

Deadline 4, 14/2/2022

2.2.11

How many other corrections will the National Highways need to provide to be able to prove that their data is accurate and relevant? The data from 2015 cannot be and is not relevant 8 years on. Our own community data, as previously presented clearly shows that the data provided is outdated and incorrect. How can any forecasting be accurate when the base figure from which to forecast from is so wildly off the real figure?

Can the ExA be appraised as to whether 2015 data accurately reflects the up to date traffic flows on Cowley Lane and Cowley Wood Lane?

Can the ExA be appraised as to how National Highways can make an accurate forecast when their observed figures are not out dated and as proven, inaccurate?

2.2.13

As our previous community traffic study proved, the users of Cowley Lane are not just motor vehicles but also pedestrians, cyclists and horse riders of which not one day went by during our study when an alternative road user was not seen.

Can the ExA be appraised as to how National Highways have looked in totality at all road users to be able to create an accurate picture of road usage?

Can the ExA be appraised as the what National Highways describes as an 'automatic traffic count'?

Can the ExA be appraised, if a pneumatic pressure pad system was used, how this can provide accurate data of road usage when it can only record wheeled vehicles?

Table B-1

Can the ExA be appraised as to whether the term 'observed' is visually by a person or camera or an automated system?

Can the ExA be appraised as to whether National Highways can provide evidence of having physically observed traffic in Cowley Lane if this was the case?

Table B-1

This table clearly shows the discrepancy between modelled data vs observed and highlights the obvious differences. This table calls into question the entire Option 30 modelling as the difference between perception and reality is plain to read. Cowley is part of the scheme, albeit the community with greatest negative impact, but if these figures are so far off then how can the rest of the scheme be proven to be accurately modelled?

Can the ExA be appraised as to how the observed and the modelled data in 2015 base is so wildly different?

Can the ExA be appraised as to whether National Highways can prove that their modelling is both relevant and accurate?