



## **A40 HIF2 Smart Corridor**

# **Statement of Community Involvement**

For **Oxfordshire County Council Major Infrastructure Capital Programme**



November 2021

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**For and on behalf of Stantec UK Limited**

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# 1 Introduction

## 1.1 Overview

- 1.1.1 Oxfordshire County Council (OCC) Major Infrastructure Capital Programme ('the Applicant') is seeking full planning permission for a strategic infrastructure scheme incorporating a mix of active travel (walking and cycling), public transport and highway improvements along the A40 corridor to the east of Witney along to Duke's Cut waterway in Oxfordshire. It is known as the A40 HIF2 Smart Corridor project ('hereafter the HIF2 project').
- 1.1.2 The application seeks full permission for the following ('the Proposed Development'):
- *The dualling of approximately 3.2km of the A40 carriageway from the existing Hill Farm junction at Witney to the Eynsham Park and Ride site (R3.0057/19) including the construction of two new roundabouts*
  - *An eastbound and westbound bus lane approximately 6.5km in length from the Eynsham Park and Ride site to existing structures at Duke's Cut waterway (Duke's Cut Canal Bridge, Earl's Culvert, Wolvercote Railway Bridge and Wolvercote Canal Bridge)*
  - *Capacity and connectivity improvements over the existing structures at Duke's Cut waterway to enable the proposed eastbound bus lane to extend over the existing structures up to the A34 flyover in the east, forming a connection into Oxford North (Northern Gateway) strategic development site*
  - *Construction of a new signalised junction to the Eynsham Park and Ride site*
  - *New pedestrian/cyclist underpass at Cuckoo Lane ('the Eynsham Underpass'). Two new pedestrian/cycle bridges at Cassington Halt (Cassington Halt Footbridge North and Cassington Halt Footbridge South)*
  - *Widening of Cassington New Bridge*
  - *Demolition and replacement/extension of existing White House Culvert*
  - *Demolition and replacement/extension of Barnard Gate New Culvert*
  - *New and improved shared use footways and cycleways, including new shared use links to National Cycle Network (NCN) Route 5 at Duke's Cut waterway;*
  - *Alterations to existing junctions and property accesses along the A40*
  - *Controlled crossings, external lighting, noise barriers, sustainable drainage systems, landscaping, habitat creation including ecology ponds and associated hibernacula and*
  - *All associated engineering and temporary construction works, site compound and storage areas.*

## 1.2 A40 HIF2 Smart Corridor Project

- 1.2.1 The HIF2 Project forms a key component of the wider A40 improvement programme ('the A40 Programme') which is a comprehensive package of six transportation improvement schemes covering a 10.8km stretch of the A40 between Eynsham and Witney in Oxfordshire.
- 1.2.2 In November 2019 the Applicant successfully secured funding via the Government's Housing Infrastructure Fund (HIF) to deliver **three** of the six schemes which make up the complete A40

Programme – schemes 1 ('Dualling'), 3 ('Integrated Bus Lanes') and 4 ('Duke's Cut'). These three schemes taken together comprise the HIF2 Project.

