

Mr Andrew Lewis
Planning Officer Cherwell District Council
Bodicote House
Bodicote
Banbury
Oxfordshire OX15 4AA

17th September 2020

Amended Response to Traffic Proposals - Heyford Park

Submitted by email

Dear Mr Lewis

Heyford Park Parish Council has carefully studied the extensive traffic proposals. It has participated in the parish meeting to discuss these proposals. It has also held a one-to-one meeting with Cllr Ian Corkin, which we would like to thank him for as it helped clarify some of the Parish Council's queries. The Parish Council recognises that there are many aspects of these proposals that are already supported by Cherwell District Council, but there are some changes to the previous Master Plan that the Parish Council feels compelled to object to. There are also some inherent deficiencies that the Parish Council asks Cherwell District Council to address through mitigation measures for the benefit of this community.

Objections:

- **Bus Gate:**

Why this will not benefit the residents of Heyford Park:

- increased traffic volumes at the Heyford Leys end of the site, merger of Chilgrove Drive and Camp Road
- queues to the new lights by Viridor at busy times or when accidents on A34 /M40. B430 is used as a secondary route when congestion on either Junction 9 of A34 or J10 of M40
- results in more traffic having to negotiate the nasty blind corner off the B430 at the crossroads in Middleton Stoney when turning left to Bicester
- adds no benefit to cyclists as the new proposed route will include on and well as off road cycle lanes
- the potential negative impacts outweigh any potential benefits

- **On and Off-Road Cycling Provision:**

Why this will not benefit the residents of Heyford Park and surrounding villages:

- A mixed on-off cycle route will not encourage more people to cycle so offers no real benefit. The transport strategy should have healthy, environmentally friendly methods of transport like cycling at its core.
 - The inclusion of on-road cycle lanes will put off families as they will not want their children to use them.
 - UK Cycling Commissioners have written to the Government stating painted lanes make people feel “less safe”, are a “gesture” and a “waste of money”.
 - This is a missed opportunity – an off-road cycle route to Bicester is required. This is demonstrated with the planned off-road route planned between Middleton Stoney and Bicester but will not be properly utilised if cyclists are then forced onto main roads with painted lanes.
- **Sustainability of Traffic Re-routing:**
Why this will not benefit the residents of Heyford Park:
 - More vehicles will be travelling close to the site therefore increasing air pollution levels for residents
 - The detour caused by the bus gate will increase the journeys by vehicles travelling to Bicester using the B4030 from Lower Heyford, The Barton’s, Steeple Aston, Caulcott etc. using more fuel and resulting in greater emissions.
 - The anticipated traffic queues arising from the proposals will result in cars spewing out additional fumes whilst they creep along the B430 and surrounding roads.
 - The inadequate cycle routes will force potential cyclists and their families into their cars.
 - Port Way/Kirtlington Road will need resurfacing. It also needs stronger signs to stop HGV’s using this road and churning it up again. There should be an instruction that HGV’s must not use this road, rather than it being an advisory sign saying that it is unsuitable
 - More people from Upper Heyford will drive through the Heyford Park site rather than go along Station Road to join the B4030.

- **Other:**

There is a need for further signage as people enter Heyford Park from the Middleton Stoney end. At present the 30mph sign is in the woods and so can be blocked by overhanging branches and missed. There is a need for a 30mph marking on the road itself at both ends or in the form of yellow signs.

Mitigation Measures Required:

We are aware that many of the other local communities also have serious concerns about the current proposals. In these circumstances, Heyford Park Parish Council requests, on behalf of all its parish members, that OCC commission an independent report on options for the following:

1. The full extent of usage of the proposed bus route and its daily running, given that Stagecoach, The Oxford Bus Company, Thames Travel all reported that the service operated at a constant loss and frequently buses were running with no passengers. If this is correct, it is unlikely that a Bus Gate would actually benefit the community, and we therefore ask that the proposed Bus Gate be abandoned, and the money be spent on other highways measures.
2. Kirtlington Road / Port Way be designated as a non-HGV traffic route.
3. Any designated route for cycling provision fully complies with the guidance laid out by the UK Cycling Commission. The entire cycle route between Heyford Park and Bicester needs to be separated from other road users to ensure that it is safe for all potential cyclists.

Heyford Park Parish Council requests that the CDC Planning Committee defer consideration of the traffic mitigation proposals associated with this application, including the proposed S.106 agreement, until such an independent report has been received and properly considered.

Yours sincerely

Lorraine Watling

Parish Clerk/RFO, Heyford Park Parish Council

CC: Cherwell District Cllrs Corkin, Wood and Macnamara, the MCNP Forum, Joy White OCC, Paul Silver Dorchester Living.