

Comment for planning application 21/03522/OUT

Application Number	<input type="text" value="21/03522/OUT"/>
Location	<input type="text" value="Os Parcel 3673 Adjoining And West Of 161 Rutten Lane Yarnton OX5 1LT Cross Parish Boundary Application: Begbroke and Yarnton Parish Councils"/>
Proposal	<input type="text" value="The erection of up to 540 dwellings (Class C3), up to 9,000sqm GEA of elderly/extra care residential floorspace (Class C2), a Community Home Work Hub (up to 200sqm)(Class E), alongside the creation of two locally equipped areas for play, one NEAP, up to 1.8 hectares of playing pitches and amenity space for the William Fletcher Primary School, two vehicular access points, green infrastructure, areas of public open space, two community woodland areas, a local nature reserve, footpaths, tree planting, restoration of historic hedgerow, and associated works. All matters are reserved, save for the principal access points."/>
Case Officer	<input type="text" value="Samantha Taylor"/>
Organisation Name	<input type="text" value="S W Smith"/>
Address	<input type="text" value="8 Stocks Tree Close, Yarnton, Kidlington, OX5 1LU"/>
Type of Comment	<input type="text" value="Comment"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="Regarding the Vectos Transport Assessment - Appendix 7.1. I have to question the use of 2017 traffic data as the baseline for the traffic model. As a baseline model it doesn't seem to reflect what residents pre-COVID experienced in the village or at peak time trips into Oxford in the real world. I presume the most recent figures were collected following the opening of the Wolvercote and Banbury Rd roundabout scheme. A scheme that the County promised would relieve congestion and provide additional capacity for growth in the area. That capacity for growth already seems to have been taken by growth in the market towns and other locations such as Long Hanborough and North Leigh for example. On its opening, indeed for a while we did see a reduction in the length of the peak morning queue on the A44, presumably because the traffic lights on the Wolvercote roundabout has provided the Highway Authorities with direct control over traffic entering from the A40 and enabled a more controllable balance in traffic between the A40 and A44 links and reduce the risk of traffic backing up onto the A34 main carriageways. Prior to the traffic lights the volume of traffic entering from the A40 limited the number of breaks in the traffic flow and severally constrained the opportunities to enter from the A44. But the improvement seemed to be at the expense of an increase in queuing on the A40 from Witney. Traffic from the Witney direction seems to have increased far beyond levels we have previously seen and at peak times extending back to Eynsham and further. This has caused a large increase in the number vehicles using the Cassington Rd through Yarnton aiming to bypass the Wolvercote roundabout to access the Peartree and Water Eaton park and rides. The assessment model doesn't seem to include key junctions south of the Freeze Way Roundabout. It seems to me that the queue on the A44 originates from congestion starting at Wolvercote roundabout leading to queuing around the Peartree roundabout. Traffic coming off the A34, from both directions, then meet the queue on the slip roads and have to merge with the tailback on the roundabout. Thus exacerbating the delays on the A44 north of Peartree."/>
Received Date	<input type="text" value="05/11/2021 14:46:34"/>
Attachments	