- 1.2.3 A summary of each of the schemes is provided below and within the accompanying **Application Terminology** document provided with the submitted application.
- 1.2.4 In November 2019, OCC secured Government funding for Schemes 1, 3 and 4 of the A40 Improvements Programme through Homes England's allocation of the Housing Infrastructure Fund ('HIF'). Accordingly, this planning application seeks full permission for these three interdependent highways improvement schemes:
- Scheme 1 – A40 Dual Carriageway Extension ("Dualling") – dualling of an approximately 3.2km long section of the A40 between Hill Farm Junction at Witney and the proposed Park and Ride ("P&R") at Eynsham with associated junctions and property accesses, as well as an upgrade to the active travel shared path on the northern verge of the carriageway (also referred to as 'the A40 Dualling').
  - Scheme 3 – A40 Integrated Bus Lanes ("IBL") – installation of an approximately 6.5km long section of joint eastbound and westbound bus lane between the proposed P&R at Eynsham and Duke's Cut with associated junction alterations and improvements, as well as improvements to the active travel shared paths alongside the carriageway (also referred to as 'the Integrated Bus Lanes').
  - Scheme 4 – A40 Duke's Cut ("Dukes Cut") – capacity and connectivity improvements over the four structures at Duke's Cut (Earl's Culvert, Duke's Cut Canal Bridge, Wolvercote Canal Bridge and Wolvercote Railway Bridge) to enable the bus lane(s) to be extended over the bridges, as well as an active travel shared path link to the National Cycle Network (NCN) 5 at Duke's Cut Cottages (also referred to as 'Duke's Cut').
- 1.2.5 The Proposed Development is premised on the importance of active travel and the need to create environments which promote physical activity as a normal part of everyday life; the need to incorporate active travel as a core component of the scheme has informed design and engagement at all stages. The Proposed Development facilitates walking and cycling as an alternative to motorised transport (cars, motorbikes etc) for the purposes of making every day journeys. The Proposed Development is an opportunity to make changes to the existing A40 Corridor situation to promote healthier and more active communities
- ### 1.3 Eynsham Underpass and the Western Development Roundabout
- 1.3.1 The submitted application also seeks full permission for two complementary pieces of highway infrastructure ('the SCGV works') which are not part of the 'HIF2' funded scheme, but are a requirement of the proposed Salt Cross Garden Village (SCGV) site allocation immediately to the north of the A40:
- **Eynsham Underpass** – a new underpass for active travel (including walking, cycling, horse riding etc.) linking the existing settlement of Eynsham to the proposed Salt Cross Garden Village ('SCGV') to the north of the A40.
  - **The Western Development Roundabout** – a new roundabout to the west of Eynsham providing the main access from the A40 to the proposed SCGV.
- 1.3.2 The SCGV site allocation is one of the four sites that the Proposed Development will help deliver. The inclusion of the SCGV A40 works in the application will facilitate, and potentially expedite the delivery of homes and jobs at SCGV.

## 1.4 Key Objectives

- 1.4.1 The overriding objective of the A40 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.
- 1.4.2 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 and active travel options.
- 1.4.3 Specific objectives of the HIF2 Project (Proposed Development) are to:
- Support major new housing and employment site allocations in the West Oxfordshire Local Plan and unlock growth in line with Housing Infrastructure Fund (HIF) through the provision of enhanced active travel and bus travel facilities.
  - Provide greater travel choice for people walking, cycling, and travelling by public transport along the A40 corridor to encourage greater use of sustainable transport options.
  - Improve public transport accessibility and connectivity to employment sites, services, and other facilities.
  - Facilitate faster and more reliable journeys for people travelling by bus along the A40.
  - Ensure that the Proposed Development does not increase journey times for private vehicles (i.e., non-bus users) using the A40.
  - Reduce carbon emissions and other harmful pollutants associated with travel; and
  - To facilitate safer travel for all A40 users.

## 1.5 Approach to Engagement

- 1.5.1 The Applicant recognises that the National Planning Policy Framework (NPPF) places significant importance on pre-application engagement and so has invested considerable time and resources to encourage meaningful involvement in the pre-application engagement / consultation process since 2014.
- 1.5.2 The Proposed Development has been developed in a consultative and iterative manner informed by various phases of engagement/consultation with a wide range of stakeholders. The five main phases of engagement/consultation can be summarised as follows:
- i. EIA Scoping Consultation (March 2021 – April 2021)
  - ii. Landowner Engagement (February 2020 – present)
  - iii. Stakeholder Briefings/Meetings (February 2021 – August 2021)
  - iv. LPA Pre-application Engagement (April 2021 – October 2021)
  - v. Online Public Engagement (10<sup>th</sup> May – 7th June 2021)

## 1.6 Purpose and Structure of this document

- 1.6.1 This Statement of Community Involvement (SCI) has been prepared by Stantec to provide a record of the public engagement and consultation undertaken by the Applicant in support of the planning application for the HIF2 Project.

