

25 Scheme 3: A40 Integrated Bus Lanes



26 Scheme 3: A40 Integrated Bus Lanes



27 Scheme 3: A40 Integrated Bus Lanes



28 Scheme 4: Overview Plan of Duke's Cut

Scheme overview

We are proposing a new eastbound bus lane along a 600m section of the A40 at Duke's Cut which will link up to the A40 Integrated Bus Lanes scheme to the west and the eastbound bus lane which is being delivered as part of the Oxford North scheme to the east. The scheme involves the following proposals:

- New shared use pedestrian and cycle path to connect the A40 to the Oxford Canal tow path which is part of National Cycle Route 5.
- Footpath along the northside and shared cycle and pedestrian path along the southside of the A40.
- Works to Wolvercote Railway Bridge to provide capacity to accommodate the eastbound bus lane.
- Strengthening works to Wolvercote Railway Bridge to accommodate the bus lane.
- The proposed speed limits for the A40 Duke's Cut scheme are shown on board 29.

Objectives

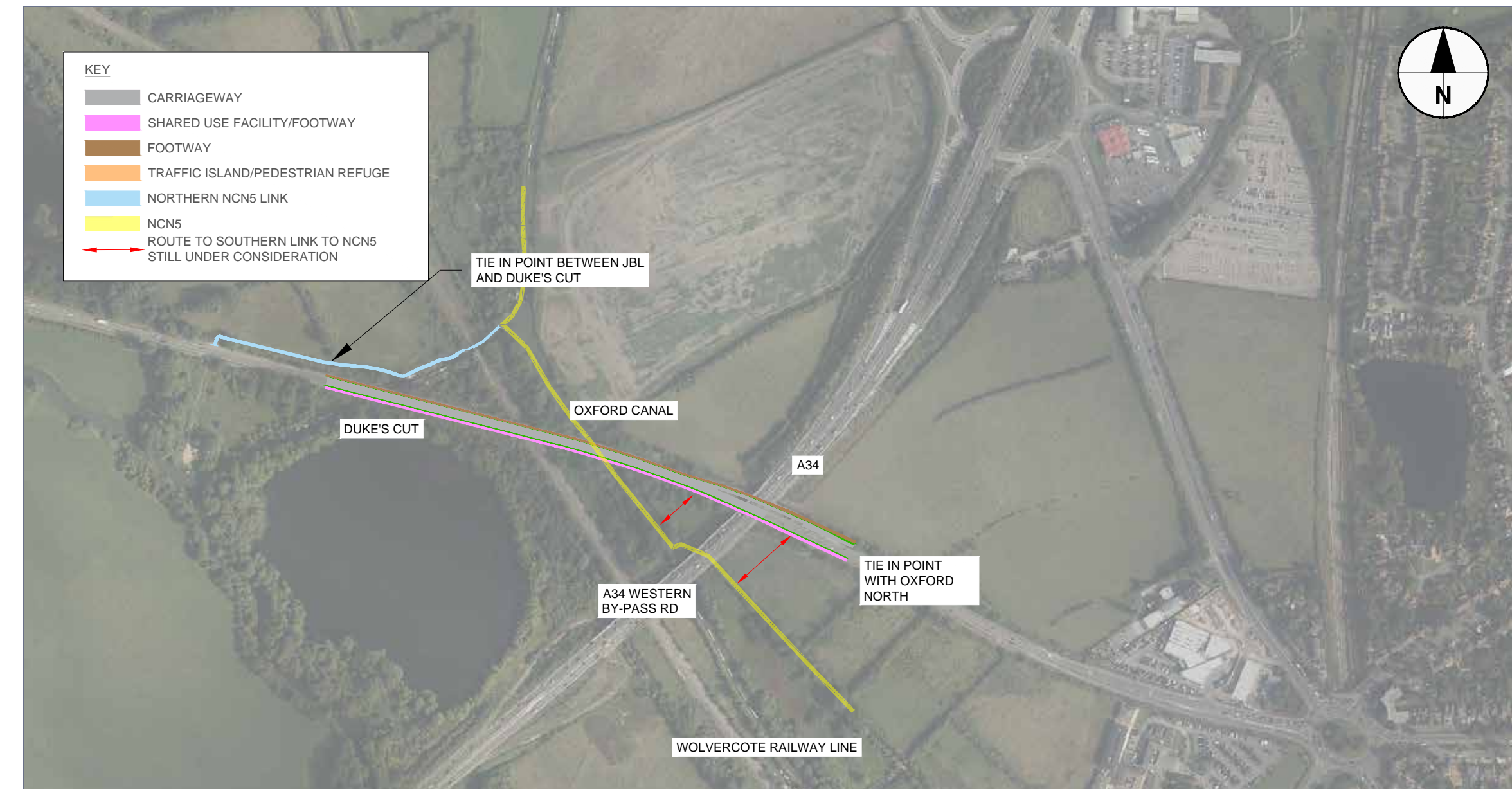
The A40 Duke's Cut proposals aim to improve public transport reliability and frequency by contributing to the creation of a continuous eastbound bus lane between Wolvercote and Eynsham Park and Ride. The improvements to pedestrian and cycle paths aim to make travelling along this route safer, more accessible and enjoyable for all users.

How is it being funded?

The scheme is expected to cost £19m and is entirely funded from Homes England's Housing Infrastructure Fund. OCC has agreed a funding contract with Homes England subject to meeting a series of conditions.

Timetable

Subject to planning approval, construction is expected to start in late 2022 and complete in March 2024.

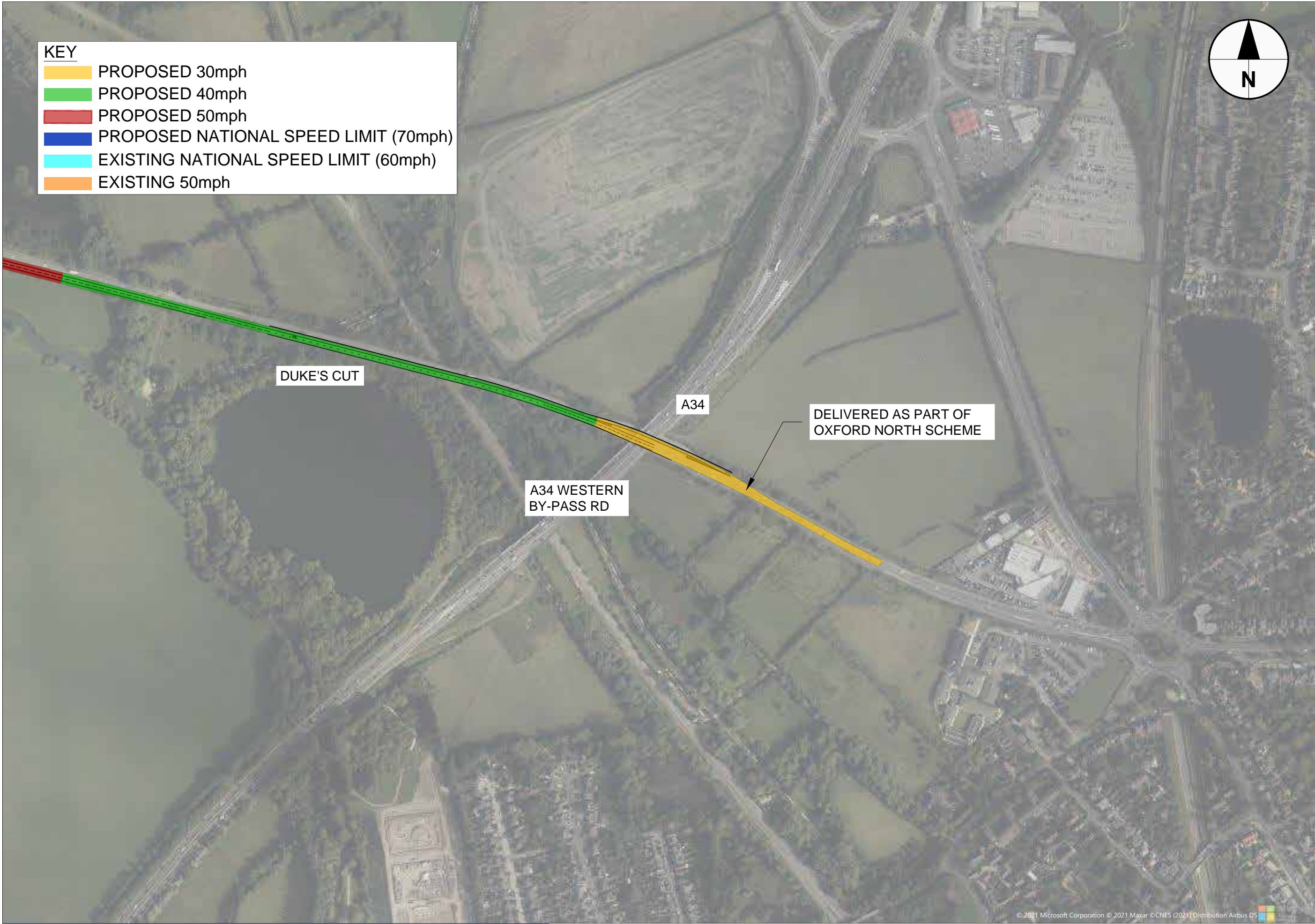


Overview Plan of Duke's Cut

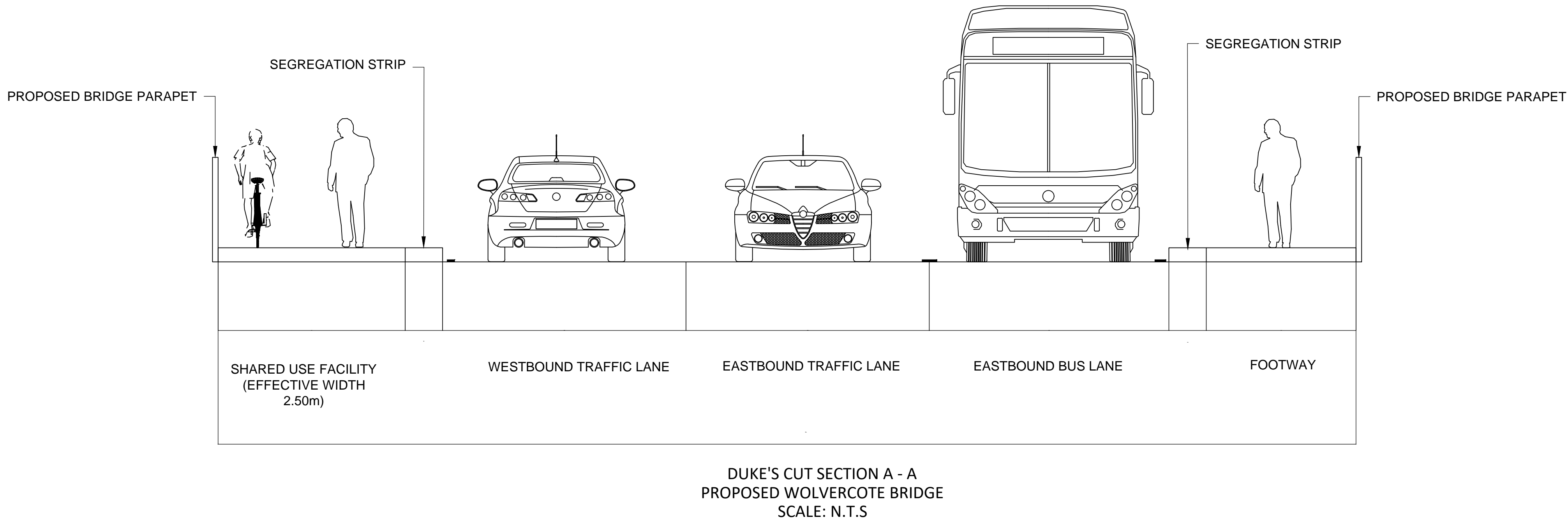


Artists impression of the proposed eastbound bus lane at Duke's Cut

29 Scheme 4: A40 Duke's Cut

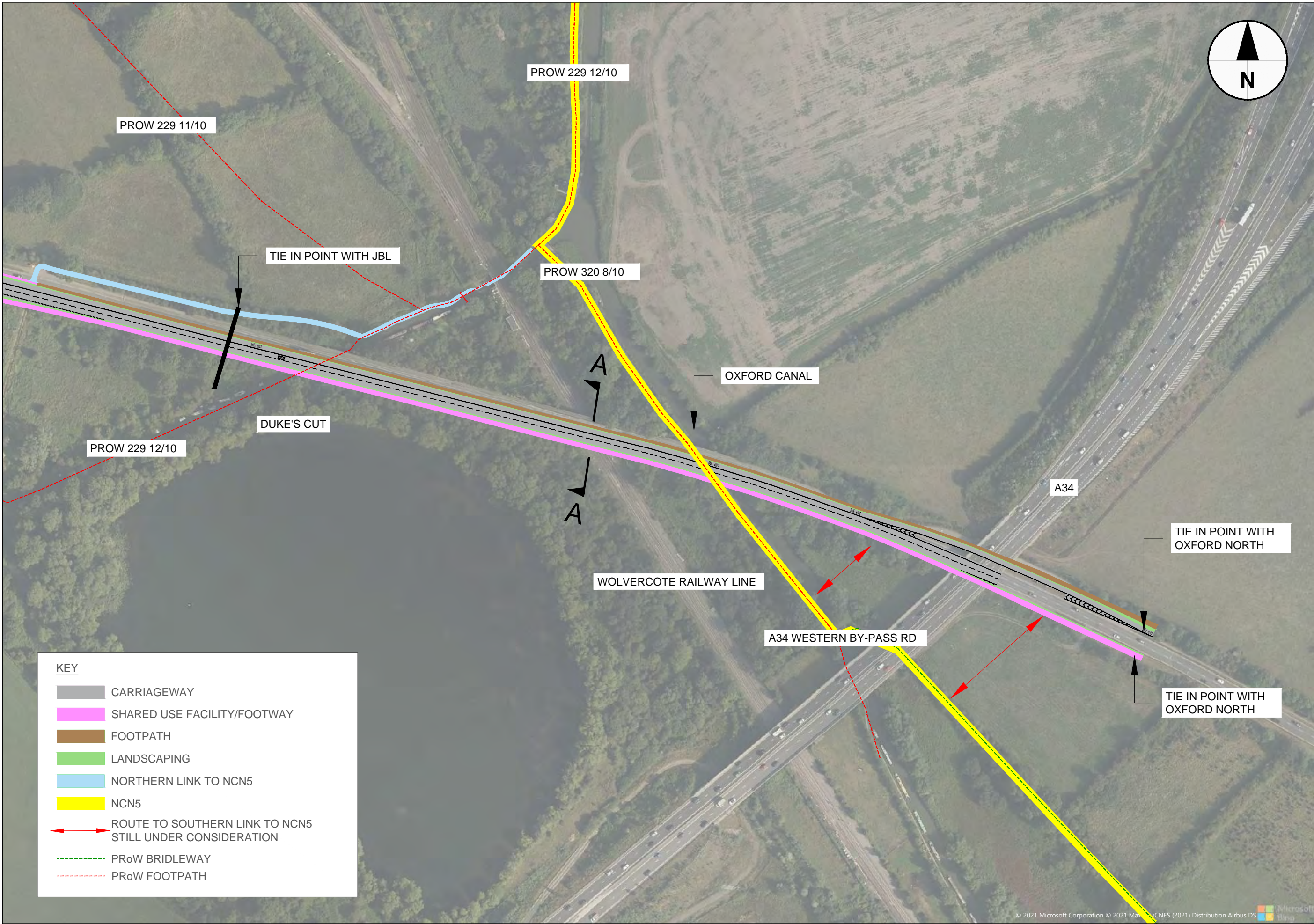


30 Scheme 4: A40 Duke’s Cut



Proposed A40 Duke’s Cut Cross Section A-A

31 Scheme 4: A40 Duke's Cut



32 A40 HIF2 Smart Corridor - Active Travel

Planning for High Growth in Active Travel

Active travel includes walking, cycling, scooting and skating, and other forms of human powered transit. Increasing travel by active modes is fundamental to Oxfordshire's strategy for a sustainable, equitable and inclusive mobility future.

Whilst having experienced steady growth over recent years, levels of active travel in West Oxfordshire remain low. However they have the potential to increase substantially.

Ensuring much improved provision for walking and cycling for local trips (0-4km) and for intermediate length journeys (5-15km) is a primary objective of the A40 Improvements. Our initial estimates show that a 5-fold increase in cycling could potentially be achieved along the A40.

Designing for Active Travel

The A40 HIF2 Smart Corridor Project is premised on the following active travel design principles:

- **Cohesion.** Connectivity to a range of destinations.

- **Direct.** Short, fast routes without detours.
- **Safety.** Routes guarantee safety of shared path users.
- **Comfort.** Minimise stops. Quality, well maintained paths.
- **Attractive.** Green, quiet, clean air, well lit.

Upgraded Connections

Between Witney and Eynsham and east of Eynsham the A40 runs through rural environment and cyclists make up the vast majority of pathway users.

The proposed new pathways will be a shared use bidirectional route upgraded on most sections to 3m wide (current path typically 1m) allowing safe passing and avoiding unnecessary impact on cycling speeds.

From Witney moving east, pedestrians and cyclists can use the north side pathway which will be ungraded from the Hill Farm overbridge running alongside the A40 to Eynsham and onwards to Cassington.

Along the south side of the A40, a new pathway will be built running from the proposed Salt Cross

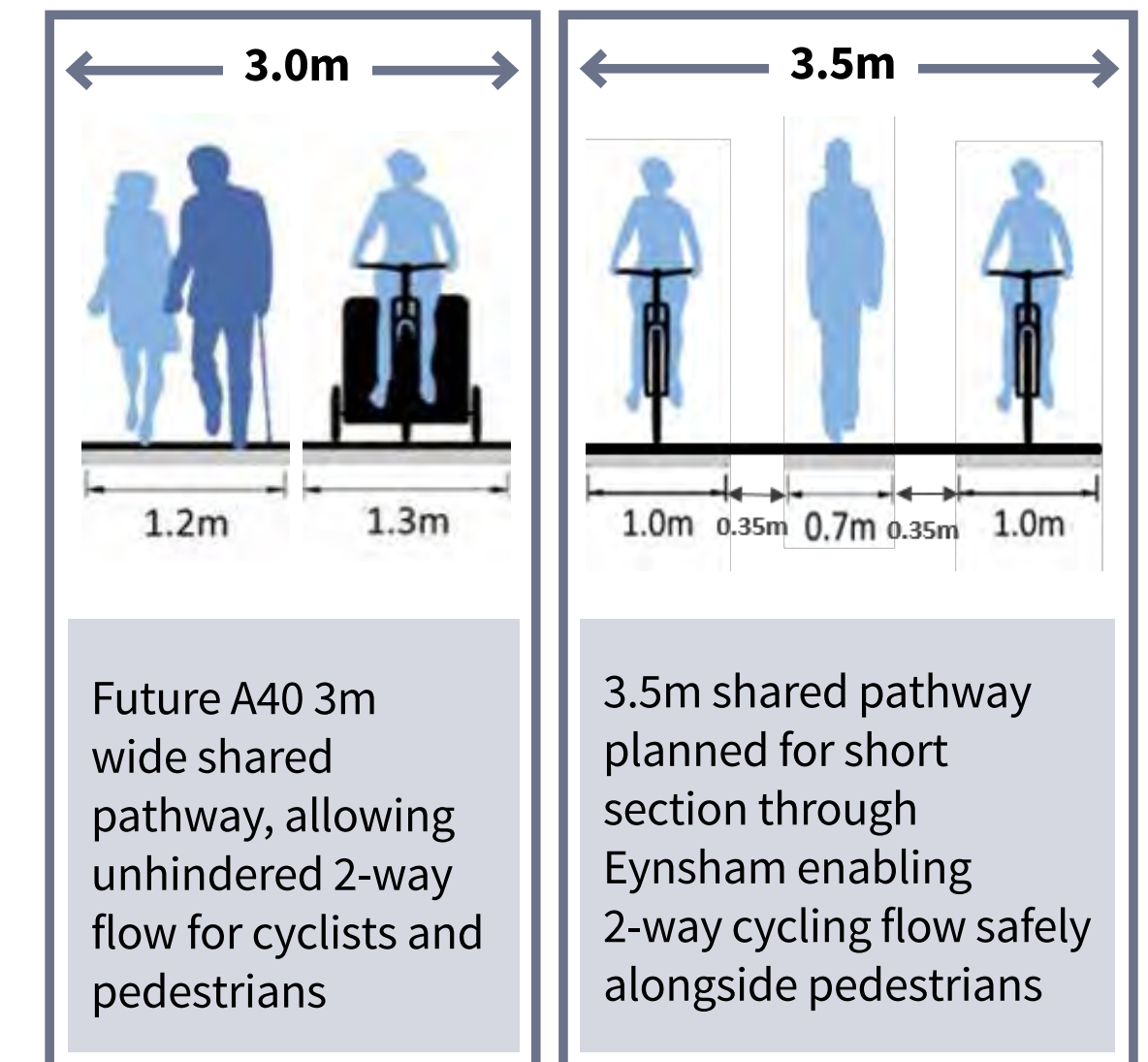


Artist impression of toucan crossing looking east towards Eynsham Esso petrol station

Garden Village access roundabout all the way eastwards to connect with Oxford North and Wolvercote Roundabout.

At Duke's Cut bridges the proposed shared pathway will link to the National Cycle Network (NCN5) off road pathway and the Oxford Canal tow path allowing users a direct and traffic free / low traffic route into Oxford.

The planned housing and employment development alongside the A40 at Eynsham will (over time) generate significantly higher volumes of local trips by pedestrians and cyclists. To ensure a good level of provision for all users, the south side pathway through the Eynsham section will be 3.5m wide.



33 A40 HIF2 Smart Corridor - Active Travel

Active Travel Crossing Points

The A40 is a busy major road with future speed limits proposed at 40mph (semi-urban) and 50mph (rural). The A40 HIF2 Smart Corridor Project seeks to achieve continuous, direct and safe travel for pedestrians and cyclists.



Artist impression of toucan crossing looking east towards Eynsham Esso petrol station

Side Road Crossings

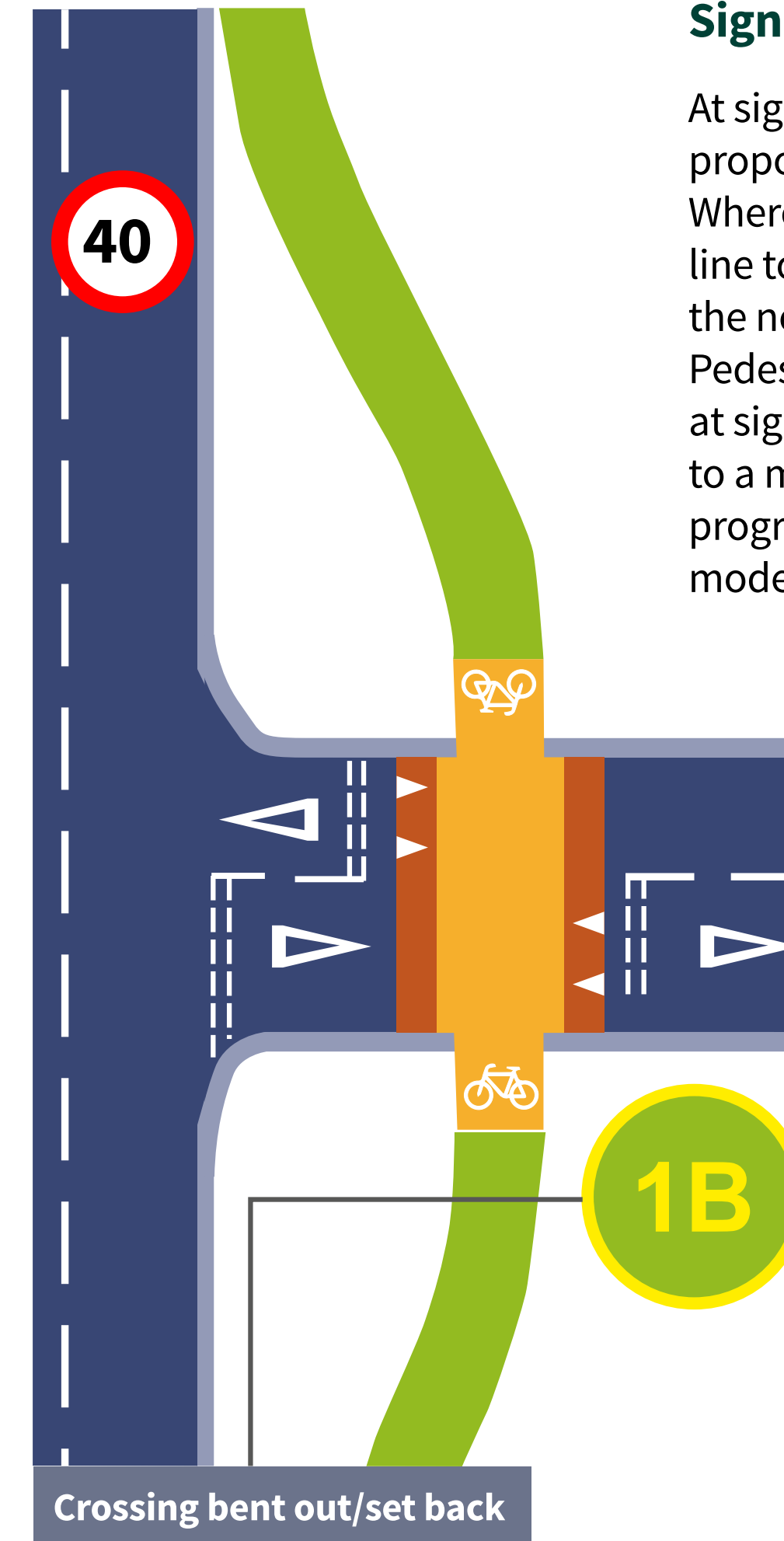
At uncontrolled side road crossings, the proposals seek to ensure maximum visibility, reduced traffic speeds and increased priority for shared path users.

