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**Sent:** 03 April 2020 11:35

**To:** Samantha Taylor <[Samantha.Taylor@Cherwell-DC.gov.uk](mailto:Samantha.Taylor@Cherwell-DC.gov.uk)>

**Subject:** 19/01047/OUT Longford Park Phase 2 Updated material, bus service provision and implications

Samantha

I am going to need to have an informal chat with yourself and also no doubt Tim Peart and Jenny Baker about the significant revisions to the submitted scheme, and the further work done to assess the traffic impacts of the proposals.

In particular I have grave concerns concerning what the latest SATURN and LINSIG modelling appears to show. It looks as if it causes serious future problems for the operation of bus services. Given what we experience daily in current conditions, which is increasingly problematic, there are potentially very serious implications for the delivery of any bus services in Banbury, much less those to the site itself.

The problems thrown up by the modelling focus on:

1. Bridge Street/Cherwell Street/"Concorde Ave"
2. Lower Windsor St/Swan Close Road
3. Oxford Road Corridor
4. "Adderbury lights" A4260/B4100

Nobody with detailed local knowledge of traffic issues in the Banbury area will be surprised at these findings.

**We have made plain over the last 6 years to County, that if current trends in terms of traffic delay and local network resilience continue ,this is likely to lead to the entire network becoming unsustainable**, because it is impossible to operate and offer relevant journey times, or reliably.

Average delay is only one part of the problem. No model can properly highlight the degree to which unpredictable delays occur and to what degree, as degrees of saturation approach practical capacity (0.85 ratio of flow to capacity) or saturation (at or in excess of 1). It is also important to note that at all the points above, we have been experiencing increasing levels of off-peak delay, especially after about noon. This seems to particularly relate to access into Sainsburys on Oxford Road and Morrison's on Swan Close Road, and thereafter, school-related movements.

Models represent a forecast theoretical approximation of course. we deal with and must cope with daily realities. This could quite conceivably lead to the closure of the commercial bus network.

We note that the applicant is pursuing a "predict and provide" approach, investing in local and wider network capacity for traffic, to accommodate use of single-occupancy vehicles at

current levels. While this certainly represents the convention, established since the 1970s, this in fact represents a "car-first" approach. The "success" of this approach - measured in terms of the impact of mitigations proposed as set out in the model outputs - demonstrates that bus services in particular will experience substantial additional delay.

The model fails to show, owing to its methodological limitations, how far extreme unpredictable delay is likely to occur, over and above these levels such that buses may not move at all for long periods of time, especially in the Bridge Street/Cherwell Street area; and that Oxford Road is likely to experience severe chronic delay resulting in stochastic patterns of trip reassignment across the wider network likely in all probability to be first via Bankside/Swan close Road, then as that starts to suffer from unacceptable queuing, Bodicote and the new Salt Way link, then Bloxham Road and Woodgreen Avenue etc towards destinations on the northern side of the town, both education and employment. That would seriously aggravate conditions where our most frequent services intersect or interact otherwise with these flows at Bloxham Road, Woodgreen Ave, and on Warwick Road/Ruscote Ave/Longelandes junctions. Indeed we note the TA Addendum indicates that the model doesn't extend beyond the south of the town.

All this starts to make consideration of the urban design and bus routing issues within the site and through Longford Park 1 look rather academic.

I am aware significant additional detail has been provided in the recent amended submission of 25/3/20 about the urban design and the approach to creating character areas throughout the site. Much more positively, I can indicate that my review of the Proving Layout (Further Env Impact Statement App 4.6) and the Revised Indicative Layout, does allow me to say that that great strides have been made to resolve the problems we would have with running effective and efficient services through the site as initially envisaged, following the CHA's initial comments. Alignment of the primary street and the incorporation of on-street parking in a significant number of bays of the carriageway looks much improved, in particular.

I need to better understand how far the proposals can revisit the existing highway through areas B and C of Longford Park 1, to adjust in some minor but important ways the bus tracking through this area. I note that the County's own DM response dated 26/7/9 says "*The junction between Songthrush / Swift Drive / Hobby Road is of concern as its layout is not suitable for a bus route...*". We nevertheless continue to assume that buses will work northbound on Hobby Road, and southbound along Songthrush Road, across the boundary between Phases 1 and 2, as we have since the primary reserved matters were tabled and consented within Phase 1. If this is not considered appropriate - and I can understand why it might not be - then this throws assumptions about bus service routing and any synergy in provision between the existing and future development into a "cocked hat".

This starts to introduce the question of whether some kind of bus-only link should be provided across the southern boundary of Longford Park 1 into the scheme. Given that the commercial land at the southern end of Longford Park Road remains vacant, is there an opportunity here, that would also provide a more rational way to bring a larger number of properties within convenient walking distance of a service?

Finally if the strongest aspiration among CHA and LPA members is to deliver the East West Link Road, as we understand it to be, we fear that there would be no scope within the limit of reasonable and viable development contributions, to "pump-prime" any public transport extensions, never mind enhancements to the development. We note that a £1.44m fund has been requested by the CHA previously.

All the above being the case, we would value the opportunity to discuss with all stakeholders, what the assumptions are about the role public transport is being expected to play not merely to provide some reasonable level of bus service to the development, but to meet mobility needs in a more sustainable manner across the south of Banbury, and the town more broadly in future. I am concerned that the thinking to date reflects a number of rather questionable assumptions.

For the avoidance of doubt, the above does not constitute a formal objection at this stage. I look forward to hearing from you.

Yours sincerely

Nick Small

Head of Strategic Development and the Built Environment



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