- 1.6.2 The report provides a summary of the engagement activities undertaken, records the feedback received and explains how that feedback has been used to develop the proposals.
- 1.6.3 The SCI is structured as follows:
- **Section 2** summarises relevant policy and legislation
  - **Section 3** details the engagement activities carried out as part of the ongoing consultation process
  - **Section 4** summarises the feedback received
  - **Section 5** explains how this feedback has shaped the Proposed Development
  - **Section 6** presents our summary and conclusions

## 2 Policy and Legislative Context

### 2.1 National Planning Policy Framework (NPPF)

- 2.1.1 The NPPF outlines measures that are required to be considered during the pre-application process to achieve effective consultation. The NPPF guidance helps to ensure potential objections or comments from stakeholders can be raised early in the consultation process to enable a more open and unambiguous application process.
- 2.1.2 **Paragraph 39** of the NPPF emphasises the importance of ‘early engagement’ in improving the ‘efficiency and effectiveness of the planning application system for all parties’. Inclusive, quality, proactive discussion enables ‘better coordination between public and private resources’ resulting in ‘improved outcomes’ for all involved parties and the community.
- 2.1.3 **Paragraph 40** outlines the role of local planning authorities to encourage ‘other parties to take maximum advantage of the pre-application stage’. Engagement with the local community should be prioritised, even where not required by law, and with ‘statutory and non-statutory consultees’ before submitting a planning application.
- 2.1.4 **Paragraph 41** stipulates that for local planning authorities to issue timely decisions and to reduce cost and delay for the applicant, proactive consultation that can resolve issues at the pre-application stage is advised. The ‘effective and positive’ approach should continue throughout the development process when responding and/or giving advice to stakeholders.

### 2.2 Revised Oxfordshire Statement of Community Involvement (Oxfordshire County Council, May 2020)

- 2.2.1 The effective involvement of the community is an essential part of positive planning for high quality sustainable development in Oxfordshire. The Revised Oxfordshire Statement of Community Involvement (OCC SCI) sets out the County Council’s policy, and the standards it will seek to achieve, to ensure meaningful and effective consultation, engagement and involvement of consultees, stakeholders, and other interested members of the community.
- 2.2.2 The County Planning Authority (CPA) advises that for effective engagement to be conducted, all stakeholders that are interested in, and likely to be affected by the development are to be informed on the proposals and given the opportunity to be involved and influence the emerging plans. Therefore, to deliver effective consultation, paragraph 3.2 states the council follows six key principles:
- *Keep an open mind and run consultations in an open and honest way;*
  - *Be clear about what we are consulting on and what we will do with the findings;*
  - *Give all relevant parties the chance to have their say;*
  - *Provide sufficient time and information to enable people to engage;*
  - *Take views expressed in consultations into account when we make decisions, and;*
  - *Provide effective and timely consultation feedback.*
- 2.2.3 Where appropriate the Applicant has sought to exceed the requirements of the regulations set out in the OCC SCI to seek involvement of all individuals, groups, organisations, and bodies that may have an interest in the scheme.

- 2.2.4 The Applicant has used a variety of methods of engagement to provide communities and other stakeholders sufficient opportunities for meaningful involvement in the application process. This included:
- Ensuring the community has access to information on the scheme via the OCC website and regular e-bulletins.
  - Providing regular updated information about the application and scheme via the Applicants website, social media, and advertisements.
  - Maintaining dialogue with stakeholders and other participants in the community through focussed meetings and virtual briefings; and,
  - Encouraging comments and alternative proposals through the process and specific consultation events.
- 2.2.5 The OCC SCI states at paragraph 7.4 that despite the restrictions imposed because of the COVID-19 pandemic, effective pre-application consultation is still encouraged, and online consultations are to be used in replacement of in-person events, should restrictions warrant this.
- 2.2.6 Whilst the ability to conduct in person events was significantly curtailed because of the ongoing Covid 19 pandemic, the Applicant adopted innovative ways, including the use of an iterative virtual consultation tool, to engage with a broad spectrum of stakeholders through alternative means. The 2021 engagement is an example of the requirement to adapt pre-application consultation to be held online, which ensured comprehensive and meaningful engagement could still take place. The Applicant used a mix of traditional (offline) and online engagement methods as the scheme evolved to maximise engagement and ensure that local feedback was secured and considered prior to the submission of the planning application.