Where the pathway can be 'bent-out' and the side road crossing is set back 5m or more from the A40, priority will be given to shared path users (see image to the right).

Where the required set back from the A40 at side roads cannot be achieved, safety considerations imply that priority to shared path users cannot always be achieved. However, the design will be future-proofed to ensure that full priority to shared path users is possible.

All shared path crossings at side roads will include:

- Tight turn radius geometry.
- On raised table.
- Warning markings for road users & shared path users.
- Colouring / surfacing to continue through crossing with no road kerbing.



Signalised Crossings

At signalised crossings we are proposing Toucan crossings. Where possible, these will be in-line to ensure directness and avoid the need for cyclists to dismount. Pedestrian and cyclist wait times at signalised crossings will be kept to a minimum using technology programmed to prioritise active modes.

34 A40 HIF2 Smart Corridor - Improvements at Eynsham

A40 at Eynsham and Public realm

The future A40 section at Eynsham will have important public realm and amenity considerations that need full recognition and careful planning. There are many factors to balance in achieving an optimal design and public realm.

It must be a safe and inviting environment for pedestrians and cyclists alongside and across the A40, whilst ensuring a rapid route for public transport and retaining the function of a major A road. OCC will continue to engage with key stakeholders and critically assess examples, set new standards and embed best practice to achieve the range of outcomes required.

A40 Crossings at Eynsham

With planned developments north and west of Eynsham and policy encouraging future local trips to be made by active travel, the volume of pedestrians and cyclists crossing the A40 will increase substantially over the coming years.

Funding for the A40 HIF2 Smart Corridor Project allows for additional controlled crossings of the A40 at Eynsham that align with the public rights of way.

Grade Separated Crossing

West Oxfordshire District Council has commissioned an investigation into appropriate locations and options for grade separated crossings. The study identified two locations, at Hanborough Road and Old Witney Road as potential sites. The recommendation, taking account of the emerging master planning and the siting of future schools in Salt Cross Garden Village, was to progress the design of an A40 pedestrian and cyclist underpass linking Old Witney Road and Cuckoo Lane.

To be fit for purpose the underpass must offer gentle gradients, direct sight lines and good lighting. It will need to be an attractive landmark that becomes the natural choice for pedestrians and cyclists. Drainage and flood risk are key considerations that are an integral part of the ongoing design process. The image to the right shows an initial impression of the underpass.

The initial design stages for the underpass have been incorporated into the A40 HIF2 Smart Corridor Project. This is to ensure costs can be minimised and designs are optimally integrated. The grade separated crossing will be developer funded.



Artist impression of potential underpass between Eynsham and Eynsham Park and Ride

35 A40 HIF2 Smart Corridor - Public Transport

Current Bus Services

The A40 is a key bus route corridor carrying over 2 million passengers per year. The S1 and S2 Stagecoach services connect Carterton, Witney and Eynsham with Oxford and Botley. Between 2008 and 2019 A40 bus passenger levels have grown steadily at around 5% annually and account for approximately 20% of peak passenger trips on the A40 corridor between Witney-Eynsham and around 12% east of Eynsham. A40 congestion levels, however, result in long bus journey times and poor service reliability, limiting the attractiveness of the bus service to the public. Stagecoach does not plan any increases in the S2 and H2 services without bus priority in place.



Future Bus Connections

The A40 bus lanes will enable congestion-free public transport reducing journey times along the A40 with much improved timetable reliability. Once they are in operation, and development build out is progressing, bus services from Carterton, Witney and Eynsham to Oxford are planned to be expanded and direct services enhanced for better connectivity to the Oxford Eastern Arc (Headington and Cowley). The bus fleets have recently been updated with low emission vehicles, and high-quality real-time bus information on the routes will be available via a range of communication channels and social media. There will be improved passenger facilities on the corridor with accessible stops and shelters with seating.

In parallel with A40 improvements, the Connecting Oxford schemes will further extend bus priority on key routes throughout the City of Oxford. This will enable rapid, unimpeded bus service connections between West Oxfordshire and a wide range of key destinations making bus travel more attractive, fuelling passenger growth which in turn can lead to further service expansions.



36 A40 HIF2 Smart Corridor - Landscaping Strategy

This board outlines the landscape principles applied along the full length of the A40 HIF2 Smart Corridor project.

Design Principles

The landscape principles provide the opportunity to create multi-functional environmental benefits across the scheme, via biodiversity enhancements, water treatment, flood attenuation and visual screening. The design principles also respond positively to the published landscape character assessment guidance by planting new woodlands and strengthening the landscape structure around Eynsham to help visually screen and integrate the development successfully with the surrounding countryside.

Indicative landscape designs

The illustrative landscape designs shown on this board have been informed by a range of environmental considerations, including landscape and visual, biodiversity, arboriculture, heritage and hydrology assessments, as part of an iterative design process.

Proposed habitat types



Amenity Grass

Amenity Grass is used in areas where public activity will be higher such as near bus stops.



Species Rich Grassland

Species Rich Grassland will be a combination of grasses and wild flower species, maintained in a sustainable way to support wildlife. Wild flowers will also provide seasonal interest.



Mixed Native Hedgerows

New Mixed Native Hedgerows containing native trees will provide valuable linear features for wildlife and will reinstate hedgerows unavoidably lost to construction.

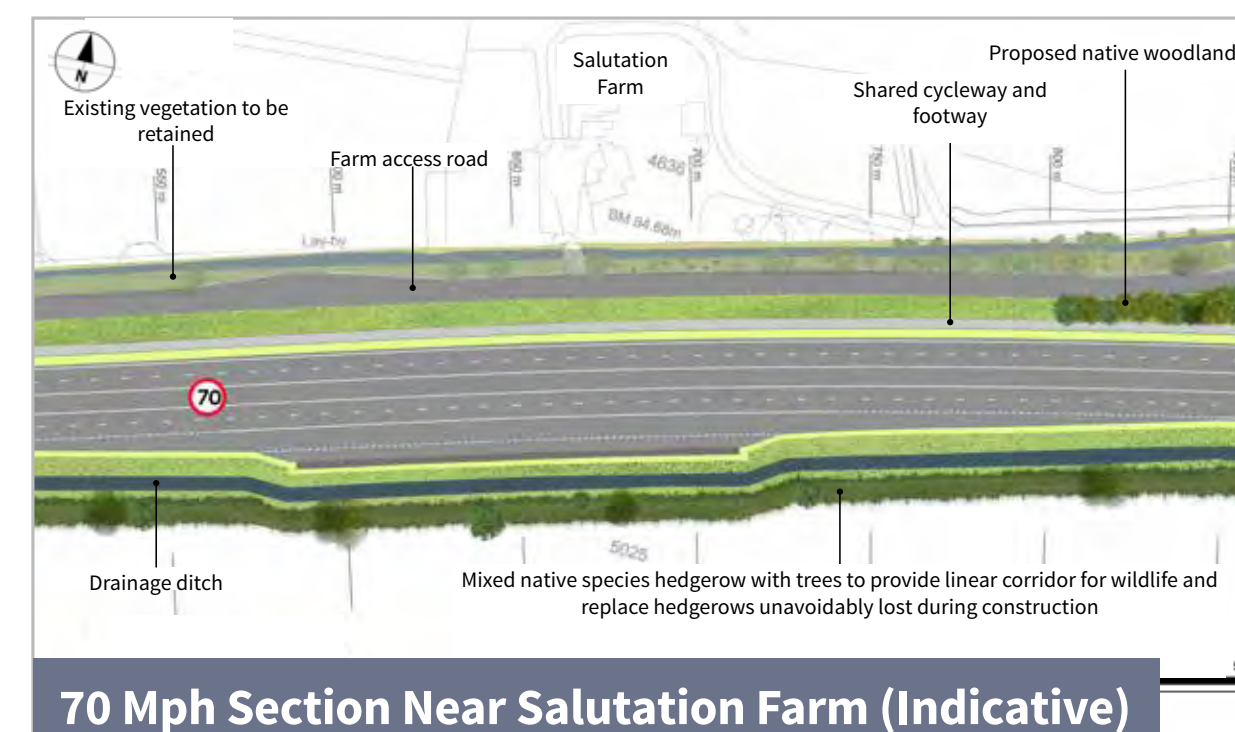


Woodland

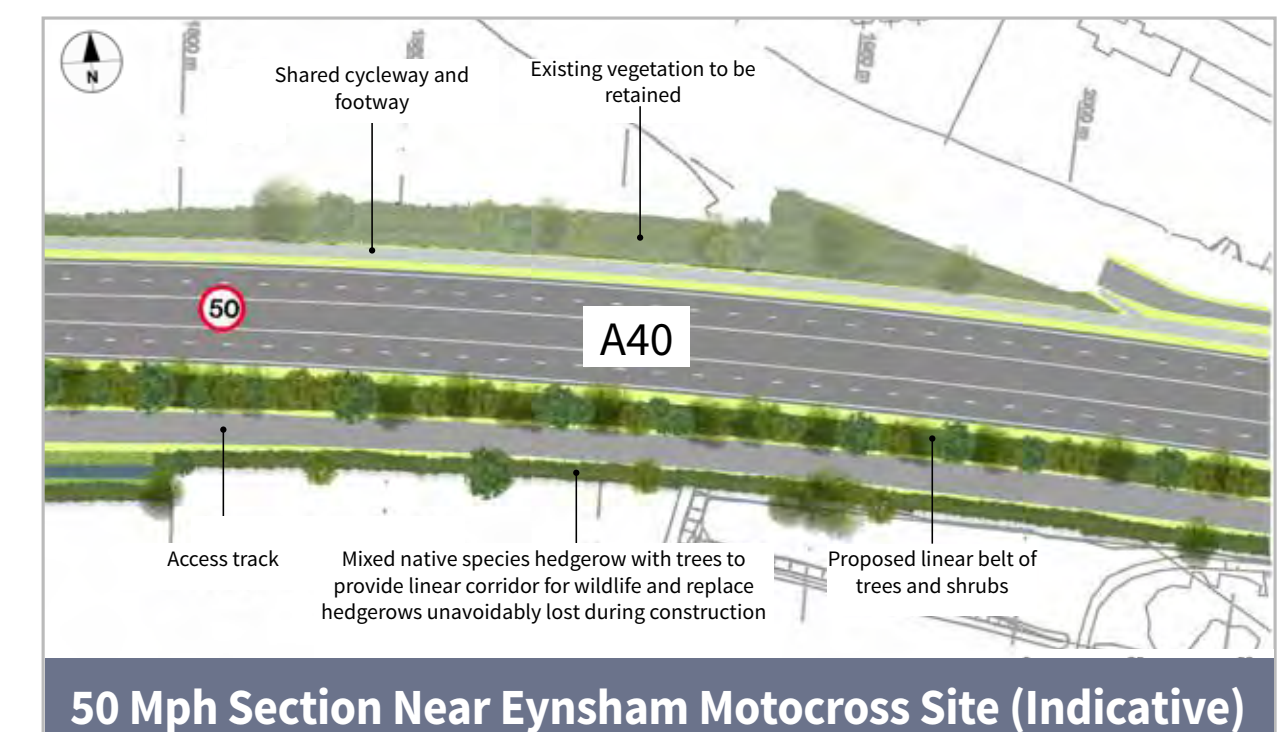
Native and some non-natives will be used to provide resilience against climate change, pests and diseases. Woodland will help integrate the road into the local area and softening visual impacts.



Barnad Gate Roundabout (Indicative)



70 Mph Section Near Salutation Farm (Indicative)



50 Mph Section Near Eynsham Motocross Site (Indicative)

37 A40 HIF2 Smart Corridor - Landscaping Strategy

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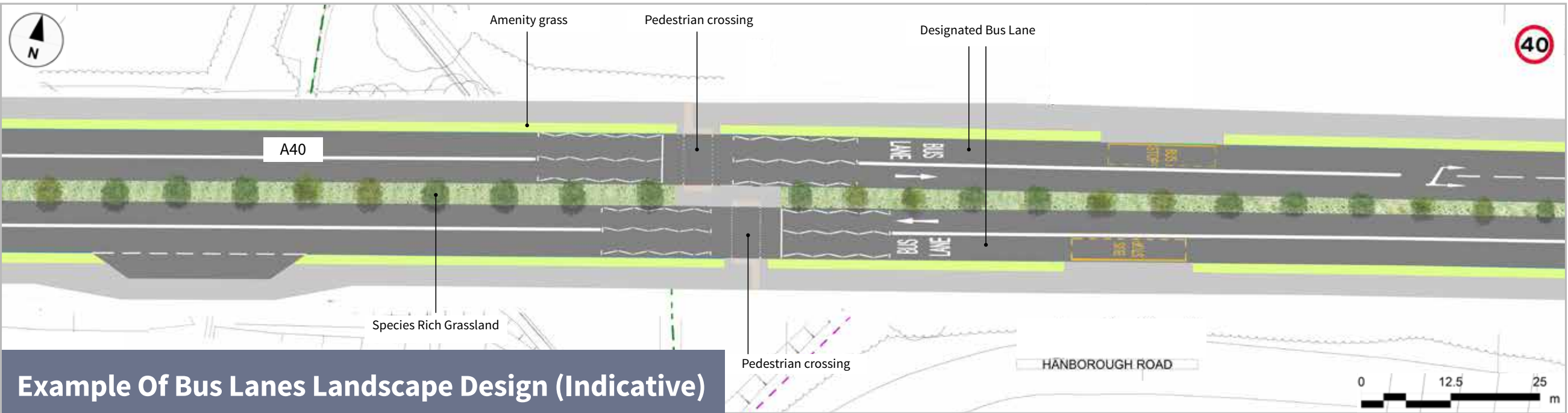


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Eynsham Park And Ride Junction (Indicative)



Example Of Bus Lanes Landscape Design (Indicative)

38 A40 HIF2 Smart Corridor - Flood risk and drainage strategy

This board outlines the drainage design and flood risk principles applied along the full length of the A40 HIF2 Smart Corridor project.

Drainage Design Principles

Discharge Rates

The proposed surface water drainage system will ensure that surface water discharge rates are not increased above the existing rates from the current A40 highway drainage system.

Attenuation

In order to maintain existing discharge rates, surface water will be attenuated in drainage features such as proposed roadside swales, ditches and attenuation basins.

Sustainability

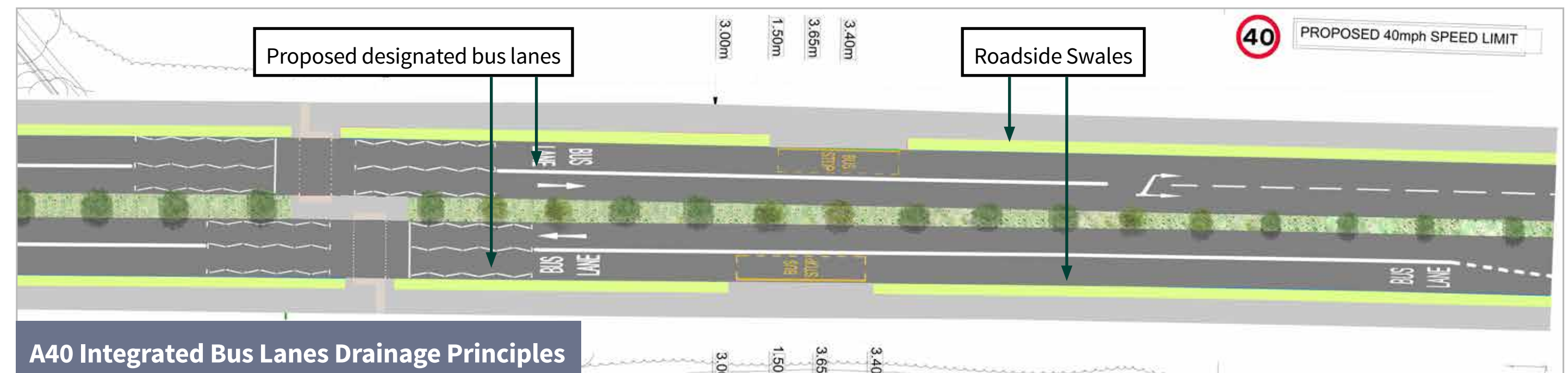
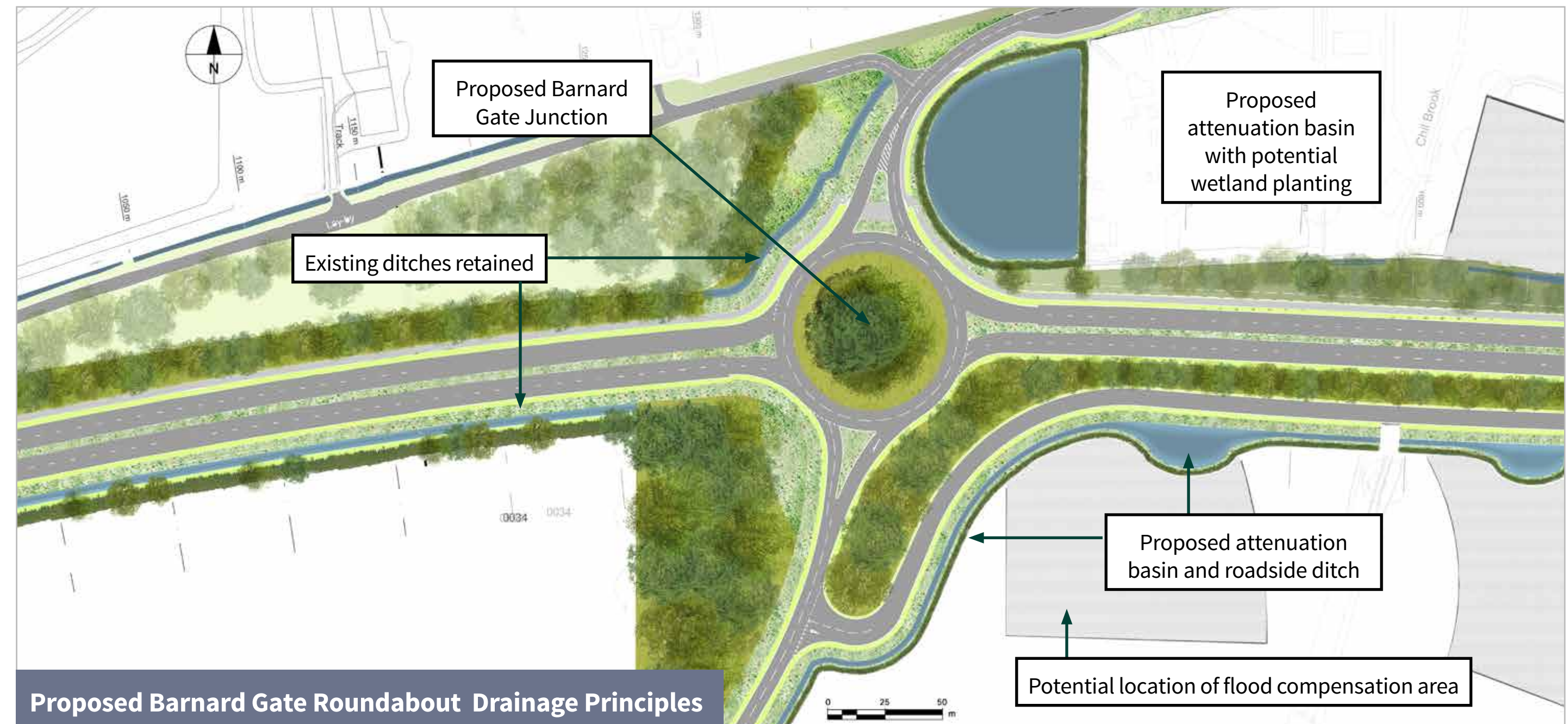
The Sustainable Drainage System (SuDS) potential of these drainage features will be maximised through considered design and coordination with landscaping to ensure benefits in biodiversity and water quality are realised alongside their primary attenuation requirements.

Existing ditches

Existing roadside ditches to be maintained wherever possible.

Flood Risk Principles

The A40 HIF2 Smart Corridor project is located in the fluvial flood plain of the Chil Brook, the River Thames and River Evenlode catchments. The impact of the proposals on these floodplains will be determined through hydraulic flood modelling and mitigated against through the use of flood compensation areas, if required, to ensure there is no increase in fluvial flood risk along the full length of the A40 HIF2 Smart Corridor project, or elsewhere.



39 A40 HIF2 Smart Corridor - Environment

The project team is preparing a thorough Environmental Impact Assessment (EIA). The EIA process key aims are to understand current environmental conditions (the ‘baseline’) and how those conditions may change in the future as a result of a proposed development.

Those changes are assessed in terms of how ‘significant’ they would be, and EIA is primarily concerned with ‘likely significant effects’. The EIA process will also inform the design by identifying environmental measures to avoid, reduce or offset any likely significant negative effects as well as opportunities to enhance the environment. The results of the EIA will be presented in an Environmental Statement which will be submitted to Oxfordshire County Council as part of the planning application. The Environmental Statement contains chapters on the following topics:

- Air Quality
- Biodiversity
- Climate Change
- Cultural Heritage
- Geology and Soils
- Landscape and Visual
- Material Assets and Waste
- Noise and Vibration
- Population and Human Health
- Road Drainage and the Water Environment
- Traffic and Transport
- Cumulative Effects

Progress

The project team has engaged with statutory bodies, including the Environment Agency, Natural England, and Oxfordshire County Council biodiversity, landscape and archaeology officers to ensure that the project is designed to take account of environmental constraints and to minimise impacts on environmentally sensitive areas as far as possible. This engagement will continue throughout the design process up until the planning application is decided.

The project will deliver Biodiversity Net Gain which is an approach to development that seeks to leave nature in a better state than currently encountered following project delivery. Biodiversity Net Gain (in England) is measured using a standard metric developed by Natural England and others that provides a transparent and quantifiable approach for delivering net gain.

Design of the scheme has taken into account ways to reduce biodiversity loss through avoidance and minimisation of land take. Options for Biodiversity Net Gain are being considered with a key focus being to maximise landscaping and habitat creation within or close to the scheme boundary.

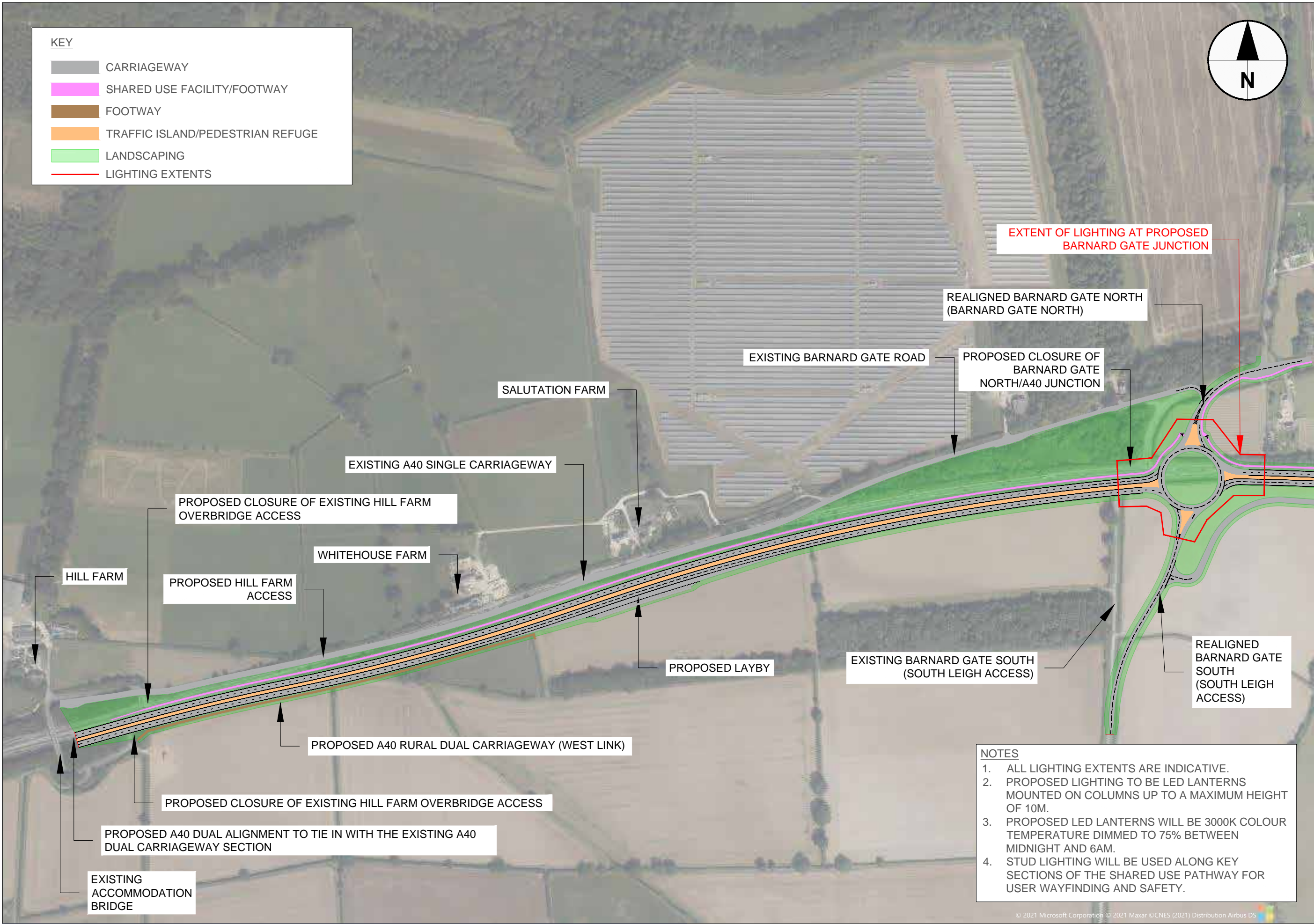
Discussions with potential partners, including local landowners, are ongoing about biodiversity enhancements on third party land. The scheme has a target of 10% Biodiversity Net Gain in line with planning policy.

