

Chris Wentworth

From: Plater, Roger - Oxfordshire County Council <Roger.Plater@Oxfordshire.gov.uk>
Sent: 06 January 2023 15:32
To: Simon Tucker
Cc: White, Joy - Oxfordshire County Council; Andy Bateson
Subject: 22-01488-OUT OS Parcel 5616 adj Huscote Farm and M40 J11

Hi Simon,

It was good to meet with you and Richard earlier today.

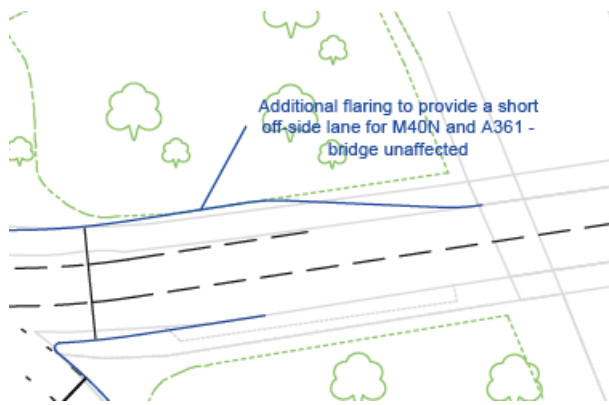
This email is a follow-up to the Transport comments contained within the second OCC response dated 30 November 2022 and to confirm the issues identified by our Traffic Signals officers in relation to the LinSig analysis, as discussed earlier.

1. The layout drawing no. 23459-06-02-GA Rev. A, titled "M40 Junction 11 Gyratory" and contained in the TA Addendum, shows two lanes at the stop line where the A361 meets the roundabout. However, the LinSig model is not consistent with this as it includes a third lane for straight on and left turn to the A422. This third lane has a capacity of 10 PCUs; approximately equating to 57.5m in length. Inclusion of a third lane would be within the site boundary but will have a further implication to the embankment supporting the carriageway and potentially to the drainage as there is a pond nearby. Details of the extended embankment, including cross-sections, are required as the embankment will have to be adopted.



Extracts from Proposed Network Layout Diagram showing three lanes from A361 to roundabout, and associated layout drawing

2. The LinSig analysis includes a flare to a third lane on the M40 southern overbridge. This is to accommodate seven PCUs so should be approximately 40m long. The layout drawing, however, shows the lane to be only approximately 17m long. Furthermore, the drawing notes "bridge unaffected". This is disputed as the proposed kerbline is outside of the current structure. Additional width will have to be constructed to incorporate a footway, utilities/infrastructure and the barrier. It is considered that the proposal would require significant works to the overbridge and the embankment.



Extract from layout drawing

3. The LinSig analysis contains changes to lane usage and links at various locations around the junction. These are at the M40 northbound off-slip, M40 southbound off-slip and the circulatory between the A422 Hennef Way and the M40 northbound on-slip (as well as the changes resulting from points 1 and 2 above).

The layout drawing needs to show all the proposed road markings, including arrows and destinations, and lane widths, and HGV swept paths of all movements alongside one another should be provided, to allow a review of the paths through the junction and confirm lane capacity.

DTA will review and modify the layout drawing as necessary so that it is entirely consistent with the proposals analysed using LinSig. It is also recognised that the proposed layout changes will need to be incorporated into the VISSIM analysis model when that work progresses.

DTA confirmed that the proposed signalisation of the A361 arm, along with widening to two lanes, is the only mitigation scenario to be examined (i.e. widening but no signalisation will not be considered).

OCC consider that the construction works at the motorway junction are extensive enough to have the potential for severe disruption to the highway network.

OCC reserve the right to comment further on all aspects of the application.

Kind regards

Roger

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Did you know that a new Oxfordshire Street Design Guide has been launched? You can view it [here](#).