## 3 Engagement

### 3.1 Introduction

- 3.1.1 This section explains the Applicant's approach to pre-application engagement carried out between **March 2020 and October 2021**. It also contains a summary of the historic consultation on the HIF2 Project.

### 3.2 Historic Consultation

- 3.2.1 The Proposed Development has been informed by two previous rounds of engagement with stakeholders and the wider public. The very first round of consultation took place in 2014 to inform the Oxfordshire Local Transport Plan 2015-2031 (LTP4) A40 strategy to inform the range of alternative options for improving transport along. This involved seeking feedback from key stakeholders and the wider public to influence the chosen strategy. The second round of engagement took place between 2018-2019 to inform the Eynsham P&R and Bus Lane Scheme.

### 3.3 Overview of Pre-application Engagement

- 3.3.1 The Proposed Development has been developed in a consultative and iterative manner informed by various phases of engagement/consultation with a wide range of stakeholders. The five main phases of engagement/consultation are summarised in [Table 3.1](#).

Table 3.1 Overview of Engagement Process

Phase	Key dates	Description
EIA Scoping Consultation	March 2021 – October 2021	The purpose of the consultation was to address any environmental issues in the area that could be raised by the landowners and the public body and highlight areas for mitigation.
Landowner Engagement	March 2020 - Present	The Applicant has conducted extensive individual landowner engagement for the A40 improvements. Correspondence has been conducted through Microsoft Teams meetings and multiple site visits to discuss any issues and inform the landowners of the proposed design of the scheme. Landowners that have been directly impacted by the red line boundary have been guided through the CPO process sensitively. Landowners have been made aware of the compensation process and have been ensured that any loss of landscaping or vegetation will be replaced. The Applicant informed landowners that they are allowed to instruct an agent to guide them and that the Applicant would cover reasonable fees for this.
Stakeholder Briefings / Meetings	February – August 2021	Presentation and informal discussion to a variety of groups, to provide an overview and contextual information along with an outline of the Proposed Development and anticipated programme timescales.

Phase	Key dates	Description
		Time was provided for stakeholders to ask any questions and to facilitate wider discussion.
County Planning Authority (CPA) Pre-application Engagement	April – October 2021	Throughout the design process there has been frequent consultation with various technical officers within Oxfordshire County Council (OCC) and other statutory stakeholders.
Online Public Engagement	10 <sup>th</sup> May – 7 <sup>th</sup> June 2021	The public were invited to view an online virtual exhibition, detailing the objectives, design, and mitigation for the HIF2 Project/Proposed Development. Following the virtual exhibition, interested parties were invited to share their thoughts, comments and questions through an online feedback form or dedicated A40 mailbox. In addition, two live Microsoft Teams events were held presenting the scheme in some detail and providing the public with the opportunity to ask direct questions to the project team.

- 3.3.2 Throughout the scheme evolution a combination of specific stakeholder meetings and wider public engagement events were held. The stakeholder briefing meetings focused on consulting with representative organisations acting in the interests of a particular local community, business, and user groups, while the public engagement events opened communication to the wider community. Both forms of engagement presented the opportunity to gather feedback and incorporate it into the design moving forward.
- 3.3.3 The Proposed Development was presented to the public through the engagement period March – May 2021. Engagement with landowners, technical bodies and stakeholders took place from February 2021 and a series of further engagement events took place in May 2021 (further details in [Table 3.1](#)).
- 3.3.4 The remainder of this Section provides a more detailed overview of each phase of engagement/consultation.

### 3.4 EIA Scoping Consultation and Engagement

- 3.4.1 Consultation was undertaken between the various OCC technical teams and statutory stakeholders from the period July 2020 and January 2021. This was to primarily agree the scope and content of the relevant desk-based assessments.
- 3.4.2 The EIA Scoping Report was submitted in March 2021 and the OCC Scoping Opinion was received in April 2021; these documents are provided in [ES Volume II Appendix 2-A and 2-B](#). A summary of the EIA consultation process is provided in [Table 3.2](#).