The EIA will include an assessment of Oxford Meadows which is an internationally important ecological site adjacent to the scheme. This will include assessment of the effects of vegetation clearance, traffic movements and drainage on this site.

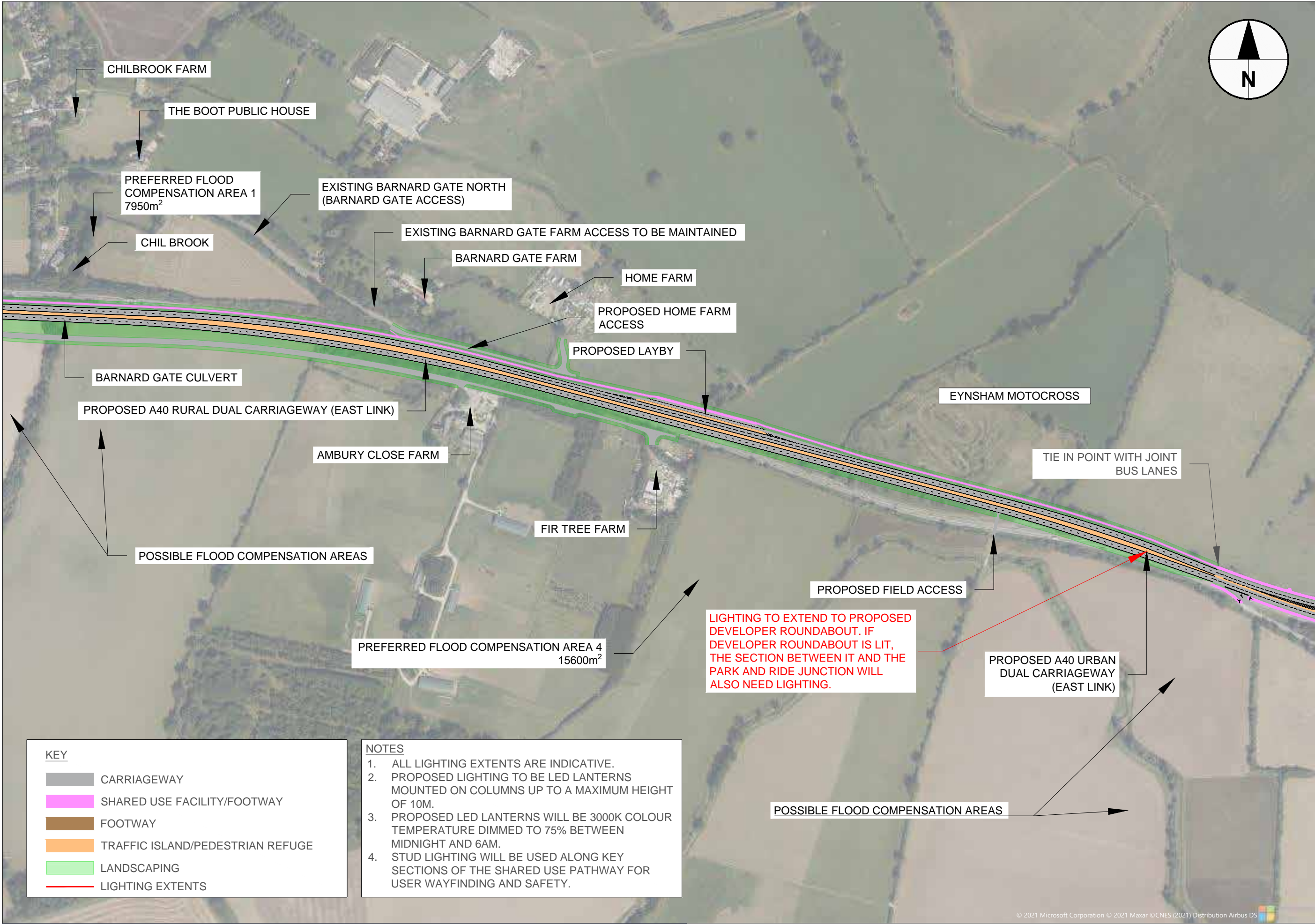
Next steps

- Ecology surveys have been on-going since 2020 and further protected species surveys are taking place in 2021.
- Air quality and noise baseline surveys are underway and when completed will inform the assessment undertaken in the EIA.
- Viewpoints have been selected and agreed with the OCC landscape officer and photography has been taken from these viewpoints. These will be used to generate visualisations to understand the landscape and visual impacts.
- Geophysical surveys and trial trenching to identify any areas of sensitive archaeology are due to commence shortly.

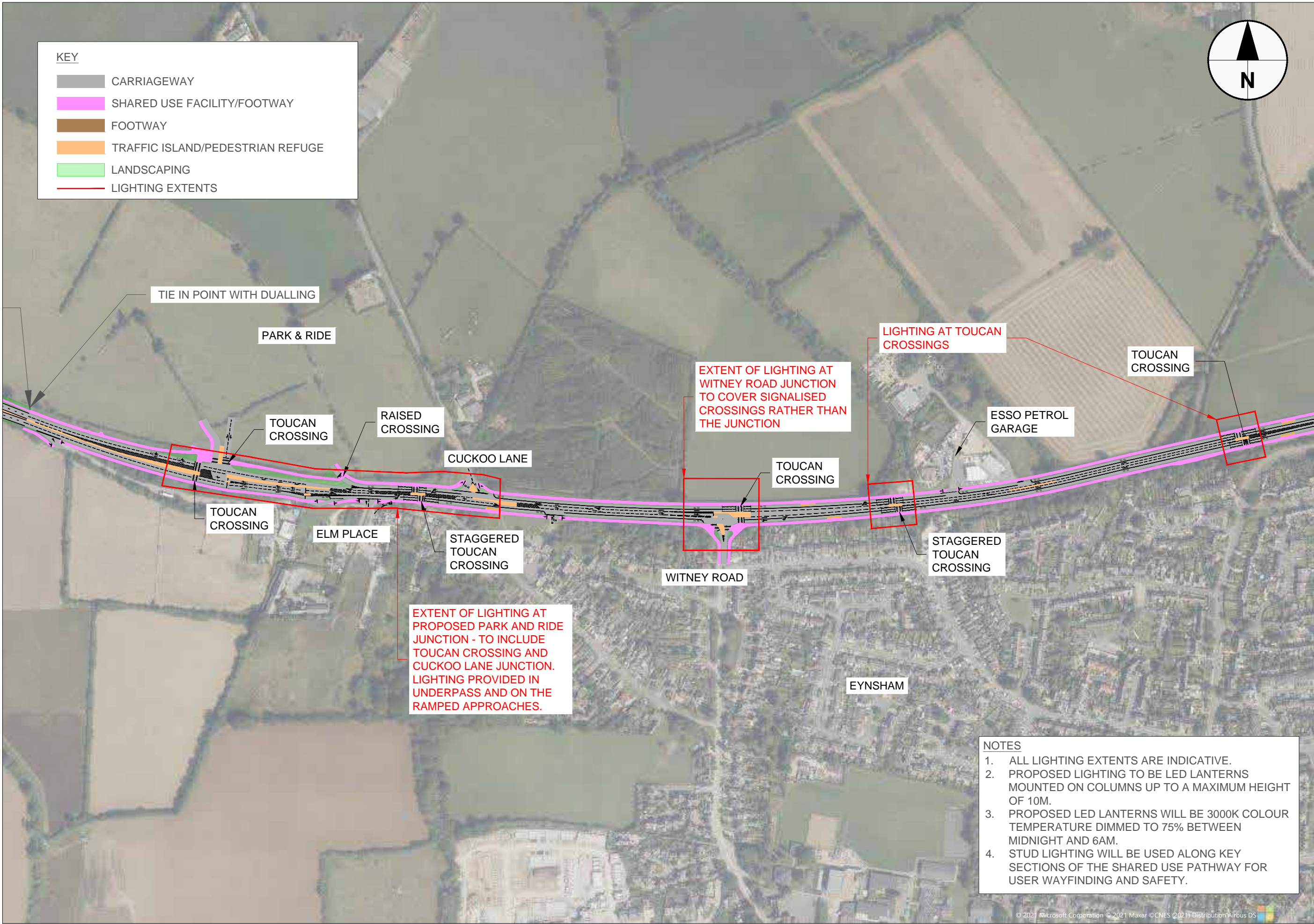
40 A40 HIF2 Smart Corridor - Lighting strategy



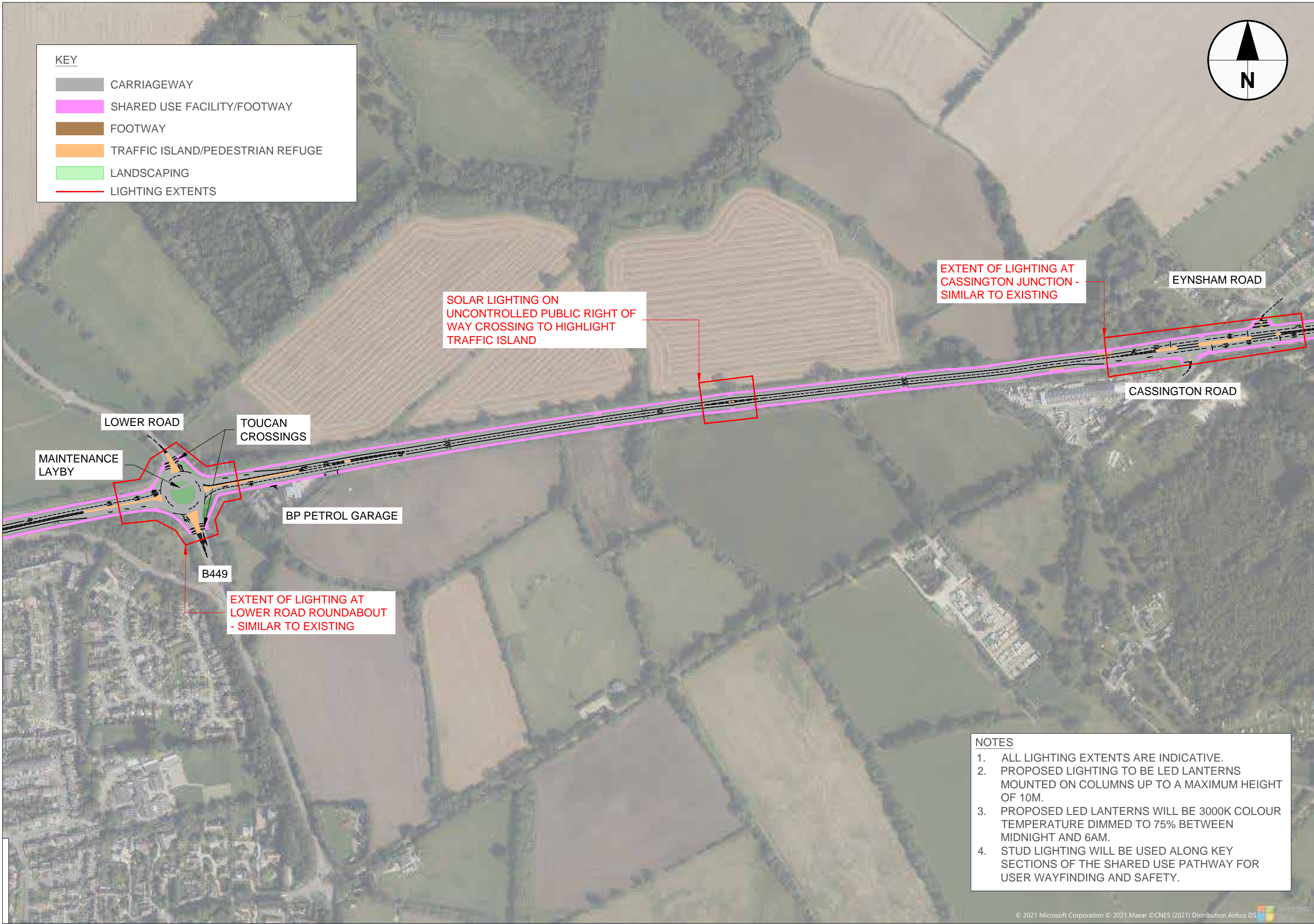
41 A40 HIF2 Smart Corridor - Lighting strategy



42 A40 HIF2 Smart Corridor - Lighting strategy

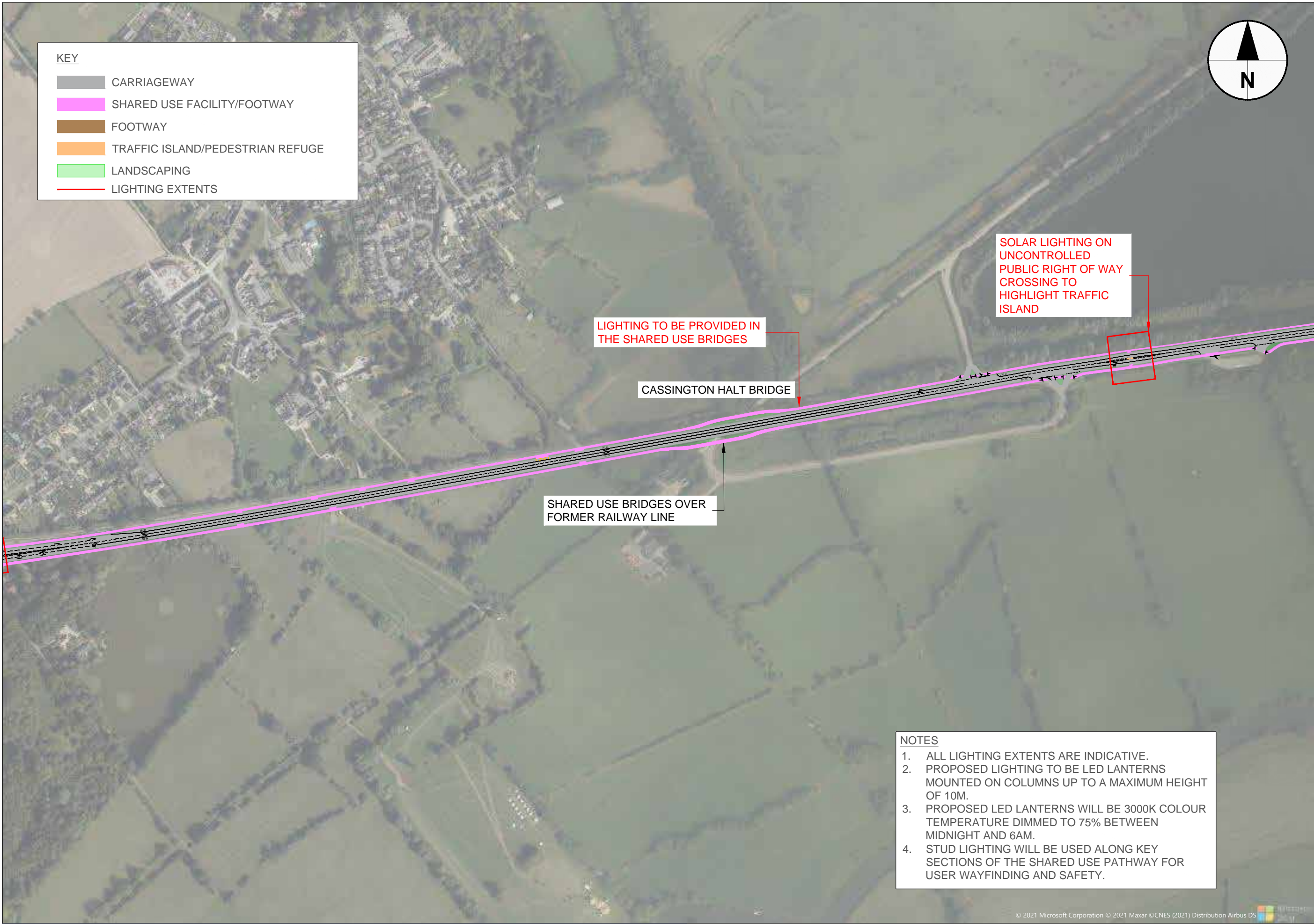


43 A40 HIF2 Smart Corridor - Lighting strategy

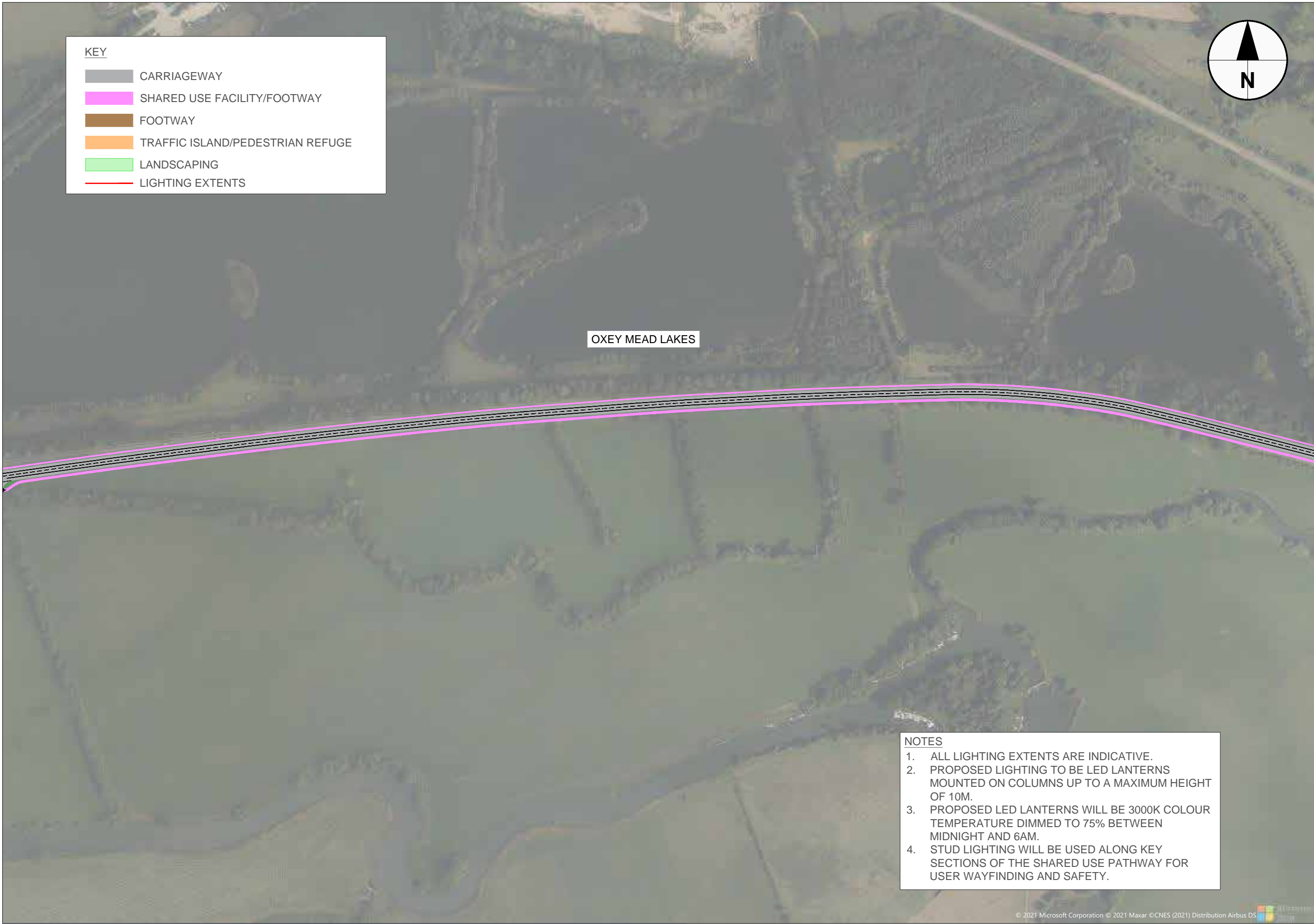


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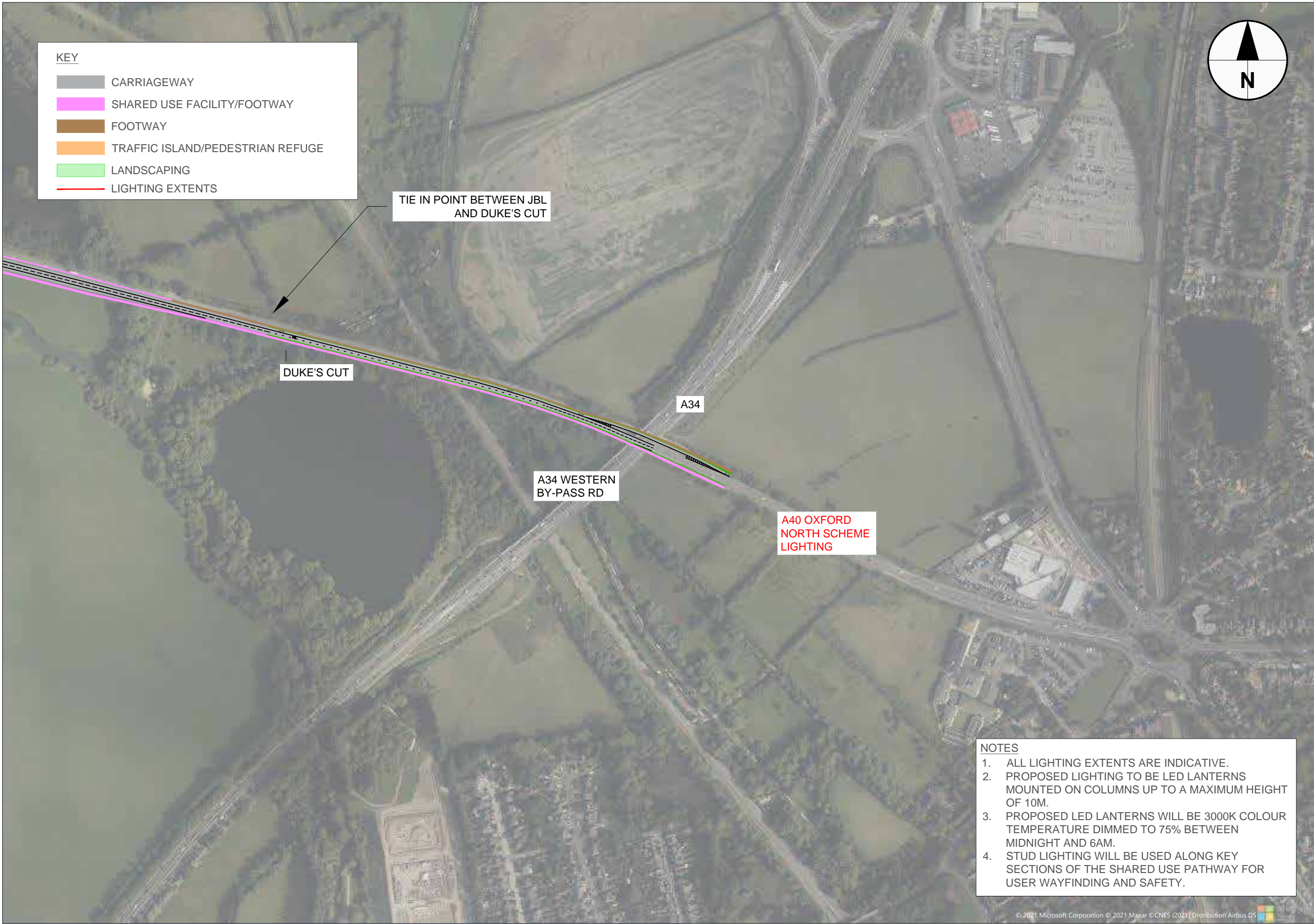
A40 HIF2 Smart Corridor - Lighting strategy



45 A40 HIF2 Smart Corridor - Lighting strategy



46 A40 HIF2 Smart Corridor - Lighting strategy



47 Have your Say and Next Steps

Have Your Say

Thank you for taking the time to view the online exhibition.

