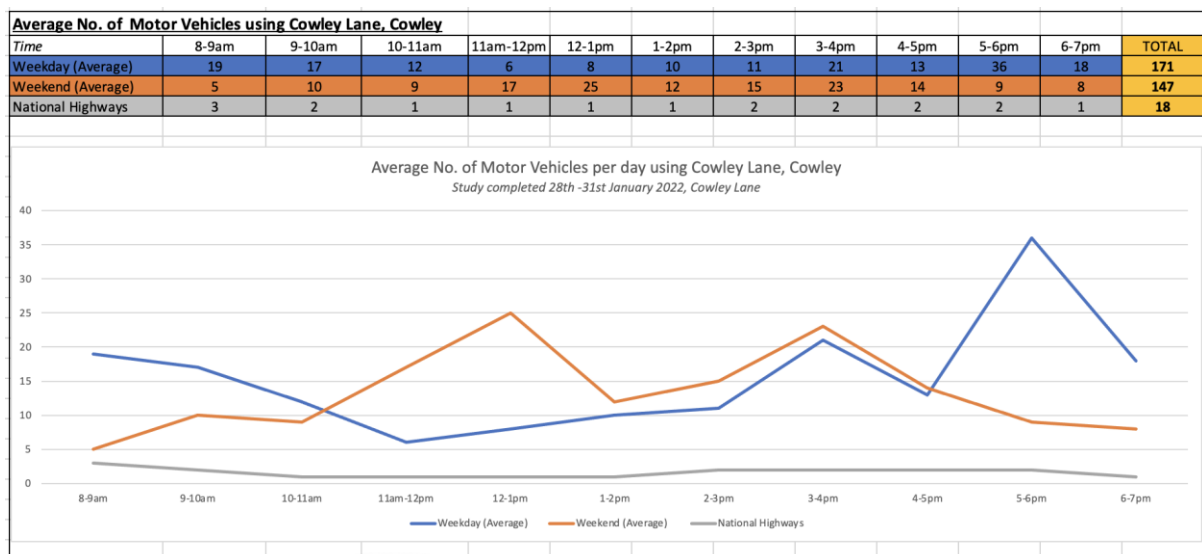


Fig 1.1

Further to motorists using Cowley Lane there were also a number of other road users not recognised by National Highways at all. Given the picturesque nature of Cowley and it's location within the AONB it's a popular walking destination and the figures show a weekend average of 83 pedestrians using Cowley Lane. This road is a 60mph, 3 metre wide single track lane which regularly sees motorists achieving or exceeding this speed limit. Cyclists were the next prevalent road user followed by horses.

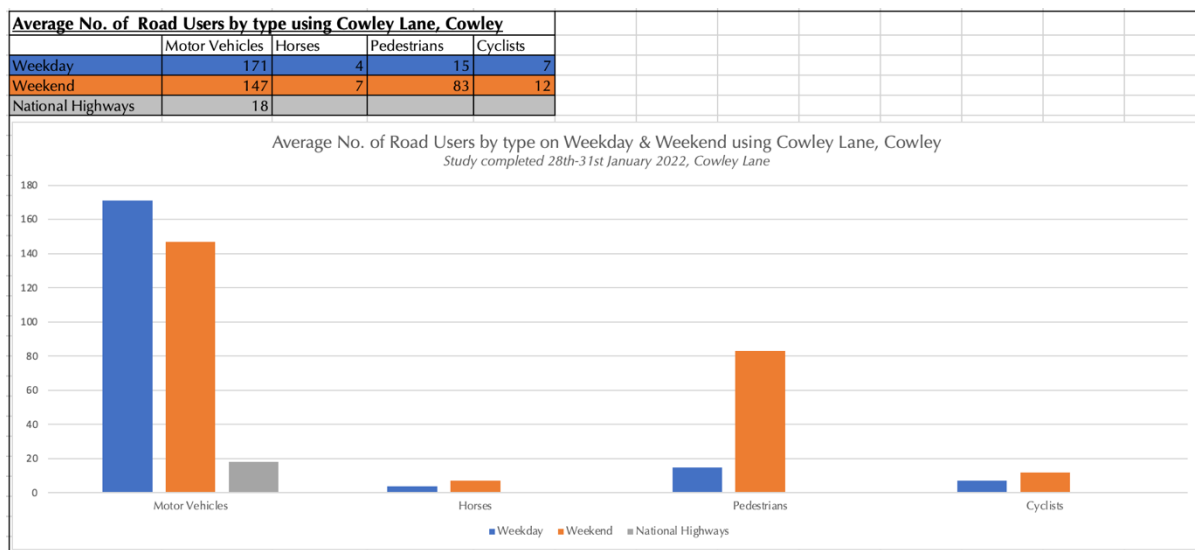


Fig 1.2

The peak number of motor vehicles was 42 on Friday 28th January between 17:00-18:00. Over the four day period there were horse riders, pedestrians and cyclists using Cowley Lane each day. There was not a day during our study when Cowley Lane was solely being used by motorists. Cowley Lane can therefore be regarded as mixed use.