Table 3.2 EIA Scoping Meetings and Workshops

Stakeholder(s)	Meeting / workshop date	Description
OCC Planning and OCC Public Health Officer (with opinions of Centre for Radiation, Chemical and Environmental Hazards 'CRCE' and Public Health England)	22 <sup>nd</sup> March 2021 by email correspondence	Advice on the level of detail to be included in the Environment Statement (ES), summarising recommendations on content and methodology.
OCC Biodiversity Officer, Protected Species Officer and Landscape Officer	14 <sup>th</sup> May 2021	Meeting to discuss landscape design approach and biodiversity net gain strategy.
OCC Biodiversity Officer	5 <sup>th</sup> May 2021 and email correspondence	Meeting to discuss target condition assumptions to be used in the Biodiversity Net Gain (BNG) calculations.
OCC Transport Development Control	9 <sup>th</sup> May	Meeting to discuss scope of Walking Cycling and Horse-Riding (WCR) assessment and how to address areas of overlap between Population & Human Health and Traffic & Transport assessments.
OCC Landscape Officer and Environment & Heritage Group Officer	7 <sup>th</sup> June 2021 26 <sup>th</sup> October 2021	Meetings to discuss the approach to and progress on the landscape design.
Oxford City Council Environmental Health Officer (EHO)	Correspondence by email	Discussions on the timing for an additional baseline monitoring survey.
West Oxfordshire District Council (WODC) Environmental Health Officers (EHO)	Correspondence by email	Discussions on the timing and locations for an additional baseline monitoring survey.
WODC EHO	Correspondence by email	Discussions on the methodology for the operational vibration assessment.
Natural England	13 <sup>th</sup> October 2021	Meeting to discuss the outcome of the Habitats Regulations Assessment on Oxford Meadows Special Area of Conservation.
Eynsham Parish Council	27 <sup>th</sup> May 2021	Meeting to discuss on Biodiversity Net Gain and biodiversity enhancements. Further discussion around the location of A40 active travel crossings and overall transport priorities in the Eynsham area.

Stakeholder(s)	Meeting / workshop date	Description
OCC Planning Archaeologist	Correspondence by email	Discussions on outcomes of cultural heritage desk-based assessments and scope of further archaeological evaluation required.
Environment Agency	7 <sup>th</sup> February 2020	Introductory meeting to outline scope of HIF2 Project, project team, programme
	19 <sup>th</sup> August 2020	Meeting to discuss HIF2 progress and overall flood modelling approach
Canal and Rivers Trust (CRT)	12 <sup>th</sup> November 2019	Introductory meeting to outline scope of HIF2 Project, project team, programme
	25 <sup>th</sup> November 2019	Introductory meeting to outline scope of HIF2 Project, project team, programme, and present shortlisted options for Duke's Cut
	26 <sup>th</sup> March 2021	Microsoft Teams meeting with CRT and AECOM to discuss procedure for organising asset inspections at Duke's Cut Canal Bridge and Wolvercote Canal Bridge
	15 <sup>th</sup> April 2021	Microsoft Teams meeting to discuss updates re: Duke's Cut and NCN5 Link preferred options and next steps
	7 <sup>th</sup> June 2021	Pre-app form submitted to CRT. Queries regarding usage of steps have also been sent to CRT
Woodland Trust	5 <sup>th</sup> May 2021	Introductory meeting to outline scope of HIF2 Project, project team, programme
	6 <sup>th</sup> July 2021	Meeting to discuss Woodland Trust comments on the online public engagement (May-June 2021); impact of integrated bus lane works on Eynsham Wood (loss of Woodland) and potential landscape mitigation measures; and Discussion on the land acquisition process
	19 <sup>th</sup> October 2021	Meeting to discuss design around Eynsham Wood and mitigation measures employed across the proposal development. Also discuss the offsite biodiversity net gain strategy.

### 3.5 Landowner Engagement

- 3.5.1 The Applicant wishes to acquire all land through negotiation and by private agreement, however, it is recognised that agreements with every landowner along the route may not be possible. Therefore, to protect the programme and funding requirement of the project the Applicant will pursue possible compulsory acquisition powers, granted under the Highways Act 1980.
- 3.5.2 The Applicant and its appointed agents have undertaken comprehensive, ongoing engagement with landowners to review the design proposals and mitigate potential impacts of the scheme. **Table 3.3** below, outlines some of the meetings that have taken place with landowners to discuss the Proposed Development.