Thank you for taking the time to view the online exhibition.

Please share your views on the proposed project by filling in an **online feedback** form on our [website](https://consultations.oxfordshire.gov.uk/HIF2_A40SmartCorridor/answerQuestionnaire?qid=7316707) (https://consultations.oxfordshire.gov.uk/HIF2_A40SmartCorridor/answerQuestionnaire?qid=7316707).

The closing date for comments is **23.59 on Sunday 30th May 2021**.

All comments received by 30th May will be considered by the project team before the planning application is submitted in September 2021. Once the planning application has been submitted, Oxfordshire County Council will carry out a formal consultation where you will have the opportunity to review and comment on the refined designs. We anticipate that a decision on the planning application will be made by the end of this year.

We have provided a Frequency Asked Questions document as part of this online exhibition which provides further information about the project.

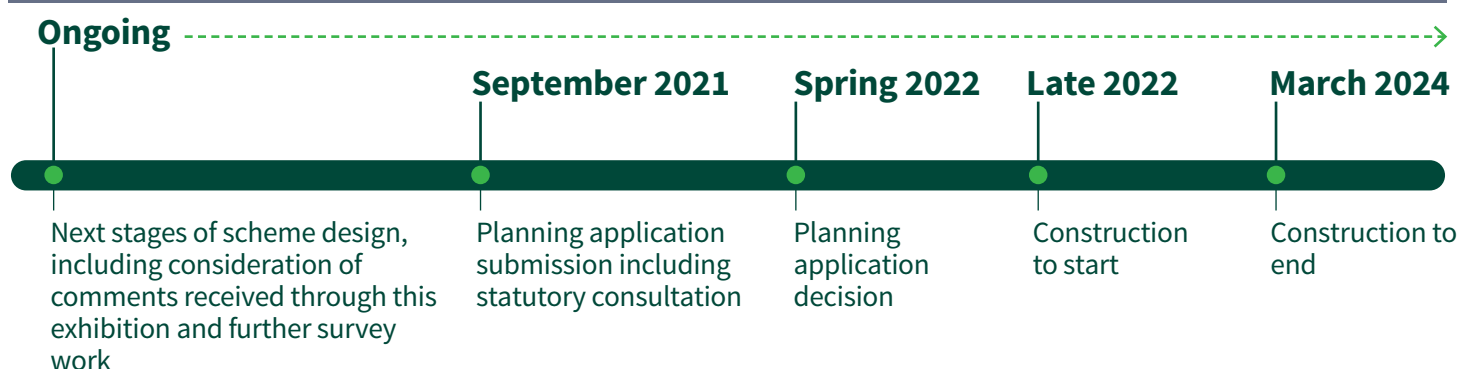
If you have further questions about these proposals, we will be holding two live online webinars where you will have the opportunity to submit your questions to members of the project team. You can sign up to receive an invite to the webinar events using your email address below:

[Sign up for the live online webinar on Monday 17th May at 18.00 – 19.30](https://survey123.arcgis.com/share/a1ca13d2a2604749a431fee8a66df8e4) (<https://survey123.arcgis.com/share/a1ca13d2a2604749a431fee8a66df8e4>). The deadline for signing up to attend the event is 23:59 on Sunday 16th May.

[Sign up for the live online webinar on Saturday 22nd May at 10.00-11.30](https://survey123.arcgis.com/share/48982cb1f7be425d941c0ce5ce6082d3) (<https://survey123.arcgis.com/share/48982cb1f7be425d941c0ce5ce6082d3>). The deadline for signing up to attend the event is 23:59 on Friday 21st May.

If you know anyone who does not have access to the internet and you think would be interested in this consultation, we would appreciate your help in telling them about it. They can call us on **01865 792422** to discuss the proposals and request printed copies of the consultation materials.

Next Steps

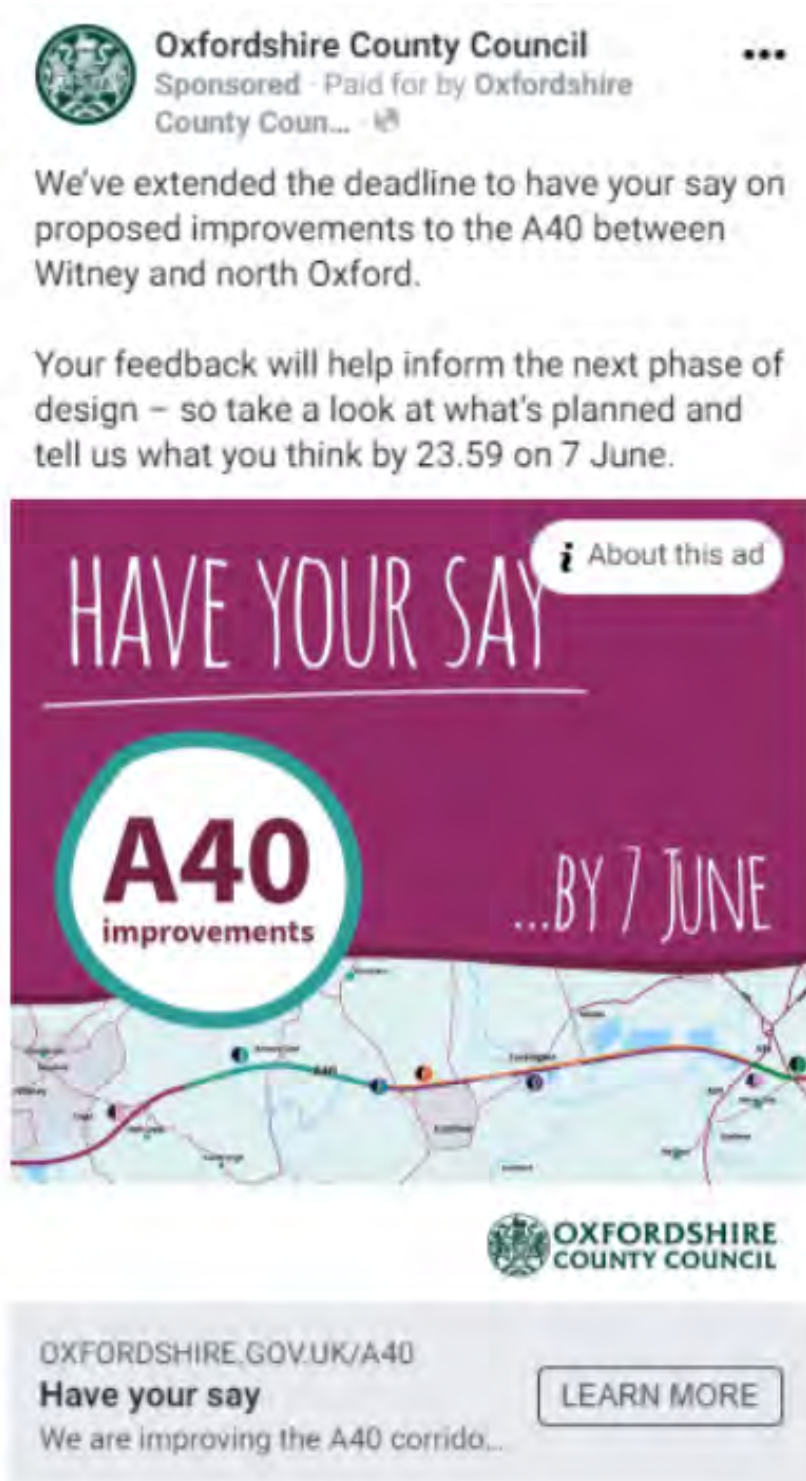



Other current exhibitions

A separate online engagement event is currently being run in relation to Scheme 5 (Access to Witney). This scheme proposes adding westbound slip roads at the A40/B4022 Shores Green junction to improve access to Witney. A separate planning application will be submitted to OCC for that proposal.

The online exhibition for Access to Witney can be viewed on our [website](https://virtual.engage.stantec.com/accesstowitney). (<https://virtual.engage.stantec.com/accesstowitney>).

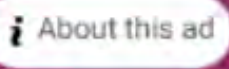
Appendix D Social Media Post



Oxfordshire County Council
Sponsored · Paid for by Oxfordshire County Council · 


We've extended the deadline to have your say on proposed improvements to the A40 between Witney and north Oxford.


Your feedback will help inform the next phase of design – so take a look at what's planned and tell us what you think by 23.59 on 7 June.

HAVE YOUR SAY 

A40
improvements

...BY 7 JUNE



 **OXFORDSHIRE**
COUNTY COUNCIL

OXFORDSHIRE.GOV.UK/A40
Have your say
We are improving the A40 corridor...

[LEARN MORE](#)

Appendix E Letter to Stakeholders

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: A40 Smart Corridor - Briefing Presentation (Group 6)
Date: 23 April 2021 11:39:15
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.jpg](#)
[image006.png](#)

Dear [REDACTED],

**RE: A40 Smart Corridor, Oxford
Invitation to presentation and Q&A session**

Oxfordshire County Council ('OCC') is proposing a series of improvement schemes along the A40 corridor between Eynsham and West Oxford to improve connectivity and unlock development in West Oxfordshire. The schemes are collectively known as the 'A40 Smart Corridor' ('the Project') and comprise three elements:

1. A40 Dualling – creation of a dual carriageway measuring approximately 3.2km between Witney and the future Park and Ride site in Eynsham. This scheme would also include upgrades to the Barnard Gate junction and the provision of improved shared use facilities for cyclists and pedestrians along the northside of the A40.
2. A40 Integrated Bus Lanes – creation of approximately 6.5km of eastbound and westbound bus lanes along the A40, as well as improved shared use facilities for cyclists and pedestrians, and other junction improvements. It connects the future Park and Ride site in Eynsham with the A40 bridges in the Duke's Cut area.
3. A40 Duke's Cut – creation of an eastbound bus lane and two traffic lanes within the existing width of the current structures. This scheme would also involve the provision of improved facilities for non-motorised users on both the south and north side of the highway.

The first phase of the A40 improvements received planning permission in March 2021. The first phase includes a new Park & Ride in Eynsham and eastbound bus lane along the A40 between Eynsham and Wolvercote. OCC previously carried out public consultation on the A40 improvements in 2019. The past consultation information can be viewed on our website: <https://consultations.oxfordshire.gov.uk/consult/ti/ImprovingtheA40corridor>

The current proposals represent the second phase of the A40 improvements. OCC will carry out a virtual public consultation on the A40 Smart Corridor in **May 2021** and a planning application will be submitted later this year. A request for an Environmental Impact Assessment Scoping Opinion was submitted to OCC Planning in March 2021 and the Scoping Opinion is now available online.

In advance of public consultation in May, we are inviting key stakeholders to attend online meetings with the Project team including representatives from OCC, our environmental advisors (AECOM) and our planning advisors (Stantec). The presentation will provide an overview of the scheme objectives, timescales and linkages to other transport improvements and strategic developments in the area and an opportunity to raise specific questions.

Please confirm by return if you or another representative from your organisation can attend a meeting on **26th April 2021 at 12pm**. We will provide joining details in advance.

If you are unable to attend but would like to receive further information, please let us know.

Kind regards,

A40 Corridor Planning Team
on behalf of Oxfordshire County Council



Better Together, Even If We're Apart. Read [more](#) about Stantec's COVID-19 response, including remote working and business continuity measures.

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Please consider the environment before printing this email.

Appendix F Online Feedback Form

A40 HIF2 Smart Corridor virtual exhibition feedback form

We're improving the A40 between Witney and Oxford to deliver safer and more reliable travel options for those who rely on it for work, leisure and economic success.

We're investing in six major schemes, two of which have already progressed past the consultation phase (Eynsham Park and Ride and Oxford North) and more information is available about these on the [improving the A40](#) pages of the county council's website.

We now invite your views on four remaining schemes. In this consultation you can find out more and have your say on the three A40 HIF2 Smart Corridor Schemes: A40 Dual Carriageway Extension, A40 Integrated Bus Lanes and A40 Dukes Cut.

The Access to Witney has its own consultation, which is running at the same time as this one. You can find it on the [county council's consultation portal](#) [here](#).

Please visit our [A40 HIF2 Smart Corridor virtual exhibition](#) before filling in this feedback form. It may be helpful to keep it open in separate window so you can refer to the boards when giving your feedback.

A little about you

1

Please say whether you are responding as a:

You must provide an answer to this question.

- ☐ Individual living in Oxfordshire
- ☐ Individual travelling through this area
- ☐ Business
- ☐ Representative from a group or organisation
- ☐ Parish or town councillor or representative
- ☐ County councillor
- ☐ District councillor

- ☐ Other (please specify)

.....

2

Please enter the first five (or four) digits of your postcode e.g. OX25 1 or OX1 5 (not the last two letters) so we can understand the impact on and views of residents and businesses in different locations.

.....

Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

A40 HIF2 Smart Corridor virtual exhibition feedback form

3

If you are responding on behalf of a business, organisation, or group, what is the name of it?

.....

4

If you are responding as a councillor, what is your name and which parish, town, ward or division do you represent?

.....

5

What type of journeys do you currently use the A40 for?

- ☐ Residential travel (access to my home is from the A40)
- ☐ Leisure travel (to go shopping, socialising, to go to an activity etc.)
- ☐ Work or education (to go to my place of work, to go to school etc.)
- ☐ Commercial business (to attend appointments, transport goods etc.)
- ☐ Other (please state below)

- ☐ Other (please specify)

.....

6

How do you mostly travel along the A40?

If you are representing a business, how do representatives from your business mostly travel along the A40?

- ☐ Car driver
- ☐ Car passenger
- ☐ Bus
- ☐ Cycle
- ☐ Walking
- ☐ Taxi
- ☐ Motorbike or Moped
- ☐ Van

Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

A40 HIF2 Smart Corridor virtual exhibition feedback form

- ☐ HGV
- ☐ Do not travel along the A40
- ☐ Other (please specify)

.....

7

Do you travel on the A40 by any other type of transport?

If you are representing a business, please say what other types of transport representatives from your business use.

- ☐ Car driver
- ☐ Car passenger
- ☐ Bus
- ☐ Cycle
- ☐ Walking
- ☐ Taxi
- ☐ Motorbike or Moped
- ☐ Van
- ☐ HGV
- ☐ Do not travel along the A40
- ☐ Other (please specify)

.....

Our proposals

Scheme 1: A140 Dual Carriageway Extension

You may wish to view the [virtual exhibition](#) again before answering the following questions.

The following questions refer to Scheme 1: A40 Dual Carriageway Extension as set out in boards 7 - 14 of the [virtual exhibition](#). It proposes to upgrade the A40 between East of Witney to the Eynsham Park and Ride site into a dual carriageway.

8

What is your view on our proposal to upgrade the A40 between East of Witney to the Eynsham Park and Ride site into a dual carriageway?

You must provide an answer to this question.

A40 HIF2 Smart Corridor virtual exhibition feedback form

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Minor concerns
- ☐ Significant concerns
- ☐ Don't know

Please let us know the reason for your response.

.....

9

What is your view on our proposal to replace the existing Barnard Gate / South Leigh junction with a new roundabout?

You must provide an answer to this question.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Minor concerns
- ☐ Significant concerns
- ☐ Don't know

Please let us know the reason for your response.

.....

Scheme 3: Integrated Bus Lanes

You may wish to view the [virtual exhibition](#) again before answering the following questions.

The following questions refer to Scheme 3: Integrated Bus Lanes as set out in boards 15 - 27 of the virtual exhibition. It proposes a 6.5km proposed eastbound and westbound bus priority corridor along the A40 between Eynsham Park and Ride towards Duke's Cut, with improved routes for pedestrians and cyclists.

10

What is your view on our proposal to construct eastbound and westbound bus lanes along the A40 between Eynsham Park and Ride running towards Duke's Cut?

You must provide an answer to this question.

- ☐ Strongly support

Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

A40 HIF2 Smart Corridor virtual exhibition feedback form

- ☐ Support
- ☐ Neutral
- ☐ Minor concerns
- ☐ Significant concerns
- ☐ Don't know

Please let us know the reason for your response.

.....

Scheme 4: Duke's Cut

You may wish to view the [virtual exhibition](#) again before answering the following questions.

The following questions refer to Scheme 4: Duke's Cut as set out in boards 28 - 31 of the [virtual exhibition](#). It proposes a new eastbound bus lane and improved cycling and pedestrian facilities linking together the A40 Integrated Bus Lanes project (scheme 3) with A40 Oxford North (scheme 6).

11

What is your view on our proposal to construct a new eastbound bus lane over the bridges at Duke's Cut?

You must provide an answer to this question.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Minor concerns
- ☐ Significant concerns
- ☐ Don't know

Please let us know the reason for your response.

.....

12

What is your view on our proposal to provide a cycle path to connect the A40 to the Oxford Canal tow path which is part of National Cycle Route 5?

You must provide an answer to this question.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral

Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

A40 HIF2 Smart Corridor virtual exhibition feedback form

- ☐ Minor concerns
- ☐ Significant concerns
- ☐ Don't know

Please let us know the reason for your response.

.....

Active Travel

You may wish to view the [virtual exhibition](#) again before answering the following questions.

The following question refers to the proposed active travel (walking and cycling) improvements as summarised on boards 32 - 34 of the [virtual exhibition](#).

13

What is your view on the cycling and pedestrian facilities proposed along the full length of the HIF2 A40 Smart Corridor project (between East of Witney and Duke's Cut)?

You must provide an answer to this question.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Minor concerns
- ☐ Significant concerns
- ☐ Don't know

Please let us know the reason for your response.

.....

Speed limits

You may wish to view the [virtual exhibition](#) again before answering the following questions.

The following question refers to the proposed speed limits as shown on the plans provided on boards 8, 16, 17 and 29 of the [virtual exhibition](#).

14

What is your view on the proposed speed limits along the full length of the HIF2 A40 Smart Corridor project (between East of Witney and Duke's Cut)?

A40 HIF2 Smart Corridor virtual exhibition feedback form

You must provide an answer to this question.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Minor concerns
- ☐ Significant concerns
- ☐ Don't know

Please let us know the reason for your response.

.....

Impact

You may wish to view the [virtual exhibition](#) again before answering the following questions.

The next two questions ask for your views on the possible impact of the HIF2 A40 Smart Corridor project on how you travel.

15

Would you be more or less likely to use bus services to travel to and from Oxford after the proposed integrated bus lanes and eastbound bus lane at Duke's Cut have been constructed?

You must provide an answer to this question.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Minor concerns
- ☐ Significant concerns
- ☐ Don't know

Please let us know the reason for your response.

.....

16

Would you be more or less likely to cycle on the A40 after the proposed cycling facilities have been constructed between East of Witney and Duke's Cut?

You must provide an answer to this question.

A40 HIF2 Smart Corridor virtual exhibition feedback form

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Minor concerns
- ☐ Significant concerns
- ☐ Don't know

Please let us know the reason for your response.

.....

Overall view

17

Overall, what is your view on A40 HIF2 Smart Corridor project as set out in the virtual exhibition? This comprises the A40 Dual Carriageway Extension scheme, A40 Integrated Bus Lanes scheme and A40 Dukes Cut scheme.

You must provide an answer to this question.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Minor concerns
- ☐ Significant concerns
- ☐ Don't know

Please let us know the reason for your response.

.....

Further comments

Please use this section to provide any further comments you may wish to make about the HIF2 A40 Smart Corridor project as set out in the virtual exhibition. We have provided headers for you to put your comments under and you can select as many as you wish. If you cannot find a suitable header(s), then please use other.

18

I would like to make further comments on:

- ☐ Design
- ☐ Noise
- ☐ Biodiversity

Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

A40 HIF2 Smart Corridor virtual exhibition feedback form

- ☐ Air quality
- ☐ Landscape
- ☐ Lighting
- ☐ Construction
- ☐ Community engagement
- ☐ Other
- ☐ I do not wish to make any further comments (Skip to question 28)

19

Please write your comments here about the design.

.....

20

I would like to make further comments on noise:

.....

21

I would like to make further comments on biodiversity:

.....

22

I would like to make comments on air quality:

.....

23

I would like make comments on the landscape:

.....

24

I would like to make further comments on lighting:

.....

Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

A40 HIF2 Smart Corridor virtual exhibition feedback form

25

I would like to make further comments on the construction:

.....

26

I would like to make further comments on community engagement:

.....

27

I would like to make comments on something else:

This must be related to the content of the virtual exhibition.

.....

About you

We would like to know more about you so that we can understand more about our customers and residents. It helps us to know if we are hearing the views of a wide range of people and communities.

If you do not want to provide any of this information, please select prefer not to say.

All information given is anonymous and is governed by the [General Data Protection Regulations 2018](#).

28

How did you find out about this consultation?

- ☐ Facebook
- ☐ Twitter
- ☐ Instagram
- ☐ LinkedIn
- ☐ Next door
- ☐ Oxfordshire.gov.uk website
- ☐ Email from Oxfordshire County Council
- ☐ Local news item (newspaper, online, radio, tv)
- ☐ Radio advert
- ☐ Oxfordshire county councillor

Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

A40 HIF2 Smart Corridor virtual exhibition feedback form

- ☐ District councillor
- ☐ Parish or town councillor
- ☐ Local community news item
- ☐ Poster/information in local library
- ☐ Local community group / organisation
- ☐ Friend / relative

☐ Other (please specify)

.....

29

Are you...?

- ☐ Female
- ☐ Male
- ☐ I use another term (please state below)
- ☐ Prefer not to say

If you use another term (please enter)

.....

30

What is your age?

- ☐ Under 16
- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 and over
- ☐ Prefer not to say

31

What is your ethnic group?

- ☐ Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- ☐ Black or Black British (Caribbean, African, or any other Black background)
- ☐ Chinese

Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

A40 HIF2 Smart Corridor virtual exhibition feedback form

- ☐ Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- ☐ White (British, Irish, Scottish or any other white background)
- ☐ Prefer not to say
- ☐ Other ethnic group

If other, please specify

.....

32

Do you have any physical or mental health conditions or illnesses which reduce your ability to carry out day-to-day activities?

- ☐ Yes - a lot
- ☐ Yes - a little
- ☐ Not at all
- ☐ Prefer not to say

33

If you have answered 'yes' please can you tell us what your physical or mental health conditions or illnesses relate to?

- ☐ Long-standing illness or health condition eg. cancer, HIV, diabetes, chronic heart disease
- ☐ Mental health difficulty eg. depression, schizophrenia or anxiety disorder
- ☐ Physical impairment or mobility issue eg. difficulty using your arms or legs or using a wheelchair or crutches
- ☐ Social or communication impairment eg. a speech and language impairment or autism spectrum disorder
- ☐ Blind or a visual impairment uncorrected by glasses
- ☐ Deaf or a hearing impairment uncorrected by hearing aids
- ☐ An impairment, health condition or learning difference that is not listed above
- ☐ Prefer not to say

Please enter any additional comments

.....

Data protection and privacy

Under the [Data Protection Act 2018](#), we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report.

Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

A40 HIF2 Smart Corridor virtual exhibition feedback form

We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children. If you do not want all or part of your response to be made public or shared with councillors, please state below which parts you wish us to keep confidential.

View Oxfordshire County Council's privacy notice online at www.oxfordshire.gov.uk - search privacy notice.

We have appointed Stantec to support the consultation process on this project. They will process the consultation responses to input into the consultation report.

34

Please use this space to tell us if there is any part of your response you wish to keep confidential:

.....

35

Keeping in touch

Thank you for taking the time to answer these questions. Finally, we would like to keep you in touch with news and consultations from Oxfordshire County Council.

By saying yes, you are giving your consent for Oxfordshire County Council to hold your contact details for the purpose of sending you a link to how you can keep in touch with news and consultations from Oxfordshire County Council.

We promise:

- to hold your information securely and not pass it onto anyone else without your permission
- to only use your contact details for the purposes above

You have the right to withdraw your consent at any time by writing to a40corridor@oxfordshire.gov.uk or by writing to: A40 HIF2 Smart Corridor consultation, FREEPOST OXFORDSHIRE COUNTY COUNCIL (No further address details required).

☐ Yes

☐ No

- If option 1 (Yes) of this question was selected, then jump to the next item in the questionnaire

36

Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

A40 HIF2 Smart Corridor virtual exhibition feedback form

Yes, I consent for Oxfordshire County Council to hold my personal details and to email me a link to a web page where I can sign up to receive news from the county council on topics I am interested in and/or about consultations.

I confirm that I have read the statement above describing how my data will be used and I understand how to withdraw my consent.

Please enter your email address in the box below:

.....

Thank you

Thank you for taking the time to complete this feedback form. Don't forget to email your completed feedback form to a40corridor@oxfordshire.gov.uk.

To remind you that Access to Witney has its own consultation, which is running at the same time as this one. You can find it on the 'current consultations' page of the county council's website.

Appendix G Engagement Report Summary

A40 HIF2 Smart Corridor Engagement Report June 2021



June 2021

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Appendices

Appendix A Copy of the online exhibition boards

Appendix B Copy of online feedback form

Appendix C Copy of key stakeholder responses

Appendix D Thematic summary of questions and comments received during online public engagement

1 Introduction

Purpose of this report

- 1.1 This Report presents an interim analysis of the responses received to date on the online public engagement exercise held between 10 May and 7 June 2021 (inclusive) on the A40 HIF2 Smart Corridor ('A40 HIF2') proposals which ran in parallel with the Access to Witney engagement. Both schemes form part of the A40 Improvements programme.