The DfT Manual for Streets (MfS) key principles apply to 'lightly trafficked lanes in rural areas' for which Cowley Lane meets this criteria. MfS 2.2.1 Streets & Roads states that 'a clear distinction can be drawn between streets and roads and while movement is still a key function, there are several others, of which the place function is the most important. Villages were formed according to the pattern of farming and the ownership of the land. The layouts catered for movement on foot'. Clearly the usage of Cowley Lane has changed over the course of time from foot to motor vehicle but at no point has it been upgraded to meet current traffic levels.

Cowley Lane exists as part of a historic village development and is not designed to cope with, nor can it handle an increased volume of traffic. MfS 2.3.6 explains that 'the passage of people on foot and cycle is often neglected. Walking and cycling are important modes of travel, offering a more sustainable alternative to the car, making a positive character of a place, public health and to tackling climate change...' Our figures support this statement and reflect a high usage for recreation which would be impacted, contrary to government policy as the projected traffic levels increase. Further to this the government guidance on road classification also states that 'an unclassified road is regarded as a local road intended for local traffic'. The expected increase in traffic is not going to be due to local traffic, it will be a direct increase due to an ill-conceived Option 30.

Cowley Village, Road User Survey				
<i>Study carried out by residents during period 28th-31st January 2022, Cowley Lane</i>				
<i>National Highways Current Daily Count</i>		18		
<i>National Highways Projected Count</i>		118 (revised down 27/01/2022)		
Friday 28th Jan	Car	Horses	Pedestrians	Cyclists
12:00 - 13:00	6			
13:00 - 14:00	8	2	5	1
14:00 - 15:00	9		1	
15:00 - 16:00	34		2	
16:00 - 17:00	14			
17:00 - 18:00	42	2		
18:00 - 19:00	14			
Total	127	4	8	1
<i>Time Period 7hrs</i>				
<i>Average per hour</i>				
	18	0.57	1.14	0.14
Saturday 29th Jan	Car	Horses	Pedestrians	Cyclists
08:00-9:00	5		3	
09:00-10:00	10		1	6
10:00-11:00	10	2	10	
11:00-12:00	10	1	1	
12:00-13:00	11	1	4	
13:00-14:00	9	3	15	
14:00-15:00	11		9	
15:00-16:00	4		12	1
16:00-17:00	6		6	2
17:00-18:00	9			
18:00-19:00	8		2	
19:00-20:00	1			
Total	94	7	63	9
<i>Time Period 12 hours</i>				
<i>Average per hour</i>				
	7.8	0.58	5.25	0.75
Sunday 30th Jan	Car	Horses	Pedestrians	Cyclists
08:00-9:00	4			
09:00-10:00	9	2		4
10:00-11:00	8			
11:00-12:00	24	1	7	2
12:00-13:00	38	1	52	4
13:00-14:00	14		3	
14:00-15:00	18	2	9	2
15:00-16:00	41		21	3
16:00-17:00	19		11	
17:00-18:00	8			
18:00-19:00	7			
19:00-20:00	2			
Total	192	6	103	15
<i>Time Period 12 hours</i>				
<i>Average per hour</i>				
	16	0.5	8.58	1.25
Monday 31st Jan	Car	Horses	Pedestrians	Cyclists
07:00-08:00	3		1	
08:00-9:00	19			
09:00-10:00	17		2	1
10:00-11:00	12	1	6	2
11:00-12:00	6	2	2	
12:00-13:00	9		3	1
13:00-14:00	11			
14:00-15:00	13		2	3
15:00-16:00	8			
16:00-17:00	16			
17:00-18:00	29			
18:00-19:00	9			
Total	152	3	16	7
<i>Time Period 12 hours</i>				
<i>Average per hour</i>				
	12.6	0.25	1.33	0.58

Fig 1.3 – Traffic Count Data

Can the ExA be appraised as to the expected increase in traffic along Cowley Lane in Option 12?

Can the ExA be appraised as to what the contingency plan is in the traffic modelling when the proposed B4070/A436 junction is blocked heading northbound due to congestion, accident or breakdown?

Can the ExA be appraised as to how a scheme can be designed with such disregard for facts and evidence when figures are obviously claimed rather than accurate and representative as shown by our own reactive community study?

ISH2-AP15

On exiting Cowley village to the A435 Cirencester Road the lane crosses a historic bridge which sits within a conservation area. The predicted increase in traffic will directly impact this bridge which is the route to the A435 and sits within the Cowley Conservation Area. One would assume that if the traffic data counts, the active surveying of Cowley Lane and village plus the consultation process which National Highways deemed to be positive and adequate had occurred there would be a much greater understanding of the village which will suffer the greatest negative impact.

