

**The Oxfordshire County Council (A40 Access to Witney)
Compulsory Purchase Order 2023**

**The Oxfordshire County Council (Highways Infrastructure – A40
Access to Witney) Side Roads Order 2023**

PLANNING INSPECTORATE REFERENCE:

DPI/U3100/23/25

**Summary Proof of evidence of
THEODORE FRANSCOIS GENIS
(Traffic Modelling)**

1 INTRODUCTION AND QUALIFICATIONS

- 1.1 I am Theodore (Theo) Franscois Genis and I am a Technical Director in Transport Planning at Stantec since January 2023. I am a Chartered Engineer with 20 years' experience in transport planning and transport modelling, ranging from strategic transport modelling to microsimulation and isolated junction modelling. I have been working in the UK since 2008 for various consulting firms with a technical focus on transport modelling and the interpretation of transport modelling outputs to inform business cases and assessments for transport-related schemes.
- 1.2 My proof of evidence has been prepared regarding the transport modelling assessment of the impact of the proposed East Witney Strategic Development Allocation (EWSDA) on the highway network and the dependency of the development on the A40 Access to Witney Scheme (the Scheme). My evidence further sets out the impact of the Scheme on forecast congestion (with and without the EWSDA development) on the highway network in Witney.

2 TRANSPORT MODELLING AND TRIGGER POINT ASSESSMENT

- 2.1 Stantec was commissioned by Oxfordshire County Council to assess the forecast impact of proposed EWSDA development on the highway network and network operations with and without the Scheme using outputs from Oxfordshire County Council's A40 Corridor Highway model. The A40 Corridor Strategic Highway Model was developed for the Council by transport consultants Pell Frischman and has been validated to 2018 traffic data in accordance with DfT Transport Appraisal Guidance (TAG) calibration and validation guidance criteria.
- 2.2 The commission followed on from an earlier review undertaken by Stantec on behalf of Oxfordshire County Council to review a trigger point assessment undertaken by consultant Glanville on behalf of the EWSDA developer. The Glanville Report concludes that up to 371 units can come forward at EWSDA before any infrastructure improvements at the Shores Green junction are required. Beyond 371 units, the Off-Slip is required to mitigate the development impacts. This assessment was based on a smaller strategic model (the Witney Highway model) and the Stantec review identified a number of potential weaknesses in the approach. The recommendation to the Council was to undertake a new trigger point assessment using a wider area model (Oxfordshire County Council's A40 Corridor Highway model).
- 2.3 This new assessment was undertaken to determine the degree of dependency of the EWSDA on the Scheme, to identify the trigger point of need for the Scheme (or elements of the Scheme) and to identify the benefits of the Scheme in mitigating the traffic impacts of the development. The process included scrutiny of the strategic highway model outputs, including the degree of congestion in the network and associated routing/re-routing in the strategic model. Junction capacity assessments were carried out at 5 key town centre junctions within Witney using industry standard modelling software (Junctions 10 and LinSig).

3 CONCLUSION

- 3.1 The assessment showed that there is a dependency between the EWSDA and the Scheme, and that prior to 248 units (circa 50%) of the EWSDA development coming

forward, there is a need to introduce the west-facing Off-Slip to mitigate the full development's traffic impacts on the local road network. Delivery of the full Scheme (both Off-Slip and On-Slip) would, however, deliver greater benefits and better meet the objectives of the Scheme. The full Scheme would provide substantially greater congestion reduction benefits for trips crossing the town centre (via the A4095 Bridge Street), further reduce demand along A4095 Bridge Street and deliver greater wider road network benefits (by re-routing traffic away from unsuitable minor local roads).

4 STATEMENT OF TRUTH AND DECLARATION

- 4.1 My statement of truth is contained in full within section 5 of my proof of evidence. I can confirm that the contents of that section apply equally to my summary proof of evidence.



THEODORE FRANCOIS GENIS

19 FEBRUARY 2024