Project background

- 1.2 The A40 HIF2 project form a key component of the wider A40 Improvements programme – a package of six major transport improvements schemes along a 10.8km stretch of the A40 between Eynsham and Witney in Oxfordshire. The six schemes are:
- Scheme 1 - A40 Dual Carriageway Extension
 - Scheme 2 - Eynsham Park and Ride
 - Scheme 3 - A40 Integrated Bus Lanes
 - Scheme 4 - A40 Duke's Cut
 - Scheme 5 - A40 Access to Witney
 - Scheme 6 - A40 Oxford North
- 1.3 The A40 HIF2 project comprises schemes 1, 3 and 4. The A40 Improvement programme is considered necessary to mitigate the transport impact arising from the West Oxfordshire Local Plan housing development along the A40 corridor and encourage greater use of sustainable and active modes of transports for trips along the corridor.
- 1.4 The A40 east-west carriageway road forms the Primary Route between Oxford and Cheltenham and part of the long-distance route between London and south-west Wales. The A40 corridor is a key commuting route into Oxford with 7,500 commuters travelling to Oxford per day from West Oxfordshire (2011 Census). Traffic flow along the A40 east of Witney exceeds the capacity of the road causing severe congestion at peak times with low journey speeds and high journey time unpredictability. There has been no investment in transport infrastructure capacity on this road section in 50 years.
- 1.5 Policy A40 of Connecting Oxfordshire: Volume 7a (A40 Route Strategy) aims to improve access between towns in West Oxfordshire, and Oxford by providing public transport improvements in the A40 corridor including an eastbound bus lane between Eynsham and the Duke's Cut, westbound bus priority measures, a Park and Ride car park on the A40 corridor and junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout.

Project overview

- 1.6 The A40 HIF2 Smart Corridor Project proposes a mix of active travel (walking and cycling), public transport and road infrastructure improvements along the A40 between east of Witney and Duke's Cut. It is comprised of the following three schemes:
- Scheme 1: A40 Dual Carriageway Extension (3.4km, 2.1 miles) – a scheme to upgrade the A40 east of Witney to the Eynsham Park and Ride site from a single carriageway to a dual carriageway and improved dedicated routes for walking and cycling.
 - Scheme 3: A40 Integrated Bus Lanes (6.5km, 4 miles) – widening of the carriageway to add dedicated bus lanes running eastbound and westbound along the A40 between Eynsham Park and Ride to Duke's Cut and a new improved pathway for pedestrians and cyclists.
 - Scheme 4: A40 Duke's Cut (600m) – a new eastbound dedicated bus lane and improved cycling and pedestrian routes.
- 1.7 Key objectives of the Project are to:
- Provide greater travel choice and encourage more use of bus, cycling and walking.
 - Improve active travel and public transport accessibility and connectivity for more reliable bus journey times.
 - Support major new housing and employment sites allocated in the West Oxfordshire Local Plan.
 - Promote economic growth in Oxfordshire and creation of new jobs.
 - Reduce carbon emissions and other pollutants associated with travel.
- 1.8 A single, full planning application with an accompanying Environmental Impact Assessment (EIA) for the Project will be submitted to OCC in September 2021. The planning application will be accompanied by a Statement of Community Involvement ('SCI') documenting how OCC as the applicant has engaged meaningfully with a wide range of stakeholders and demonstrating how the application proposals have been influenced by feedback from stakeholder engagement.

2 Overview of the online public engagement process

- 2.1 The A40 Programme team undertook an online public engagement exercise for the A40 HIF2 project between 10 May and 7 June 2021 (inclusive) which ran in parallel with the Access to Witney engagement exercise. Both schemes form part of the A40 Improvements programme.
- 2.2 The table below summarises the key engagement activities and publicity undertaken to support the A40 HIF2 project.

Table 1: Public engagement timeline

Date	Activity
5 May 2021	A40 Improvement web pages go-live date
10 May 2021	Online exhibition go-live date
10 May 2021	OCC consultation portal for submitting feedback go-live date
12 May 2021	A40 HIF2 online public engagement email update sent to over 400 contacts
12 May 2021	Meeting to run through online exhibition with Cassington Parish Council
13 May 2021	Online public engagement publicised in 'YourOxfordshire' resident's newsletter
13 May 2021	Meeting to run through online exhibition with Eynsham Parish Council
14 May 2021	Paper copies of exhibition boards delivered to four local libraries for public display (Eynsham, Burford, Carterton and Witney)
17 May 2021	Live webinar event no. 1 (including Q&A)
15 & 19 May 2021	Outdoor advertising displayed in Kidlington, Witney and Cheltenham
22 May 2021	Live webinar event no. 2 (including Q&A)
27 May 2021	Decision to extend the deadline for comments to 7 June 2021
27 May 2021	Online public engagement publicised in 'YourOxfordshire' resident's newsletter
3 June 2021	Extended deadline for comments publicised on Eynsham Parish Council website
7 June 2021	OCC consultation portal for submitting feedback closes

- 2.3 The project team established a new 'A40 Improvements' webpage which provided an overview of the six A40 Improvement schemes and access to a dedicated A40 HIF2 webpage, virtual exhibition room and frequently asked questions webpage.

- 2.4 The virtual exhibition provided the opportunity for participants to complete a feedback form online via the OCC consultation portal. A copy of the virtual exhibition boards is enclosed at Appendix A for reference. A dedicated email address was also set up to provide the opportunity for comments and questions to be submitted to the project team.
- 2.5 The project team also held two live webinar events hosted via Microsoft Teams to give participants the opportunity to ask questions to members of the team directly. This aimed to recreate as far as possible a traditional 'in-person' public exhibition while complying with the Government's Covid-19 guidelines.
- 2.6 The following measures were put in place to ensure that participants without access to the internet or those who reported issues accessing the materials online had the opportunity to view and comment on the proposals:
- The public engagement was advertised in print (Oxford Mail).
 - The advertisement included a telephone number to request printed copies of the online exhibition boards and feedback form.
 - Paper copies of the online exhibition materials were displayed in four local libraries (Eynsham, Burford, Carterton and Witney).
 - A Word copy of the online feedback form was sent out to stakeholders on request for completion offline.
 - A PDF copy of the online exhibition boards was emailed out to stakeholders on request to print the information at home.

Participation in online engagement

- 2.7 Key statistics on the level of participation in the online public engagement between 10 May and 7 June (inclusive) are summarised below:
- The A40 Improvements webpages were viewed at least 6,321 times*.
 - Visitors spent over 2 minutes on the A40 Improvements webpages on average which indicates that visitors are engaging with the content.
 - Visitors viewed 2 or more webpages per session on average which again indicates that visitors are engaging with the content.
 - 420 individuals clicked through to the A40 HIF2 Smart Corridor online exhibition*.
 - 112 responses received on the A40 HF2 online public engagement.
 - 25 attendees at the live webinar events held on 17 and 22 May 2021.
- 2.8 It is important to note that the number of visits to the A40 Improvement webpages and the online exhibition is likely to be significantly higher than the reported results. This is because the figures recorded by Google Analytics only represent those visitors who accepted cookies on entering the site; typically, only 10 to 20% of visitors accept cookies.

2.9 The social media activity records indicate that the actual number of visitors to the A40 Improvements webpages was higher than the Google Analytics data suggests:

- Facebook adverts generated 10,000 clicks throughs to the A40 Improvements landing webpage.
- Facebook adverts were viewed by at least 100,000 users and adverts were targeted to areas that use the A40.
- The NextDoor post generated just under 6,700 'impressions'. Next Door is a local social channel that allows posts to be targeted at the local level (street/parish level).
- YourOxfordshire messages generated 807 click throughs to the A40 Improvements landing webpage.
- Email notification about the online exhibition generated 50 clicks throughs to the A40 Improvements landing webpage.

3 Summary of feedback

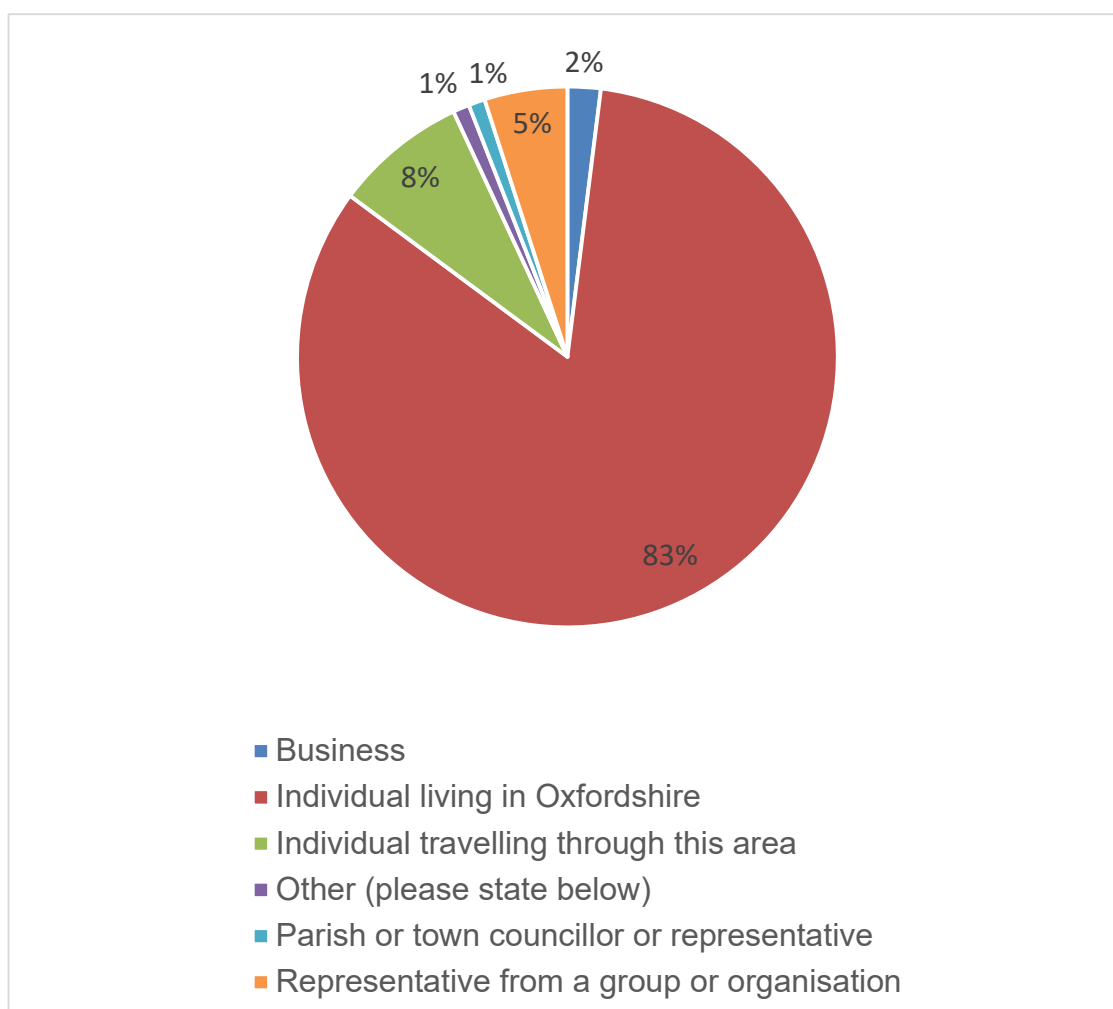
- 3.1 We have received 112 responses to the online engagement to date including 102 feedback form responses received via the OCC consultation portal website or email and 10 other written responses received via email. A copy of the feedback form is enclosed at Appendix B.

Feedback form results

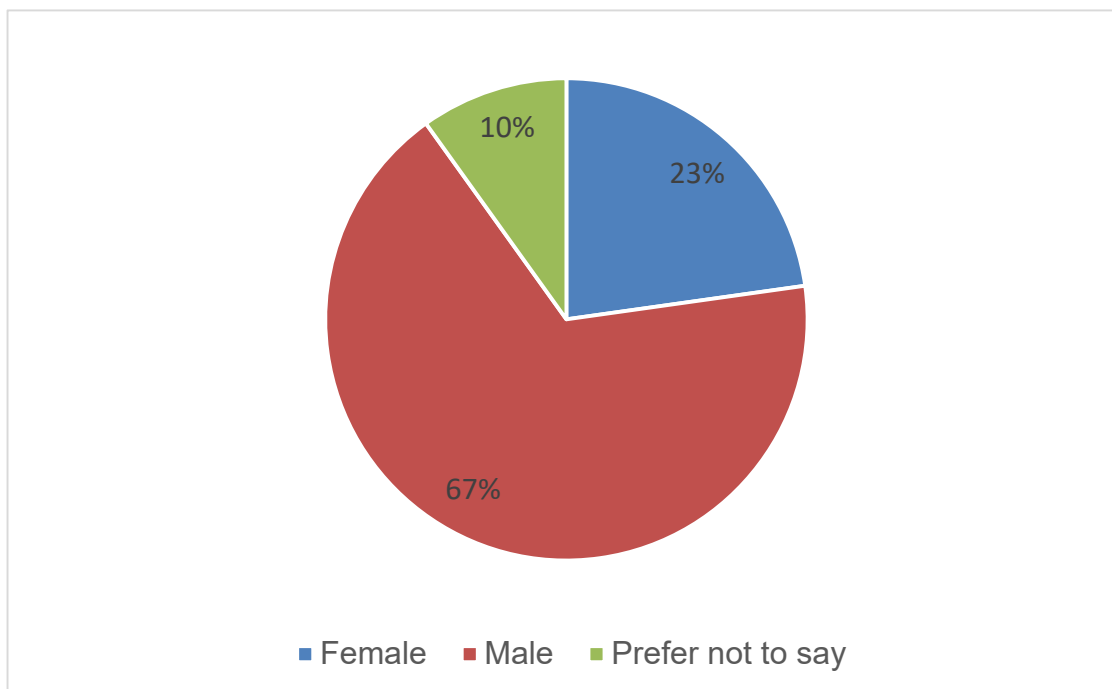
Demographic profile of respondents

- 3.2 The first and third section of the feedback form asked questions about the individuals completing the feedback form (Q28-33). The responses to key questions from sections one and three are summarised below.

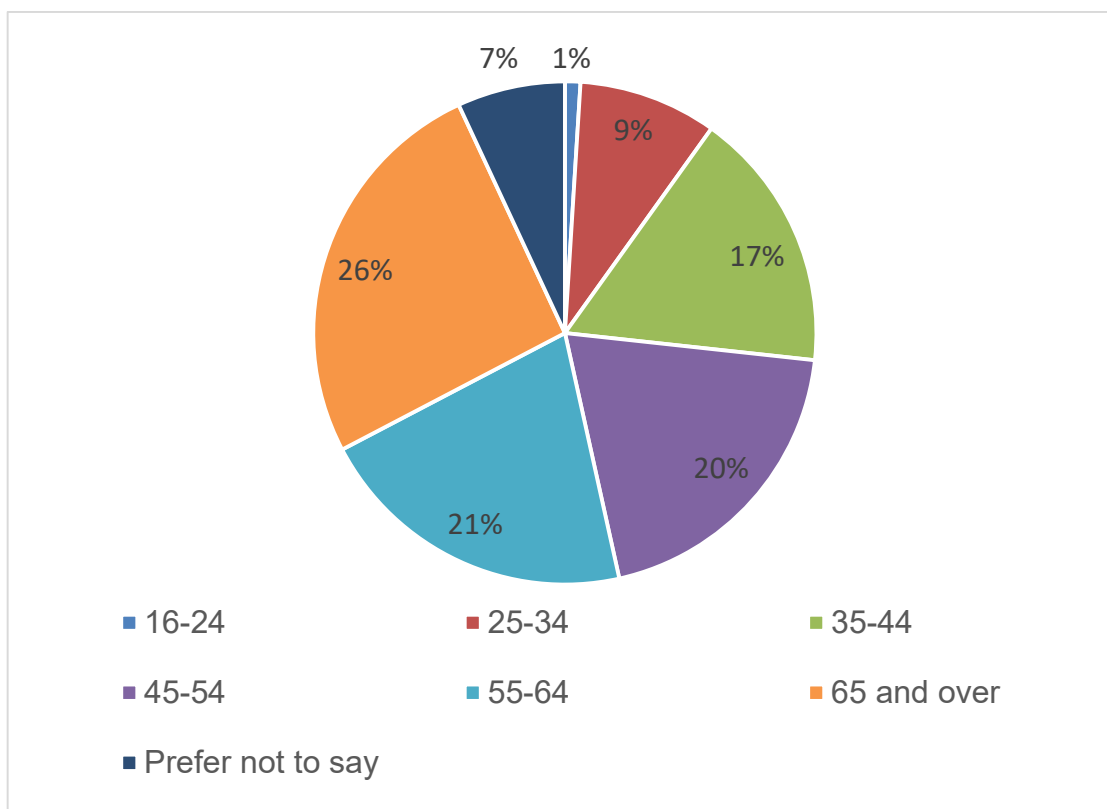
Q1. In what capacity are you responding to this consultation?



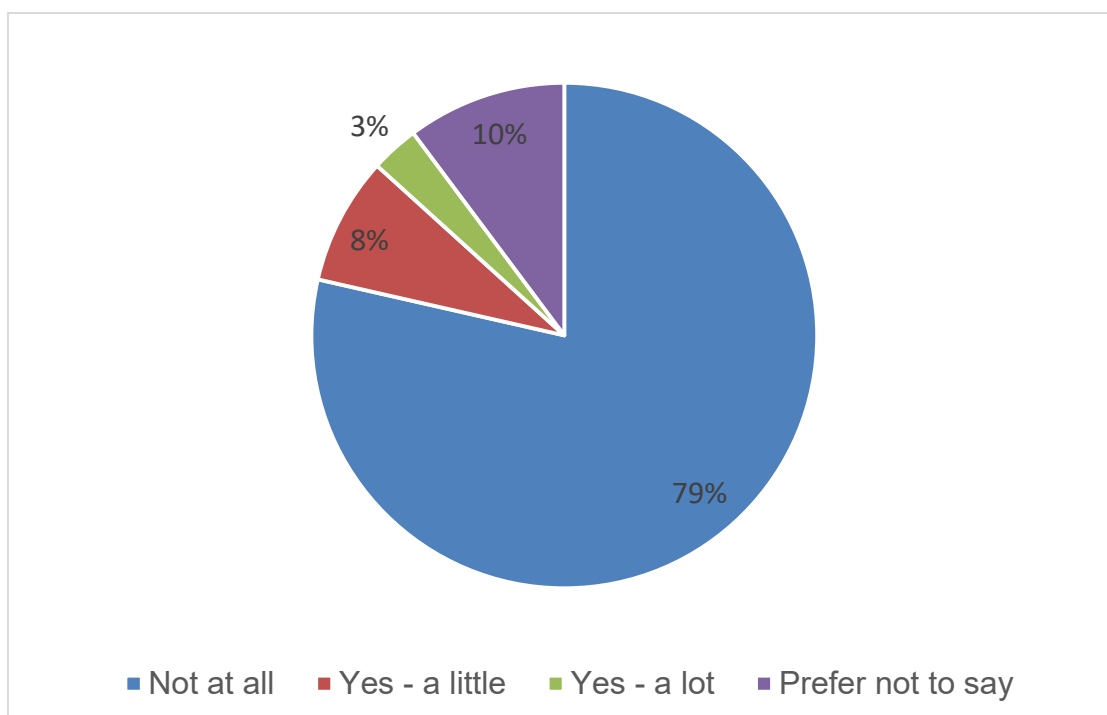
Q29. Please state your gender



Q30. What is your age?



Q32. Do you have any physical or mental health conditions or illnesses?



Views on A40 HIF2 Smart Corridor Schemes

- 3.3 The second section of the feedback form contained six questions which asked participants for their views on specific elements of the Project (Q. 8, 9, 10, 11 12 & 13). A qualitative and quantitative summary of the responses received to the six 'project-specific' questions is provided below.

Q8. What is your view on our proposal to upgrade the A40 between East of Witney to the Eynsham Park and Ride site into a dual carriageway?

Strongly support	26%
Support	21%
Neutral	4%
Minor concerns	6%
Significant concerns	44%
Don't know	0%

The table below shows the top 5 comments provided in response to this question.

Comment	Count
Concerned that the proposals would redistribute existing congestion on the A40	21
Concerned that proposals would have few benefits	15
Concerned that the proposals encourage car use	12
Supports the principal of the proposals	12
Considers that a railway line between Oxford and Eynsham/Witney should be created either in addition to or instead of the current proposal	11

Q9. What is your view on our proposal to replace the existing Barnard Gate / South Leigh junction with a new roundabout?

Strongly support	20%
Support	23%
Neutral	18%
Minor concerns	11%
Significant concerns	27%
Don't know	2%

The table below shows the top 5 comments provided in response to this question.

Comment	Count
Supports the principle of the proposal	19
Considers the proposals would improve safety	14
Concerned the proposals would increase journey times	12
Concerned the proposals would increase congestion	8
Concerned the proposals would redistribute existing congestion on the A40	5

Q10. What is your view on our proposal to construct eastbound and westbound bus lanes along the A40 between Eynsham Park and Ride running towards Duke's Cut?

Strongly support	20%
Support	21%
Neutral	10%
Minor concerns	9%
Significant concerns	40%
Don't know	1%

The table below shows the top 5 comments provided in response to this question.

Comment	Count
Supports the principle of the proposal	14
Considers that a new link to the A34 should be created either in addition to or instead of the current proposal	11
Considers that the dual carriageway should be extended further east (either to Wolvercote roundabout or to Oxford City)	10
Considers that a railway line between Oxford and Eynsham/Witney should be created either in addition to or instead of the current proposal	10
Concerned that most of the traffic is not travelling to Oxford	10

Q11. What is your view on our proposal to construct a new eastbound bus lane over the bridges at Duke's Cut?

Strongly support	20%
Support	21%
Neutral	16%
Minor concerns	5%
Significant concerns	38%
Don't know	2%

The table below shows the top 5 comments provided in response to this question.

Comment	Count
Supports the principle of the proposal	14
Considers that the dual carriageway should be extended further east (either to Wolvercote roundabout or to Oxford City)	8
Considers that a new link to the A34 should be created either in addition to or instead of the current proposal	7
Objects to the principle of the proposal	6
Considers the proposals should take an alternate approach and reinstate or build a railway line	5

Q12. What is your view on our proposal to provide a cycle path to connect the A40 to the Oxford Canal tow path which is part of National Cycle Route 5?

Strongly support	40%
Support	27%
Neutral	16%
Minor concerns	4%
Significant concerns	11%
Don't know	3%

The table below shows the top 5 comments provided in response to this question.

Comment	Count
Supports the principle of the proposal	37
Considers that existing active travel routes should be improved instead of the current proposal	5
Considers the proposal requires a design change	4
Concerned the design is unsafe for cyclists	3
Considers that a new link to the A34 should be created either in addition to or instead of the current proposal	2

Q13. What is your view on the cycling and pedestrian facilities proposed along the full length of the HIF2 A40 Smart Corridor project (between East of Witney and Duke's Cut)?

Strongly support	27%
Support	20%
Neutral	22%
Minor concerns	6%
Significant concerns	23%
Don't know	3%

The table below shows the top 5 comments provided in response to this question.

Comment	Count
Supports the principle of the proposal	30
Considers that segregated cycle lanes should be created instead of the current shared path proposal	7
Concerned the design is unsafe for cyclists	6
Concerned that the proposals would have few benefits	6
Concerned that cycle lanes are too close to traffic	5

Question:14 What is your view on the proposed speed limits along the full length of the HIF2 A40 Smart Corridor project (between East of Witney and Duke's Cut)?

Strongly support	10%
Support	20%
Neutral	29%
Minor concerns	12%
Significant concerns	21%
Don't know	9%

The table below shows the top 5 comments provided in response to this question.

Comment	Count
Considers that reduced speed limits are not necessary	11
The proposal would improve safety	5
Supports the principle of the proposal	4
The proposed speed limit from east of Witney to Cassington should be further reduced to 30 mph	2
The proposed speed limit past Eynsham should be further reduced to 30 mph	2

Question:15 Would you be more or less likely to use bus services to travel to and from Oxford after the proposed integrated bus lanes and eastbound bus lane at Duke's Cut have been constructed?

More likely	30%
Less likely	5%
Would not change current bus use	44%
I don't travel by bus	19%
Don't know	3%

The table below shows the top 5 comments provided in response to this question.

Comment	Count
Currently use bus services and the proposal would not change current bus use	11
Travel destinations are not served by bus services	7
Bus services must be affordable to be an attractive option	3
Currently use bus services rarely	2
Busses are not perceived to be Covid secure	2

Question:16 Would you be more or less likely to cycle on the A40 after the proposed cycling facilities have been constructed between East of Witney and Duke's Cut?

More likely	24%
Less likely	3%
Would not change cycling habits	21%
I do not cycle on the A40	51%
Don't know	1%

The table below shows the top 5 comments provided in response to this question.