The red cross depicts the location of the historic bridge. Please also see photos below.



Fig 1.4 Cowley Conservation Area



Fig 1.5 Photos of Cowley Bridge



Fig 1.6 Photos of Cowley Bridge

Can the ExA be appraised as to how this bridge has not been considered as part of the design scheme given it's on the route that is predicted to have an increase in traffic?
Can the ExA be appraised as to what consideration has been given to the top of this road and the junction where it meets the A435?
Can the ExA be appraised as to what the view of National Highways is of the current road condition is on exit and entry to this bridge?

ISH2-AP19

Please see the attached location of the bridleway/other route with public access to be closed.

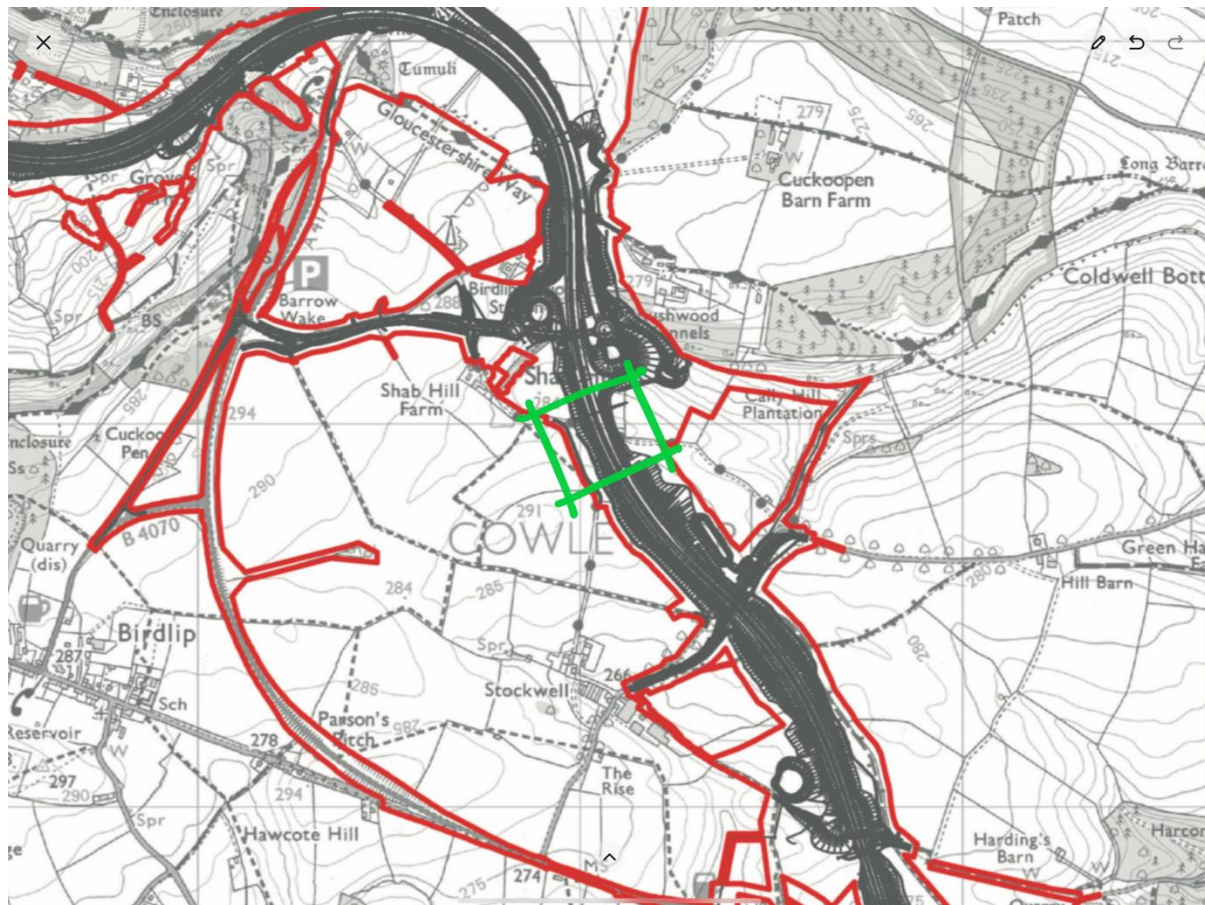


Fig 1.7

Can the ExA be appraised as to how the B4070/A436 junction will cater for horse riders, pedestrians and cyclists?
Can the ExA be appraised as to whether the bridleway users will be diverted onto Cowley Lane as an alternative route?
Can the ExA be appraised as to how Cowley Lane is suitable to take any additional road users other than the predicted increase in motor vehicles?