Comment	Count
Would not change cycling habits because of exposure to pollution from traffic	4
The existing cycle paths are in poor condition and users are exposed to pollution from traffic	4
There is a lack of connecting cycle infrastructure to other destinations (other than Oxford City)	3
Currently cycle and would be more likely to cycle	2
The cycle paths are too close to traffic	2

Question:17 Overall, what is your view on A40 HIF2 Smart Corridor project as set out in the virtual exhibition? This comprises the A40 Dual Carriageway Extension scheme, A40 Integrated Bus Lanes scheme and A40 Dukes Cut scheme.

Strongly support	10%
Support	18%
Neutral	6%
Minor concerns	9%
Significant concerns	54%
Don't know	3%

The table below shows the top 5 comments provided in response to this question.

Comment	Count
Considers that a railway line between Oxford and Eynsham/Witney should be created either in addition to or instead of the current proposal	11
Concerned that the proposals encourage car use	7
Considers that the dual carriageway should be extended further east (either to Wolvercote roundabout or to Oxford City)	6
Considers that a new link to the A34 should be created either in addition to or instead of the current proposal	6
Concerned about housing growth	6

Views on alternatives to the A40 Improvement schemes

3.4 Respondents also suggested alternative approaches to address the current issues experienced by users of the A40 in their feedback form responses. These suggestions included redirecting funding to alternative schemes, major changes to the current A40 HIF2 schemes and measures in addition to the A40 Improvement schemes. The most popular alternatives suggested by respondents are as follows.

- Extend the proposed dual carriageway further east, either to the Wolvercote Roundabout or into Oxford.
- Construct an Oxford to Eynsham railway line either instead of, or in addition to the A40 Improvement schemes.
- Construct an A40/A34 link road to reduce queuing at Wolvercote Roundabout and provide a benefit to road users travelling beyond Oxford.
- Construct an A40/A44 Loop Farm Link Rd to reduce queuing at Wolvercote Roundabout and provide a benefit to road users travelling beyond Oxford.
- Provide segregated cycle lanes instead of shared use paths.
- Extend the westbound bus lane over Duke's Cut to Oxford.

- Construct on/off slip roads instead of the proposed Barnard Gate Roundabout.
- Construct an overbridge instead of the proposed Eynsham underpass.

Key stakeholder responses

3.5 We received 13 responses from key stakeholders identified at the outset of the project (including two landowner responses). A copy of the full written responses from key stakeholders (excluding landowner responses) is enclosed at Appendix C and a summary is provided below:

- i. West Oxfordshire District Council – Supports the Dual Carriageway Extension, Integrated Bus Lanes and Duke's Cut schemes and welcomes the construction start date (late 2022) given the importance of addressing congestion on the A40. The A40 HIF2 scheme is generally consistent and supportive of the Salt Cross AAP proposals.
- ii. Eynsham Parish Council – Supports the proposed cycleway/footway improvements, location of the underpass and the Integrated Bus Lanes in principle but considers that the bus lanes should be extended to Witney. Considers that the Park and Ride should be relocated to Shores Green, or a second Park and Ride should also be provided at Shores Green.
- iii. District Councillor Rylett (Eynsham and Cassington) - Recommends alternative schemes to address congestion including: a railway between Eynsham and Oxford (long-term) and diverting the A40 north around Eynsham (short-term) which would also facilitate a bridge between Salt Cross and Eynsham and a reduced 30 mph speed limit past Eynsham.
- iv. Bike Safe – Recommends that a second grade separated crossing at the Eynsham roundabout should be included in the A40 Improvement scheme to facilitate north south active travel movements between Lower Road, the proposed A40 shared paths and B4044 path.
- v. Eynsham Society – Supports the Integrated Bus Lanes and the cycleway / footway improvements in principle. Opposes the proposed underpass due to safety and flood risk concerns and considers that a ramped bridge or at-grade controlled crossing would be preferable for cyclists/pedestrians. Requests that existing distances between the A40 and homes should not be reduced, and mitigation is provided (resurfacing) to reduce existing noise impacts from traffic.
- vi. Witney Oxford Transport Group – Prefer that the funding is allocated towards a rail link between Oxford and Eynsham. Recommends that the A40 Improvements should safeguard land for a railway route between Eynsham and Oxford.
- vii. British Horse Society – Objects to the Dual Carriageway Extension in principle but recognises that the new Barnard Gate roundabout could improve road safety by

reducing traffic accidents. Recommends that Pegasus crossings should be provided at Eynsham instead of proposed Toucan crossings.

- viii. Oxfordshire Transport & Access Group – Supports the Dual Carriageway Extension, the Integrated Bus Lanes up to Eynsham Roundabout and the cycleways / footways. An A40/A44 link road would be a more effective solution to relieve congestion at the Wolvercote Roundabout.
- ix. Bus Users Oxford – Objects to the Dual Carriageway Extension in principle and recommends that the funding is reallocated to creating bus lanes between Shores Green and Eynsham and a westbound bus lane at Duke's Cut instead.
- x. Cyclox / Cycle UK – Considers that the A40 HIF2 proposals do not embrace the Oxfordshire County Council 2020 Climate Action Framework, West Oxfordshire District Plan 2031, Local Transport Plan or the Draft Salt Cross Garden Village Area Action Plan. Welcomes the inclusion of Toucan crossings and the reduced speed limit regime proposed but considers that speed limits around the proposed Barnard Gate roundabout should be further reduced to 30 mph.
- xi. Stagecoach – Welcomes the A40 HIF2 proposals, most notably the provision of fully segregated bus lanes between the Eynsham Park & Ride and Dukes Cut and considers that the proposals will improve journey time reliability for existing bus services running between West Oxfordshire and Oxford via the A40. Confirms that Stagecoach and OCC have been engaged in an ongoing dialogue over several years concerning the design of the proposals. Welcomes the progress made in refining the following aspects of design since Stagecoach last reviewed the A40 Science Transit LGF Scheme:
 - a. Supports changing the Eynsham Park & Ride access from a roundabout to a signalised junction. Stagecoach considers this will improve the safe and efficient operation of westbound buses seeking to turn right into the Park and Ride site from the bus lane.
 - b. Supports the number and location of the proposed bus stops especially the proposed bus stop alterations around Cassington where recent changes have been made.

Other feedback

- 3.6 In addition to submitting feedback form responses, respondents could also submit their questions and comments directly to the Project team using the A40 project email address and the online webinar signup form. In total we received 122 questions about the project from these sources between 10 May and 7 July (inclusive). In the table enclosed at Appendix D we have summarised and ranked the questions and comments received on a thematic basis.

4 OCC response to feedback

- 4.1 We have responded to those who participated in the public engagement process through the following channels:
- Updating the FAQs on the A40 HIF2 FAQ webpage to provide a detailed response to the most commonly asked questions received during the public engagement process.
 - Uploading a copy of this report which explains how the design of the Project has been revised in response to stakeholder comments on the OCC consultation portal page.

FAQs update

- 4.2 The Project team has prepared a comprehensive response to the questions received about the A40 HIF2 proposals via the A40 project email inbox between 10 May and 7 July (inclusive).
- 4.3 The Project team reviewed each of the 122 questions and grouped each question into to a main 'theme' and then a 'sub-theme'. In the table enclosed at Appendix D we have summarised and ranked the questions and comments received on a thematic basis. Where answers were not already provided in the existing FAQs a new answer was prepared for each new question. Answers to the most commonly asked questions have been uploaded to the A40 Improvements FAQ webpage.
- 4.4 The FAQs can be viewed on the OCC website at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements/about-a40-programme>.

Project evolution

- 4.5 The table below summarises the changes to the Project which have been proposed in response to the feedback received during early stakeholder engagement and the public engagement exercise.

Table 4.1 Schedule of confirmed design changes in response to stakeholder feedback

Design change or update	Stakeholder
<p><u>A40 Smart Corridor</u></p> <p>1. All shared path crossings will have a contrasting surface across the junction to highlight the crossing point. Where the SUP shared use path has priority, these will be raised to be at a consistent level. Locations where vehicles have priority will have a "check" (around 25mm) for road users, to accentuate the contrasting surface. Road</p>	<ul style="list-style-type: none"> • Active Travel Stakeholders • Eynsham Society

Design change or update	Stakeholder
markings will be provided on the shared use path to remind pedestrians and motorists that the path is also used cycles.	
<u>Barnard Gate to Eynsham Park and Ride</u>	
2. New controlled toucan crossing added on eastern arm of Barnard Gate roundabout to facilitate north to south crossing. New pathway link to the road leading to South Leigh.	<ul style="list-style-type: none"> • Active Travel Stakeholders • Eynsham PC • South Leigh PC
3. New pathway link from A40 shared use path onto the access road at Barnard Gate Farm.	<ul style="list-style-type: none"> • Active Travel Stakeholders
4. Public Right of Way (PROW) link to Barnard Gate road. New unsurfaced connection included to link the PROW (206/13/10 to Barnard Gate road	<ul style="list-style-type: none"> • OCC PROW team
<u>Eynsham Park and Ride Junction</u>	
5. Controlled crossings on west and north arms re-aligned to be in-line for easier crossing by cyclists.	<ul style="list-style-type: none"> • Active Travel Stakeholders • HIF1 team liaison
<u>Eynsham Park and Ride bus only eastbound exit</u>	
6. Proposed layout for the uncontrolled share use crossing point revised to provide priority for pedestrians and cyclists	<ul style="list-style-type: none"> • Active Travel Stakeholders
<u>Eynsham Park and Ride bus only eastbound exit</u>	
7. South side path width to be extended to 3.5m (from previously proposed 3m) to align with OCC active travel standards for bus shared use path section.	<ul style="list-style-type: none"> • OCC Active Travel Lead • Active Travel Stakeholders
<u>Various laybys and Public Fuel Station access</u>	
8. Motor traffic has priority on exit from A40, when speeds are higher on mainline. Pedestrians and cyclists to have priority on entry to A40, when motor traffic can wait offline.	<ul style="list-style-type: none"> • Active Travel Stakeholders
<u>Lower Road Roundabout</u>	
9. New North side and South side in-line toucan crossings.	<ul style="list-style-type: none"> • Active Travel Stakeholders • HIF1 team liaison
<u>BP Petrol Filling Station east of Lower Road</u>	
10. Pedestrians and cyclists have priority over motor traffic entering A40 (i.e. vehicles exiting BP Petrol Filling Station)	<ul style="list-style-type: none"> • Active Travel Stakeholders
<u>Horsemere Lane Westbound bus stop and North to South A40 crossing;</u>	
11. Added Westbound Bus Stop on the A40 opposite <u>Horsemere Lane</u> 12. New Controlled Toucan crossing.	<ul style="list-style-type: none"> • Cassington PC • Active Travel Stakeholders • Stagecoach
<u>Apollo Layby</u>	<ul style="list-style-type: none"> • Active Travel Stakeholders

Design change or update	Stakeholder
13. Motor traffic to have priority when exiting A40 (due to speed of traffic) but pedestrians and cyclists to have priority on entry to A40, as motor vehicles wait offline.	

5 Summary and next steps

- 5.1 The online engagement carried out by OCC between 10 May and 7 June (inclusive) provided the public with information about the HIF2 A40 Project and provided the opportunity to submit their comments and questions to the Project team via multiple channels.
- 5.2 Our records show that the A40 Improvements webpages were viewed at least 6,321 times, the online exhibition room was viewed at least 420 times and the two live webinar events were attended by 25 individuals collectively. Our records indicate that website visitors engaged positively with the content.
- 5.3 In total we received 122 questions via email about the Project and 112 written responses to the online public engagement made up of 102 feedback form responses and 10 other written responses. We received formal written responses from 13 key stakeholders which we identified at the outset of the project. Table 4.1 in this report illustrates how the Project has been shaped by the stakeholder engagement process to date; it identifies the confirmed design changes which have been made in direct responses to stakeholder comments.
- 5.4 The different elements of the HIF2 A40 project received varying levels of support from respondents who completed the feedback form as summarised below.

Dual Carriageway Extension

- 5.5 47% of respondents indicated that they supported the scheme (strong support or support) while 50% indicated that they had concerns (minor or significant concerns) about the scheme.
- 5.6 The most common concerns expressed were that the proposal would redistribute congestion elsewhere along the A40, would have few benefits and would encourage car use.

Integrated Bus Lanes

- 5.7 41% of respondents indicated that they supported the scheme (strong support or support) while 49% of respondents indicated that they had concerns (minor or significant concerns) about the scheme.
- 5.8 The most common comments received about this scheme were that respondents would prefer to see a new link to the A34 or a further extension of the proposed dual carriageway either to the Wolvercote roundabout or into Oxford City instead of the proposed bus lanes.

Dukes Cut Eastbound Bus Lane

- 5.9 40% of respondents indicated that they supported the scheme (strong support or support) whereas 43% of respondents indicated that they had concerns (minor or significant concerns) about the scheme.

- 5.10 The most common comments received about this scheme were that respondents would prefer to see a new link to the A34 or a further extension of the proposed dual carriageway either to the Wolvercote roundabout or into Oxford City instead of the proposed bus lane.

Other elements of the Project

- 5.11 66% of respondents indicated that they supported the National Cycle Route 5 cycle link proposal (strong support or support) whereas fewer respondents (just 15%) indicated that they had concerns (minor or significant concerns) about the proposal.
- 5.12 47% of respondents indicated that they supported the proposed shared cycle and pedestrian facilities (strong support or support) while fewer respondents (29%) indicated that they had concerns (minor or significant concerns) about the proposal.
- 5.13 43% of respondents indicated that they supported the proposed roundabout at Barnard Gate (strong support or support) while fewer respondents (38%) indicated that they had concerns (minor or significant concerns) about the proposal.
- 5.14 30% of respondents indicated that they supported the proposed speed limit variations while 33% of respondents indicated that they had concerns (either minor or significant concerns) about the proposal.

Summary

- 5.15 The proposals which received the highest level of support from respondents who completed the feedback form were National Cycle Route 5 cycle link proposal (66% strongly support or support), followed by the shared cycle and pedestrian facilities and the dual carriageway extension (both 47%) and then the proposed Barnard Gate roundabout (43%).
- 5.16 Respondents expressed the highest level of concern about the main proposals in the following order: dual carriageway extension (50% minor or significant concerns), integrated bus lanes (49%) and then the Duke's Cut eastbound bus lane (43%).
- 5.17 Opinions were most divided over the dual carriageway extension which received a relatively high level of overall support and concern. Just 4% of respondents indicated that they had no opinion on the scheme (4% neutral) whereas for the other proposals between 10% and 29% of respondents indicated that they were neutral.

Next steps

- 5.18 All comments and questions received during the public engagement process will continue to be reviewed as we refine the design and prepare the planning application documents.

- 5.19 We have updated the FAQs in response to questions received to provide further information about the Project. These will continue to be kept under review and can be viewed on the OCC website at:
- <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements/about-a40-programme>
- 5.20 Table 4.1 in this report shows how the Project has been shaped by the stakeholder engagement process to date; it identifies the confirmed design changes which have been made in response to stakeholder comments.
- 5.21 OCC will continue to proactively engage with stakeholders on a range of matters including biodiversity net gain enhancements, mitigation and the outcome of the ongoing design review process up to planning submission.
- 5.22 A single planning application will be submitted to OCC in September 2021 with an accompanying SCI. The SCI will document how OCC as the Applicant has engaged meaningfully with a wide range of stakeholders. The SCI will also demonstrate how the planning application (including technical assessments, proposed design, and proposed mitigation) has been influenced by feedback received during the engagement process.

Appendix A Copy of online exhibition boards

1 Background and context

Welcome to our online exhibition in respect of the A40 HIF2 Smart Corridor Project.

The A40 Improvements Programme

Oxfordshire County Council (‘OCC’) is investing in six major transport improvement schemes along the A40 between Witney and Oxford. This approximately 12.5 km section of the A40 is used each day by over 30,000 vehicles which is above the road’s capacity. Congestion causes daily problems for road users and has been described as one of the biggest barriers to economic growth and prosperity in West Oxfordshire.

Collectively we refer to these six major transport schemes as the A40 Improvements Programme (‘the A40 Programme’). The six schemes are numbered and labelled on the plan on this board. The overriding objective of the Programme is to deliver a long-term solution for the A40 to protect and enhance quality of life for residents and the future economic prosperity of this part of Oxfordshire.

Our plans to address traffic and transport issues along the A40 will result in better transport links, the creation of new jobs and housing, reduced emissions and more sustainable travel options.

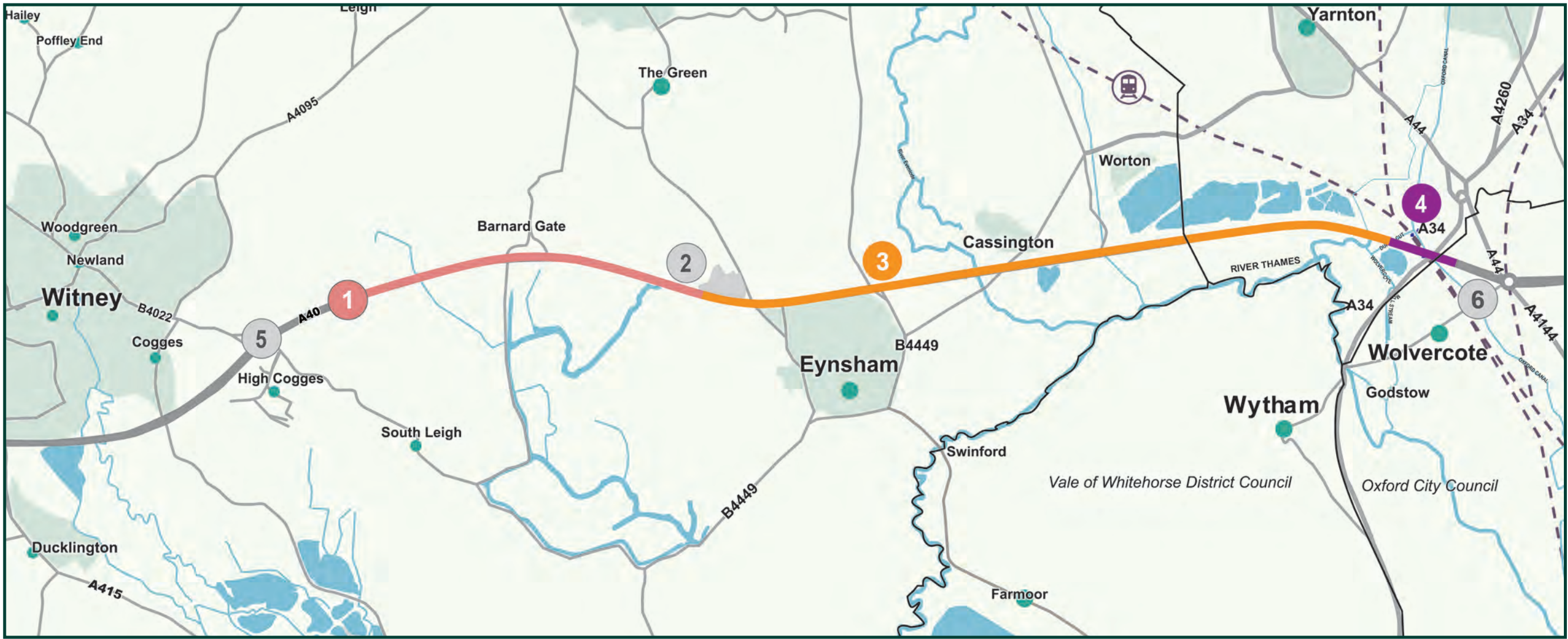
Extensive engagement activity has and continues to take place in relation to the A40 Programme. Detail on the background to the Programme as a whole and all the schemes is provided on our [website](https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements) (<https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements>). The Programme is being delivered in phases. This event focuses on the **A40 HIF2 Smart Corridor Project** only.

A40 HIF2 Smart Corridor Project (Schemes 1, 3 and 4)

The focus of this exhibition is on three of the proposed transport schemes contained within the wider A40 Programme of work (Schemes 1, 3 and 4). Further detail on the specifics of each scheme is provided below and on the following virtual boards.

Taken together, these three schemes constitute the A40 HIF2 Smart Corridor Project.

This exhibition is intended to give you the opportunity to provide feedback on the A40 HIF2 Smart Corridor project, in advance of a formal planning application submission later this year. The exhibition will remain open, and feedback can be submitted until **23.59 on 7th June 2021**.



Key

1	A40 Dual carriageway extension	3	A40 Integrated bus lanes	5	Access to Witney
2	Eynsham Park and Ride	4	A40 Duke’s Cut	6	Oxford North

Consultation during Covid-19

This online exhibition is being held instead of public exhibitions in the local area due to the Government’s Coronavirus (Covid-19) restrictions.

If you know anyone who does not have access to the internet and you think would be interested in this consultation, we would appreciate your help in telling them about it. They can call us on: **01865 792422** to discuss the proposals and request printed copies of the consultation materials.

Access to Witney (Scheme 5)

A separate online engagement event is currently being run in relation to Scheme 5 (Access to Witney) also shown on the plan above. This scheme proposes improvements to the existing B4022/A40 junction at Shores Green.

A separate planning application will be submitted to OCC for that proposal.

The online exhibition for Access to Witney can be viewed on our [website](https://virtual.engage.stantec.com/accesstowitney) (<https://virtual.engage.stantec.com/accesstowitney>).

2 A40 HIF2 Smart Corridor Project Overview

About the Project

The A40 HIF2 Smart Corridor Project proposes a mix of active travel (walking and cycling), public transport and road infrastructure improvements along the A40 between east of Witney and Duke's Cut. It is comprised of the following three schemes:

- Scheme 1: A40 Dual Carriageway Extension (3.4km, 2.1 miles) – a scheme to upgrade the A40 east of Witney to the Eynsham Park and Ride site from a single carriageway to a dual carriageway and improved dedicated routes for walking and cycling.
- Scheme 3: A40 Integrated Bus Lanes (6.5km, 4 miles) – widening of the carriageway to add dedicated bus lanes running eastbound and westbound along the A40 between Eynsham Park and Ride to Duke's Cut and a new improved pathway for pedestrians and cyclists.
- Scheme 4: A40 Duke's Cut (600m) – a new eastbound dedicated bus lane and improved cycling and pedestrian routes.

The location of each scheme is shown on the plan on virtual board 1. The A40 HIF2 Smart Corridor Project passes through West Oxfordshire District Council, Cherwell District Council and Oxford City Council areas from west to east.

Project Objectives

Key objectives of the Project are to:

- Provide greater travel choice and encourage more use of bus, cycling and walking.
- Improve active travel and public transport accessibility and connectivity for more reliable bus journey times.
- Support major new housing and employment sites allocated in the West Oxfordshire Local Plan.
- Promote economic growth in Oxfordshire and creation of new jobs.
- Reduce carbon emissions and other pollutants associated with travel.

Planning Application

A single, full planning application with an accompanying Environmental Impact Assessment (EIA) for the Project will be submitted to OCC in September 2021. The application will constitute a 'Regulation 3' planning application meaning that OCC will be both the Applicant and Determining Authority. OCC is required to determine some of its own planning applications by virtue of the Town and Country Planning General Regulations 1992. Regulation 3 enables OCC to make planning applications to itself as long as the development is to be carried out by (or on behalf of) the Council and the interest in the development by the Council is significant. The development may be on land in or not in the Council's ownership.



Artists impression of the proposed eastbound bus lane at Duke's Cut (Scheme 4)

3 Progress to date

The proposals presented in this exhibition have been shaped by feedback received during previous engagement exercises carried out by OCC since 2015 in relation to the wider A40.

July 2015: Investing in the A40

In July 2015 we conducted an initial consultation to develop a long-term solution for the A40 to address the issues of congestion and delay. The following strategic highway improvement options were considered:

- Bus Lanes - 3-metre-wide bus lanes between Shores Green, Witney and the Duke's Cut canal bridge in both directions.
- Guided Bus Way - a 2-way guided busway track to provide a new route from Witney to Oxford using specially adapted buses using the line of the old railway from Witney to Cassington.
- Dual Carriageway - widening the A40 to two lanes in each direction.
- Tram - New double track, light rail line linking Witney, South Leigh, Eynsham and then on to Yarnton or Oxford.
- Train - a new railway line connecting south of Ducklington roundabout to South Leigh, Yarnton and Oxford Station.

The 2015 consultation information can be viewed on our [website](https://consultations.oxfordshire.gov.uk/Investing_A40/consultationHome). (https://consultations.oxfordshire.gov.uk/Investing_A40/consultationHome)

Following a considered assessment of the respective merits of each option, OCC Cabinet decided to adopt the package of dual carriageway and bus lanes in May 2016. These now form a fundamental part of the A40 HIF2 Smart Corridor Project.

A rail line is not part of the current A40 Improvements Programme and neither can the proposals “safeguard” any route. Safeguarding or protecting a route or part of it would need to be based on a robust technical evidence base. No formal feasibility or optioneering has taken place yet. We are aware that the Witney to Oxford Transport Group are promoting a rail scheme and we are working with this stakeholder where practicable to assist in securing monies to undertake a feasibility study.

November 2018: Improving the A40

In November 2018 we carried out a consultation on early designs for the A40 dual carriageway and bus lanes scheme. The following options were considered:

- A40 Dual Carriageway from Witney to Eynsham Park and Ride.
- A40 Westbound Bus Lane.
- A40 Eastbound Bus Lane over the Duke's Cut and Wolvercote Railway Bridges linking to an eastbound bus lane on approach to Wolvercote Roundabout.
- B4044 Community Path from Eynsham to Botley.
- Cycle Link to National Cycle Route 5 on the Oxford Canal Tow Path.

The 2018 consultation information can be viewed on our [website](https://consultations.oxfordshire.gov.uk/consult.ti/ImprovingtheA40corridor). (<https://consultations.oxfordshire.gov.uk/consult.ti/ImprovingtheA40corridor>)

The A40 HIF2 Smart Corridor Project proposals presented today include updated plans for A40 Dual Carriageway (Scheme 1), A40 Westbound Bus Lane and A40 Eastbound Bus Lane (Scheme 3) and Cycle Link to National Cycle Route 5 and the Oxford Canal Tow Path (Scheme 4).

Stakeholder Engagement

OCC has and continues to proactively engage with a wide range of stakeholder groups and individuals as an integral part of the design and planning process. Feedback has been incorporated into the proposals where appropriate and feasible to do so. These groups include:

- Local interest and amenity groups.
- Landowners and developers.
- Political representatives.
- Statutory bodies.
- Oxfordshire County Council technical Officers.
- Adjoining planning authorities.

4 Planning policy

Connecting Oxfordshire: Local Transport Plan 2015 -2031

The Connecting Oxfordshire: Local Transport Plan was agreed by OCC in September 2015. The Local Transport Plan sets out the policy and strategy for developing the transport system and transport infrastructure improvements in Oxfordshire up to 2031. It aims to support jobs, housing growth and economic vitality; reduce emissions and enhance air quality; and protect and enhance the environment and improve quality of life. The full document can be viewed on our [website](https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire) (<https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire>).

Connecting Oxfordshire: Volume 7a (A40 Route Strategy)

Policy A40 aims to improve access between towns in West Oxfordshire, and Oxford by providing public transport improvements in the A40 corridor including: an eastbound bus lane between Eynsham and the Duke's Cut; westbound bus priority measures; a Park and Ride car park on the A40 corridor; and junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout. The full document can be viewed on our [website](https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/ConnectingOxfordshire7aA40CorridorStrategy.pdf). (<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/ConnectingOxfordshire7aA40CorridorStrategy.pdf>).

Oxfordshire Infrastructure Strategy Stage 2 (November 2017)

This report identifies priority strategic infrastructure investment needed to support jobs and housing growth in Oxfordshire, including the proposed dual carriageway from Witney to Eynsham Park and Ride.

Oxfordshire County Council 2020 Climate Action Framework

This report sets out the guiding principles to enable a zero-carbon Oxfordshire by 2050. The report outlines OCC's commitment to use its local transport planning role to increase walking and cycling; enable safe, convenient electric public transport across and between towns; and deprioritise journeys by single occupancy private car. The full document can be viewed on our [website](https://www.oxfordshire.gov.uk/sites/default/files/file/about-council/OCC_Climate_Action_Framework2020.pdf) (https://www.oxfordshire.gov.uk/sites/default/files/file/about-council/OCC_Climate_Action_Framework2020.pdf).

West Oxfordshire Local Plan 2031

The West Oxfordshire Local Plan sets out West Oxfordshire District Council's framework for growth and development over the period to 2031 and contains a series of core objectives which are broadly aligned with those in the Local Transport Plan.

These include enabling new development in locations which improve quality of life and where the need to travel can be minimised, ensuring that

land for new development is not released until supporting infrastructure is secured, maximizing opportunities for walking, cycling and use of public transport, and planning for enhanced access to services without unacceptably impacting on local character and resources.

West Oxfordshire Infrastructure Delivery Plan 2016

The West Oxfordshire Infrastructure Delivery Plan (2016) identifies the A40 Corridor project as critical to help relieve congestion on the A40 westbound from Oxford.

Draft planning policy and guidance

Connecting Oxford

Connecting Oxford is a series of schemes which will take effect from 2023, to transform travel and air quality in Oxford. The schemes include rapid transit public transport service which propose more routes, more connections, and faster journeys. Further information about the upcoming formal consultation on Connecting Oxford is available on our [website](https://www.connectingoxford.co.uk/consultation-and-timing-for-connecting-oxford/) (<https://www.connectingoxford.co.uk/consultation-and-timing-for-connecting-oxford/>).

Local Transport and Connectivity Plan (LTCP)

Oxfordshire County Council is currently updating the Local Transport Plan. The Local Transport and

Connectivity Plan (LTCP) will replace the existing Local Transport Plan 2015-2031 (Connecting Oxfordshire). The LTCP Vision Document was published for consultation in February - March 2021. The document outlines a vision for a net-zero Oxfordshire transport system. The proposed policy focus areas include active and healthy travel, public transport and road safety. The LTCP consultation information is available on our [website](https://consultations.oxfordshire.gov.uk/consult/ti/ltcp.engagement/consultationHome) (<https://consultations.oxfordshire.gov.uk/consult/ti/ltcp.engagement/consultationHome>).

Oxfordshire Plan 2050

The Oxfordshire Plan 2050 will provide a strategic planning framework for all six Oxfordshire authorities and will identify areas for sustainable housing and employment growth. The Oxfordshire Plan 2050 is due to be adopted by May/June 2023.

Draft Salt Cross Garden Village Area Action Plan

Salt Cross Garden Village is allocated in the West Oxfordshire Local Plan to provide around 2,200 new homes, a new science and technology park and supporting community facilities. The draft Area Action Plan (AAP) sets out a vision for Salt Cross which will be used to determine planning applications once adopted. The draft AAP was submitted to the Planning Inspectorate for independent examination in February 2021 and the hearings will take place between June – July 2021.

5 Strategic growth

The A40 HIF2 Smart Corridor Project will help to facilitate planned housing and employment growth in West Oxfordshire. The plan on the right shows allocated housing and employment sites in the West Oxfordshire Local Plan and the Oxford Local Plan located along the A40 corridor. A summary of the progress of each site is provided below.

Oxford North

- The site is allocated for 480 homes and 87,300sqm of employment space in the Oxford City Local Plan.
- Planning permission was approved for 480 homes and 87,300sqm of employment space in March 2021.

The Oxford North development forms part of the Northern Gateway Area Action Plan adopted by Oxford City Council in 2015.

Salt Cross Garden Village

- The site is allocated for about 2,200 homes and 40 hectares of employment in the West Oxfordshire Local Plan.
- A planning application was submitted in July 2020 for 2,200 homes and up to 57,000sqm of employment space and has not yet been determined.



Housing Sites		
1	Oxford North	4 East Witney SDA
2	Salt Cross Garden Village	5 North Witney SDA
3	West Eynsham SDA	

Employment Sites	
A	Oxford North
B	Salt Cross Garden Village

The planning application includes outline proposals for a new roundabout on the A40 to the west of Eynsham which will provide safe access to and from the Garden Village to the north. The roundabout design will be future-proofed to potentially provide access to a small number of houses within the West Eynsham SDA to the south. This new roundabout could be delivered by OCC as part of the A40 Dual Carriageway Extension (Scheme 1).

West Eynsham Strategic Development Area

- The site is allocated for about 1,000 homes in the Local Plan.
- Planning permission has been approved for 237 homes of which 160 are now under construction.
- A planning application was submitted in December 2020 for up to 180 dwellings and has not yet been determined.

The Eynsham Park and Ride junction proposed as part of the Integrated Bus Lanes (Scheme 3) will be designed to enable the construction of a southern

arm into the West Eynsham SDA, providing the main access point into the development from the A40.

East Witney Strategic Development Area

- The site is allocated for up to 450 homes in the Local Plan.
- A planning application was submitted in September 2020 for 495 dwellings and has not yet been determined.

North Witney Strategic Development Area

- The site is allocated for about 1,400 homes in the Local Plan.
- Planning applications have been submitted for up to 310 homes and have not yet been determined.

6 A40 Improvements

OCC is investing in six major improvement schemes along the A40 between Witney and Oxford, which will deliver a new Park and Ride at Eynsham, an extension of the dual carriageway around Witney, new bus lanes and junction improvements. The plan shows the location of each scheme.

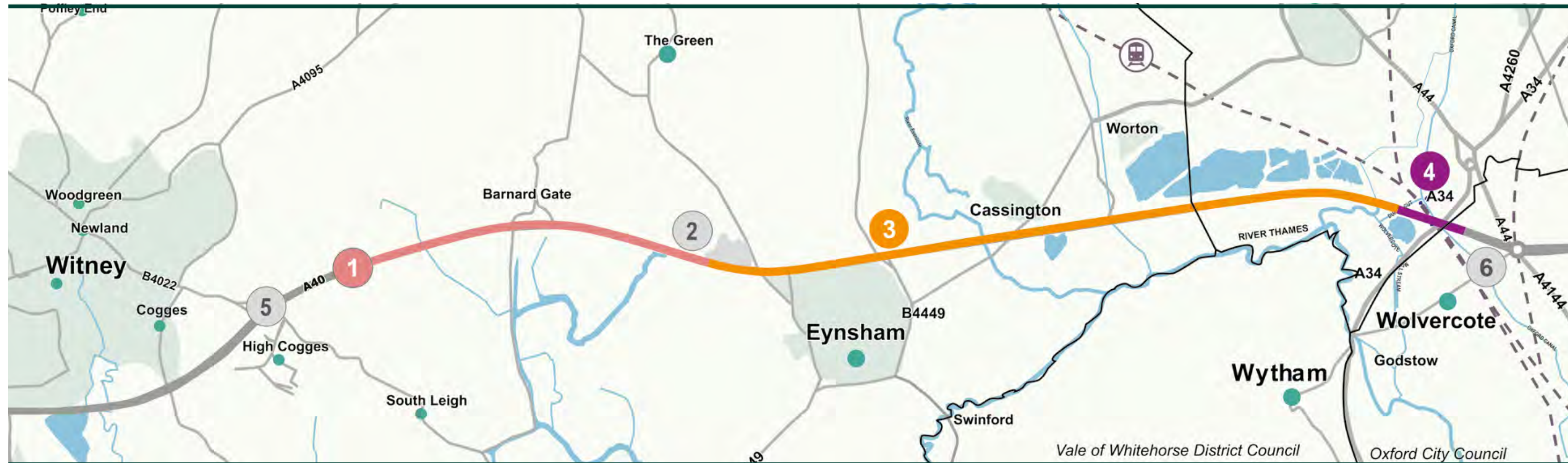
Scheme 1 – A40 Dual Carriageway Extension

We are proposing to upgrade a 3.4km/2.1 mile section of the A40 east of Witney to the Eynsham Park and Ride site from a single to a dual carriageway. This will ease congestion along the A40 by increasing the capacity for all road users.

Scheme 2 - Eynsham Park and Ride (Planning Application Reference R3.0057/19)

A new 850-space Park and Ride, located on the A40 eastbound at Eynsham, together with improved bus and cycle lanes on the A40. Planning permission was granted by OCC in March 2021 and construction is due to commence in early 2022.

The eastbound bus lanes, westbound bus priority measures and improved cycle lanes approved as part of the March 2021 permission will be superseded by the Integrated Bus Lanes (Scheme 3) if the A40 HIF2 Smart Corridor planning application is approved.



Key

1 A40 Dual carriageway extension	4 A40 Duke's Cut
2 Eynsham Park and Ride	5 Access to Witney
3 A40 Integrated bus lanes	6 Oxford North

The March 2021 planning permission includes a roundabout junction on the A40 to provide access to the Park and Ride site. Scheme 3 (Integrated Bus Lanes) proposes a three-arm signalised junction to provide access to the Park and Ride site. The Park and Ride roundabout will be superseded by the Integrated Bus Lanes scheme if the A40 HIF2 Smart Corridor planning application is approved.

Scheme 3 – Integrated Bus Lanes

We are proposing a 6.5km / 4-mile bus route running eastbound and westbound along the A40 between

Eynsham Park and Ride towards Duke's Cut and upgraded cycling and pedestrian facilities.

Scheme 4 – Duke's Cut

We are proposing a new eastbound bus lane along a 600m section of the A40 at Duke's Cut which will link up to the Integrated Bus Lanes (Scheme 3) to the west and the eastbound bus lane which is proposed as part of the Oxford North scheme (Scheme 6) to the east. We are also proposing a new shared use path to connect the A40 to the Oxford Canal tow path which is part of National Cycle Route 5.

Scheme 5- Access to Witney

The Access to Witney scheme proposes adding westbound slip roads at the A40/B4022 Shores

Green junction to improve access to Witney. A planning application is due to be submitted in Autumn 2021 and construction is scheduled to start in late 2022 subject to planning permission. This means that the Access to Witney scheme and the A40 HIF2 Smart Corridor Project proposals may be constructed at the same time.

Scheme 6 - Oxford North (Planning Application Reference 18/02065/OUTFUL)

The proposals include new bus, cycle and pedestrian routes between the Wolvercote roundabout and the A34 flyover. Planning permission was granted in March 2021 and the highways works have now started.

7 Scheme 1: A40 Dual Carriageway Extension

Scheme overview

We are proposing to upgrade a 3.4km/2.1 mile section of the A40 from east of Witney to the Eynsham Park and Ride site from a single to a dual carriageway to ease congestion along the A40 by increasing the capacity for all road users. The scheme involves the following proposals:

- Improved shared footpath and cycle paths along the northside of A40 carriageway.
- New roundabout at the Barnard Gate/South Leigh junction.
- Reduce the speed limit from 60 mph down to 50 mph between the approach to the new roundabout at Barnard Gate and the Eynsham Park and Ride site.
- The proposed speed limits for the A40 Dual Carriageway Extension scheme are shown on board 8.

Objectives

The Dual Carriageway Extension scheme aims to provide a more reliable public transport service and safe facilities for pedestrians and cyclists. The scheme aims to improve road safety for all users by reducing the number of direct access points off the A40 and reducing speed limits at junctions.

How is it being funded?

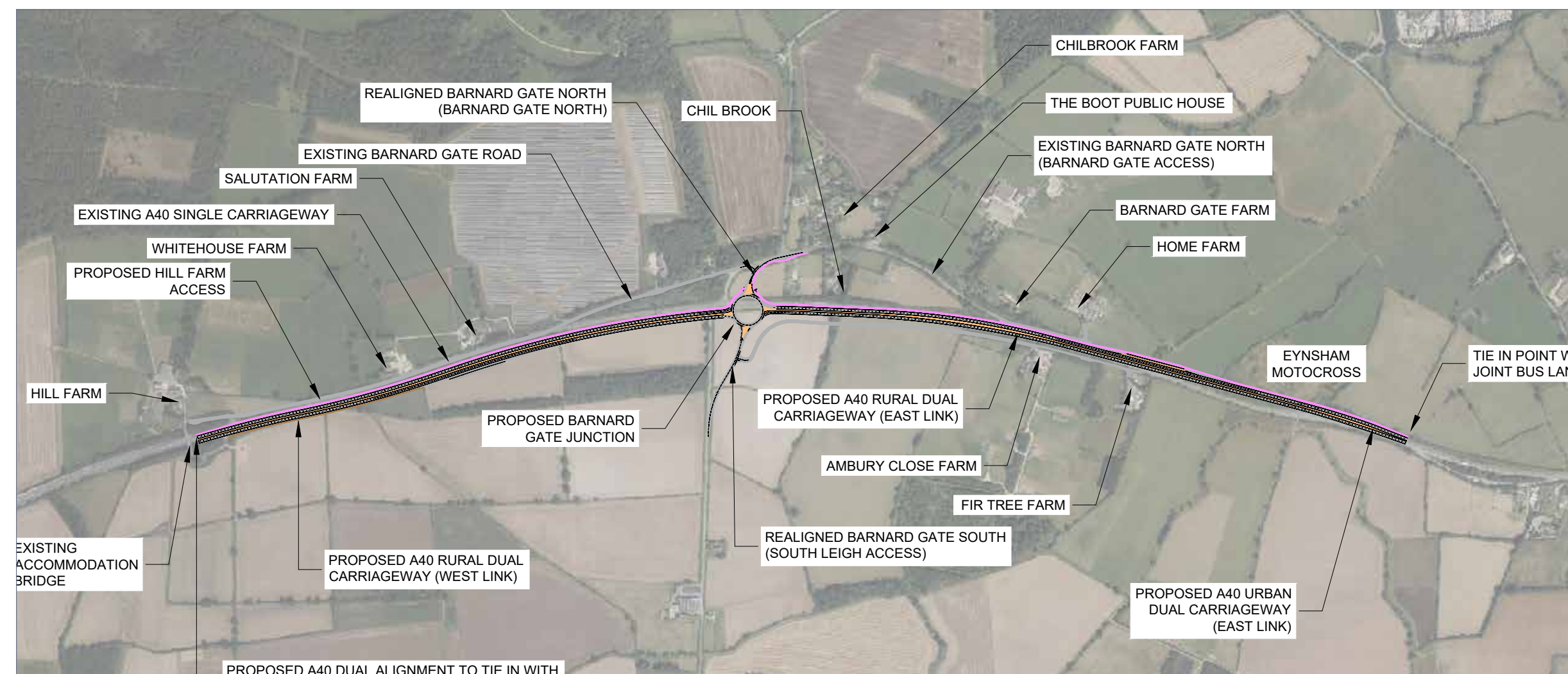
The scheme is expected to cost £53m and is entirely funded from Homes England's Housing Infrastructure Fund. OCC has agreed a funding contract with Homes England subject to meeting a series of conditions.

Timetable

Subject to planning approval, construction is expected to start in late 2022 and complete in March 2024.

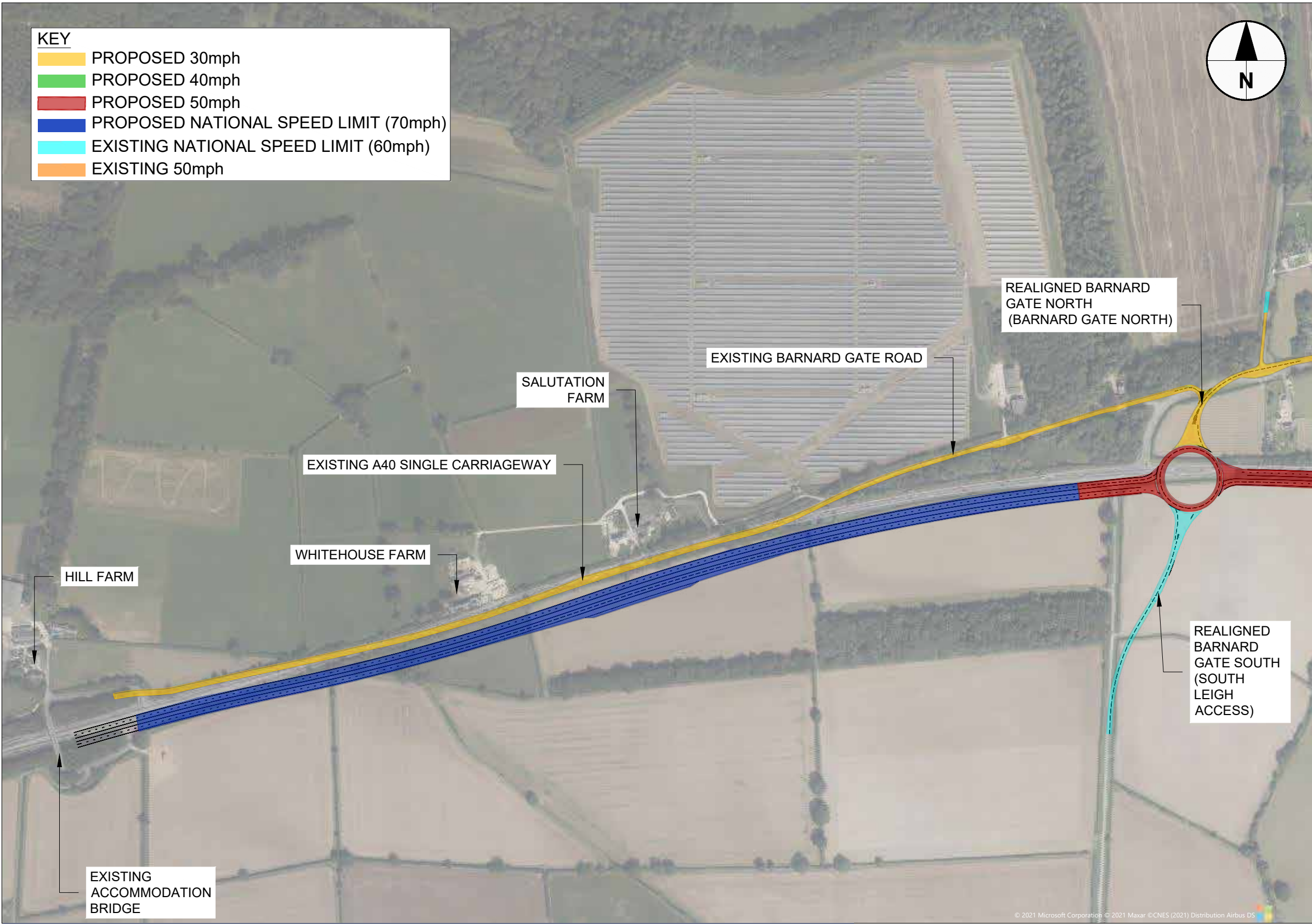


Artists impression of proposed Barnard Gate roundabout looking east

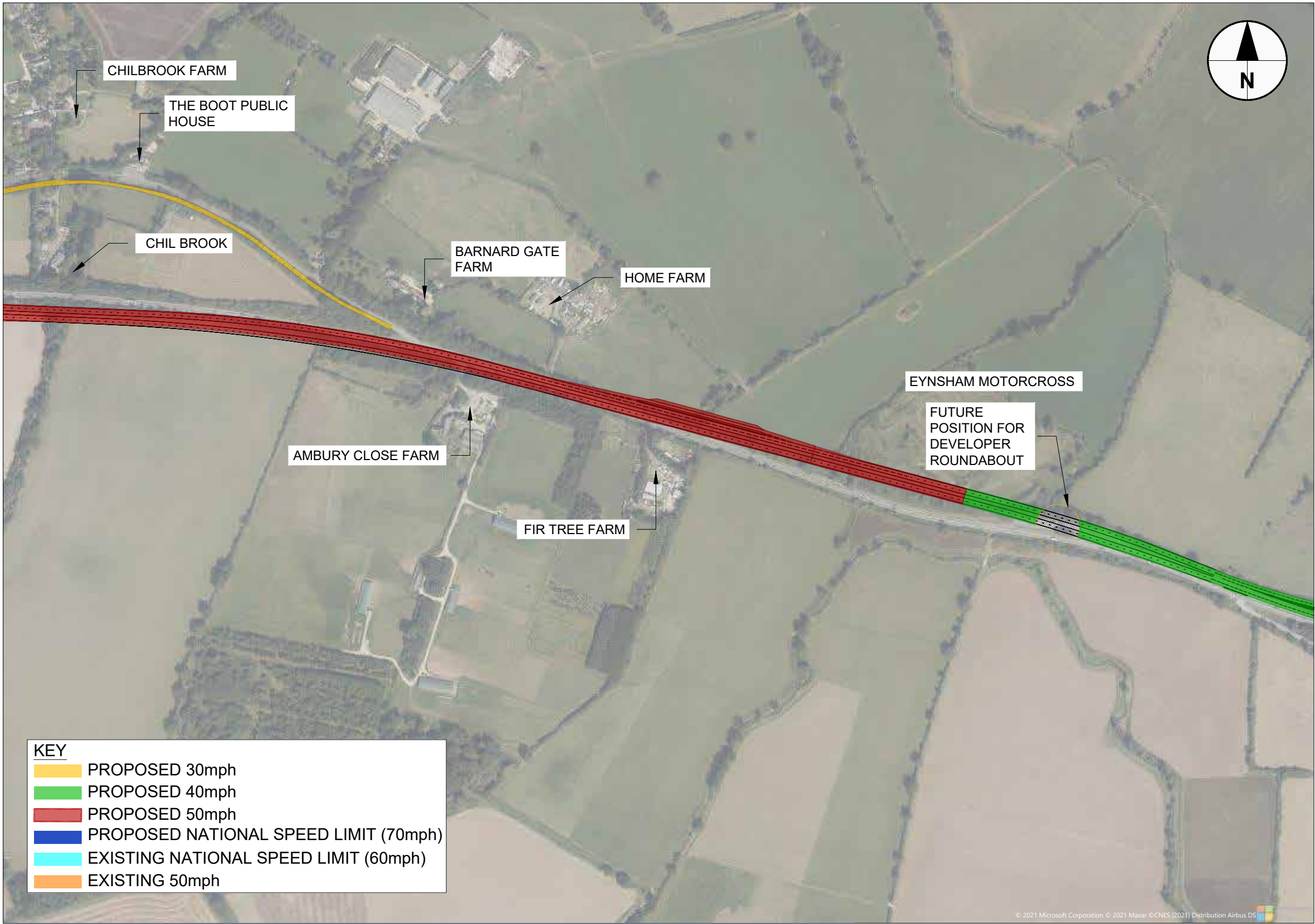


Overview Plan of A40 Dual Carriageway Extension

8 Scheme 1: A40 Dual Carriageway Extension

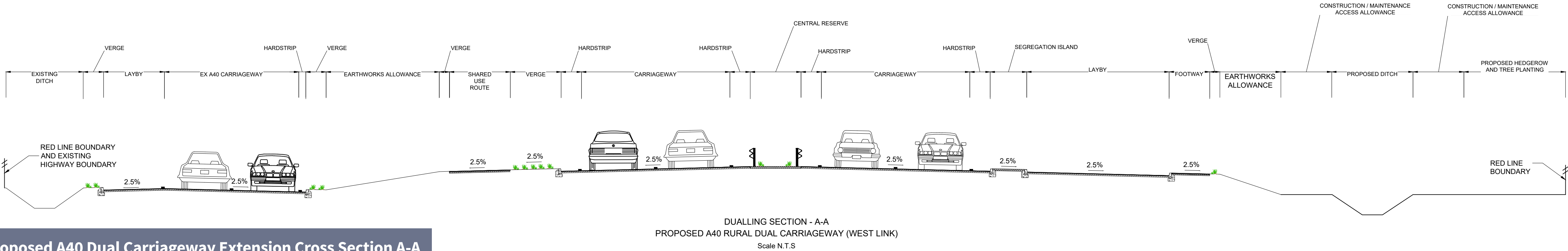


A40 Dual Carriageway Extension Proposed Speed Limits Sheet 1 of 2

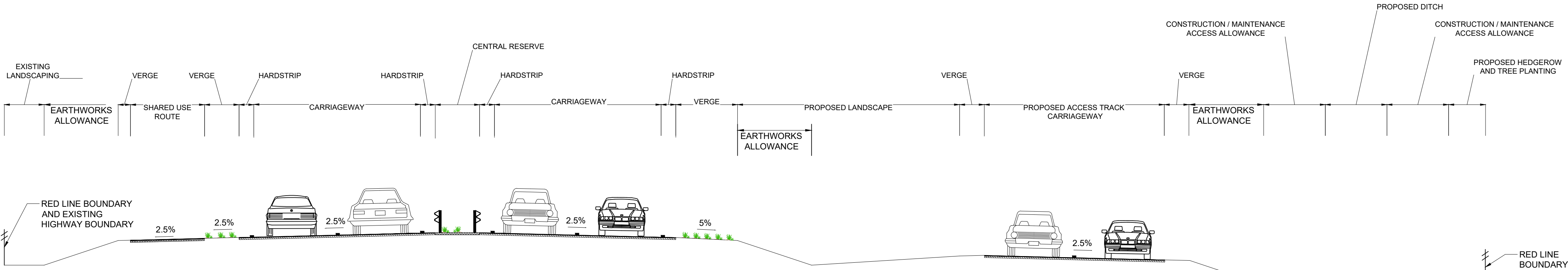


A40 Dual Carriageway Extension Proposed Speed Limits Sheet 2 of 2

9 Scheme 1: A40 Dual Carriageway Extension

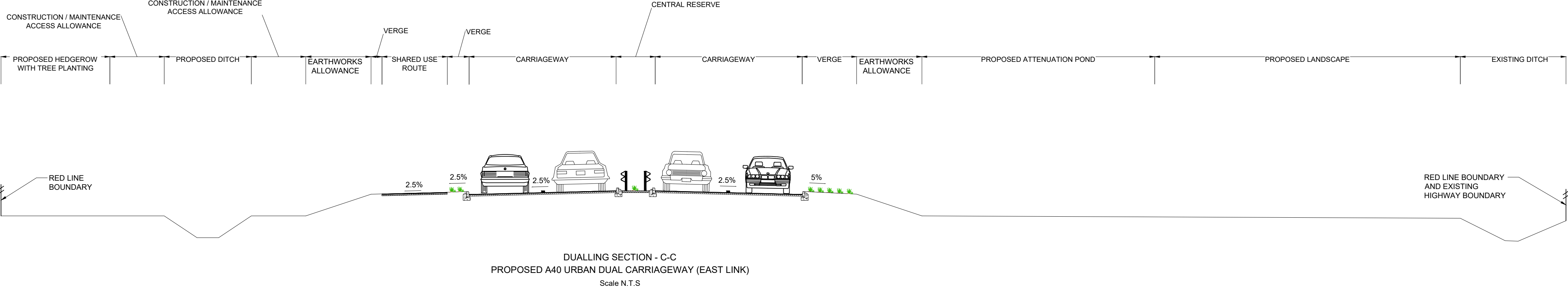


Proposed A40 Dual Carriageway Extension Cross Section A-A



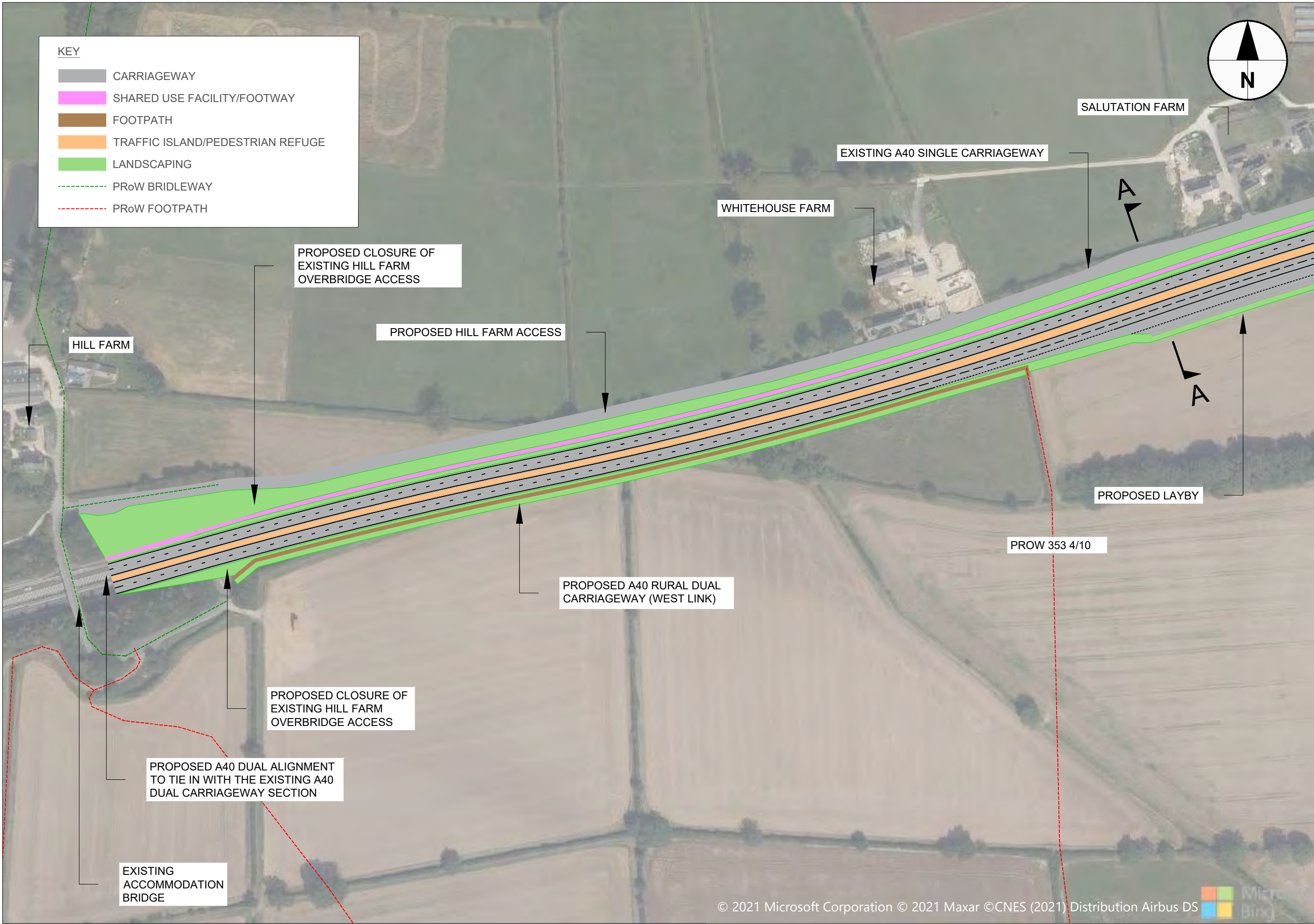
Proposed A40 Dual Carriageway Extension Cross Section B-B

10 Scheme 1: A40 Dual Carriageway Extension

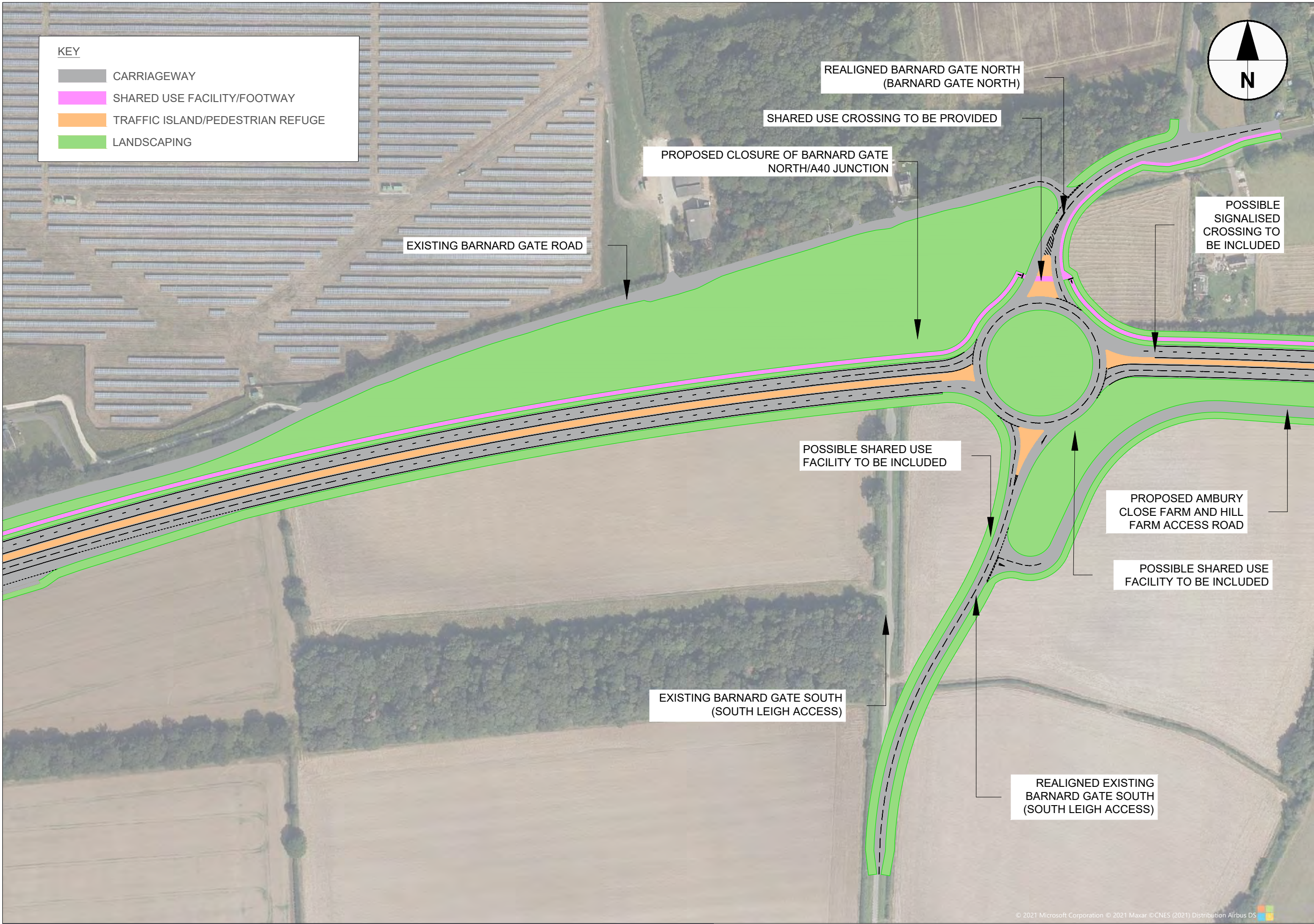


Proposed A40 Dual Carriageway Extension Cross Section C-C

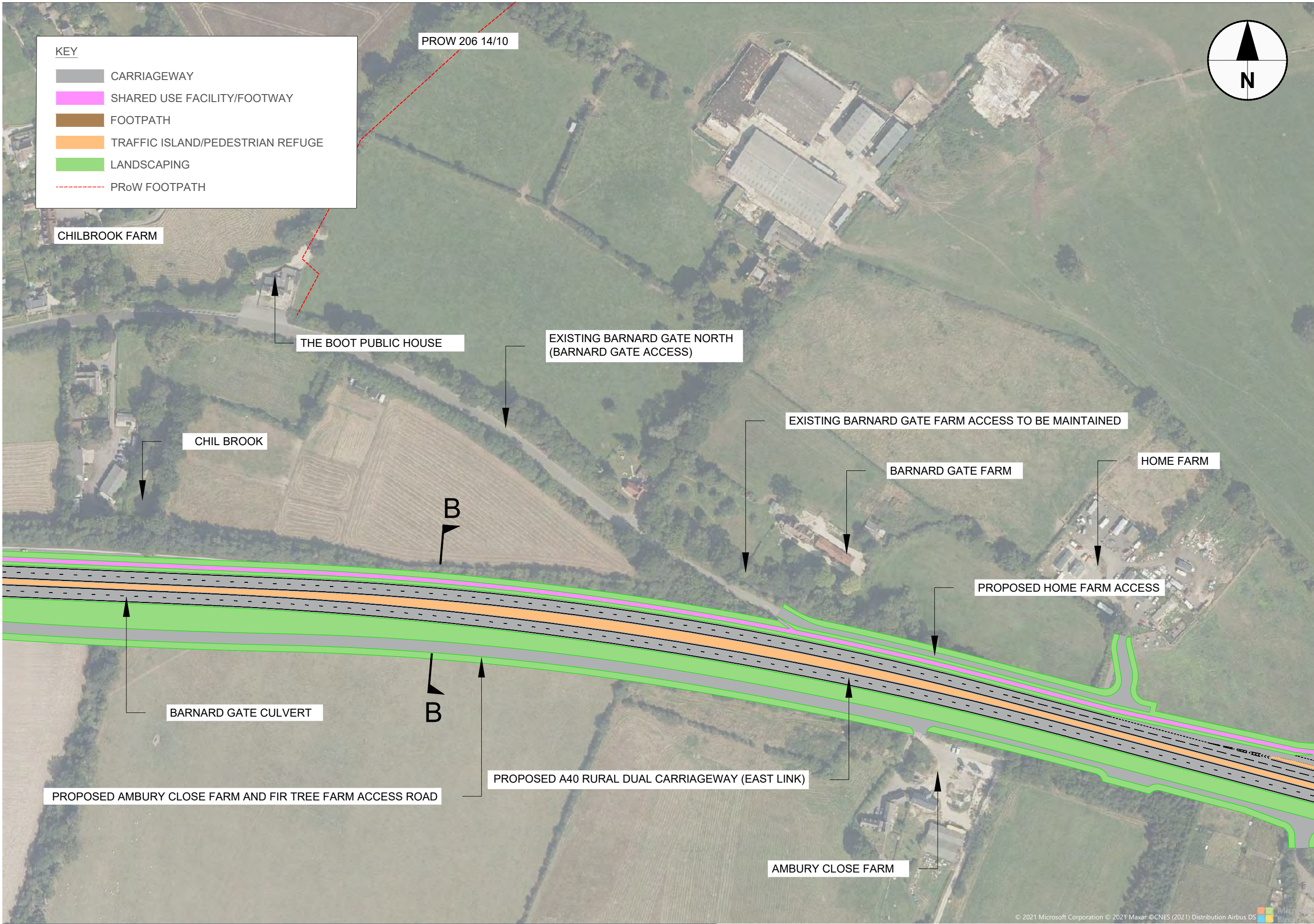
11 Scheme 1: A40 Dual Carriageway Extension



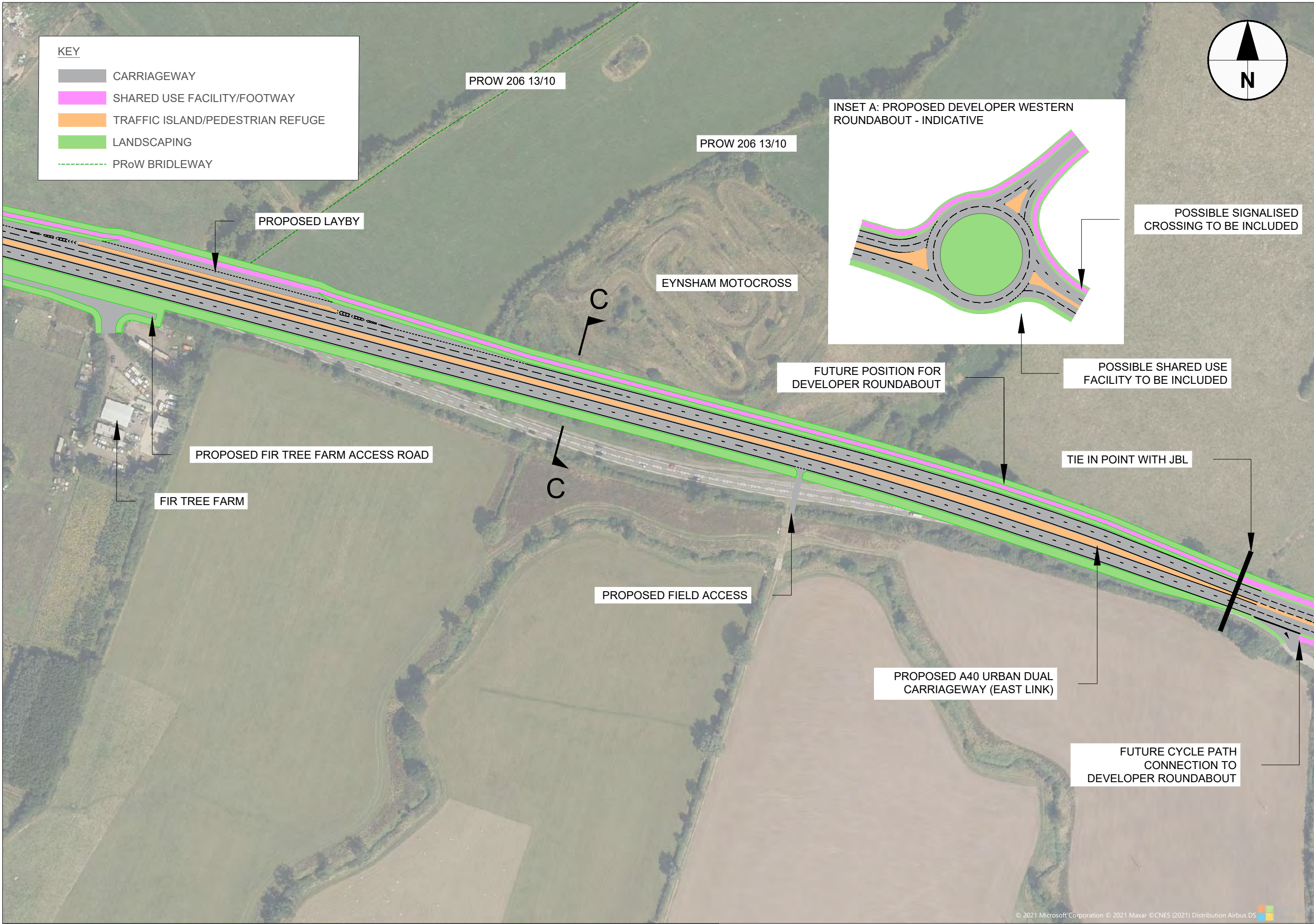
12 Scheme 1: A40 Dual Carriageway Extension



13 Scheme 1: A40 Dual Carriageway Extension



14 Scheme 1: A40 Dual Carriageway Extension



15 Scheme 3: A40 Integrated Bus Lanes

Scheme overview

We are proposing a 6.5km/4 mile bus route running eastbound and westbound along the A40 between Eynsham Park and Ride towards Duke's Cut to provide a more reliable public transport service. The scheme involves the following proposals:

- Improved shared footpath and cycle paths running parallel to the new bus lanes.
- New signalised junction at the Eynsham Park and Ride site with controlled pedestrian crossings and access point for the West Eynsham SDA.
- Widening works to Cassington New Bridge to accommodate the new bus lanes.
- New shared cycle/pedestrian bridges running parallel to Cassington Halt Bridge
- Junction improvement works at Witney Road, Lower Road Roundabout and Cassington Signals.
- Potential pedestrian subway link underneath the A40 connecting Eynsham to the Park and Ride site.
- The proposed speed limits for the A40 Integrated Bus Lanes scheme are shown on boards 16 and 17.

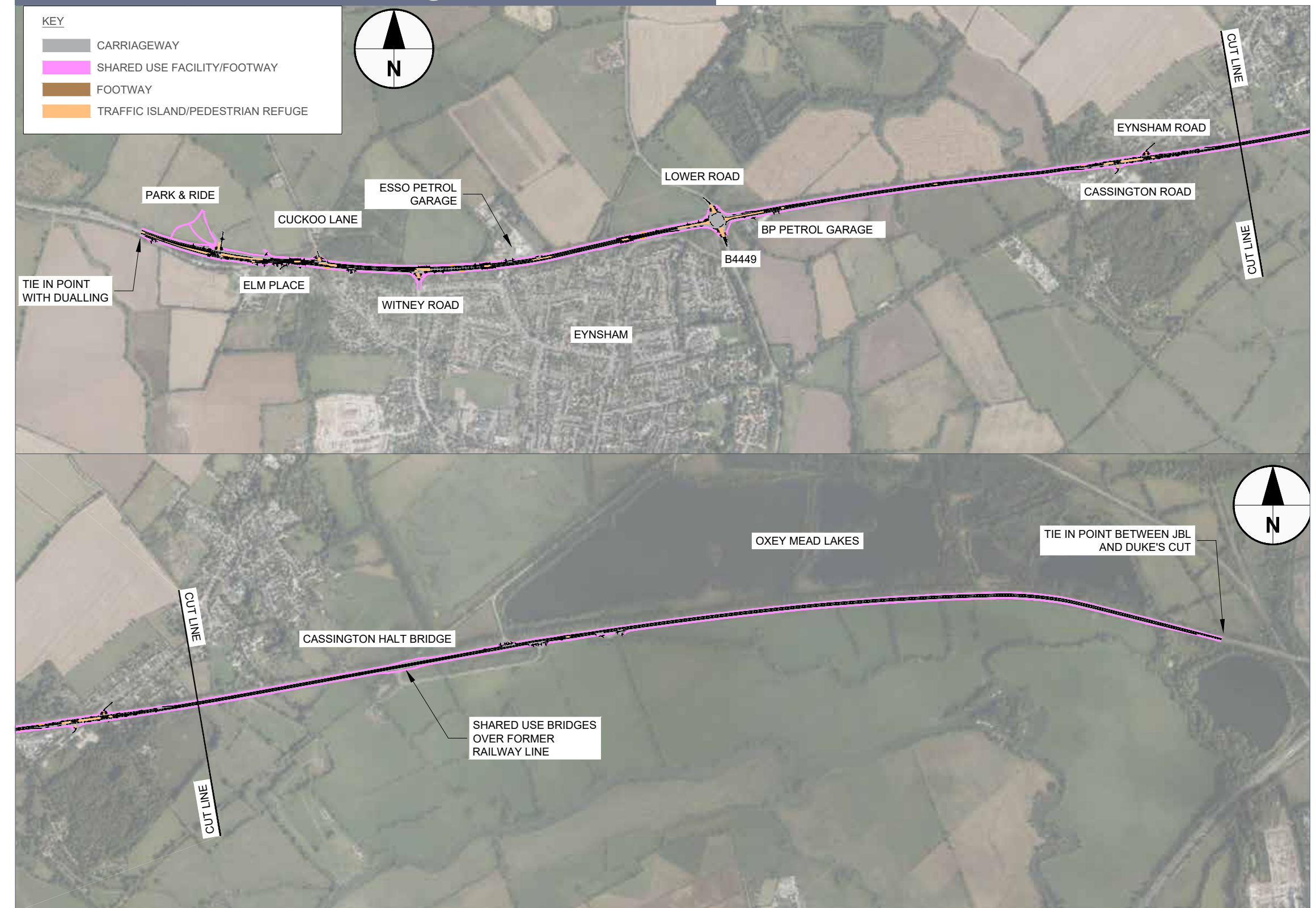


Artists impression of proposed toucan crossing and bus lanes looking East towards Eynsham Esso petrol station

Objectives

The Integrated Bus Lanes scheme aims to help improve public transport reliability and frequency. The proposed footway and cycle lane improvements aim to encourage a safer alternative option for travelling to and from Oxford.

Overview Plan of the Integrated Bus Lanes



How is it being funded?

The scheme is expected to cost £34m and is entirely funded from Homes England's Housing Infrastructure Fund. OCC has agreed a funding contract with Homes England subject to meeting a series of conditions.

Timetable

Subject to planning approval, construction is expected to start in late 2022 and complete in March 2024.