Table 3.3 Summary of Landowner Engagement

Stakeholder(s)	Meeting / workshop date	Description
Grosvenor / West Oxfordshire DC	22 <sup>nd</sup> October 2020	Meeting to discuss potential to integrate Western Development Roundabout into HIF delivery programme
Grosvenor	22 <sup>nd</sup> December 2020	Meeting to discuss A40 dualling proposals and specifically the location and design of the potential Western Development Roundabout
Network Rail (NR)	18 <sup>th</sup> November 2020	Introductory meeting to outline scope of HIF2 schemes, project team, programme, and present shortlisted options for Duke's Cut
	26 <sup>th</sup> January 2021	Meeting to outline scope of HIF2 Duke's Cut preferred option. Looking at programme, interfaces, constraints, constructability, possession requirements
	26 <sup>th</sup> March 2021	Microsoft Teams meeting to discuss Basic Asset Protection Agreement (BAPA) and Possessions Schedule
	30 <sup>th</sup> April	Received Outside Party APA from NR to review. OCC Project team have reviewed and commented, have now passed on to OCC Legal Team for review
	2 <sup>nd</sup> June 2021	Meeting held with NR to discuss access point and VRS near NR access point
Highways England (HE)	24 <sup>th</sup> May 2021	Initial phone call to briefly introduce scheme and request for as-built information for drainage and structures.

Stakeholder(s)	Meeting / workshop date	Description
		Highways England also invited to attend a meeting with OCC and the technical teams. they highlighted that they'd only be interested in getting involved at the detailed design stage.
Canal and Rivers Trust (CRT)	26 <sup>th</sup> March 2021	Teams meeting with CRT and AECOM to discuss procedure for organising asset inspections at Duke's Cut Canal Bridge and Wolvercote Canal Bridge
	15 <sup>th</sup> April 2021	Microsoft Teams meeting to discuss updates regarding Duke's Cut and NCN5 Link preferred options and next steps
Woodland Trust (WT)	6 <sup>th</sup> July 2021	Meeting to discuss WTs comments on the online public engagement (May-June 2021); impact of IBL works on Eynsham Wood (loss of Woodland) and potential landscape mitigation measures; and discussion on the land acquisition process
Private Landowners	From March 2020	Introductory Meetings to outline scope of HIF2 schemes, project team, and programme. Some landowners were offered follow up meetings to discuss impacts and access options were relevant.

### 3.6 Stakeholder Briefings/Meetings

- 3.6.1 To ensure key stakeholders were invited and encouraged to participate in the engagement events and meetings, the first task was to create a comprehensive list of stakeholders likely to have an interest in the Site and its future evolution ('stakeholder mapping'). The term 'key stakeholders' refers primarily to organisations that are likely to be affected directly or indirectly by the outcomes of the Proposed Development, as well as those who have the ability to influence the decision-making processes moving forward.
- 3.6.2 Through this stakeholder mapping exercise 195 organisations/stakeholders were identified as key stakeholders with a potentially strong interest in the A40 HIF2 Project and recorded in the Stakeholder Schedule ([Appendix A](#)). These stakeholders were then sorted into groups with similar interests in the Proposed Development.
- 3.6.3 Key stakeholders identified from the mapping exercise were invited to attend online meetings with the Applicant team in advance of the public engagement (May 2021). The presentation provided 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. A copy of the briefing presentation can be found in [Appendix B](#).

- 3.6.4 Follow up meetings with technical stakeholders were offered to discuss specific comments submitted through the online feedback forms and to provide an update on the design progress.

### 3.7 Technical Stakeholders

- 3.7.1 In total, the Applicant held 8 targeted meetings with key stakeholders including statutory organisations, local and district Councils, and active travel groups. These occurred before and after the engagement events with the purpose of seeking initial views on the scheme and then following up the events with the feedback gathered, respectively. [Table 3.4](#) below outlines the meetings that took place, further details can be found in the Stakeholder Schedule in [Appendix A](#).
- 3.7.2 The stakeholder mapping exercise identified the following stakeholder groups:
- Technical stakeholders including rail operators, environmental stakeholders, utilities, the CPA, non-motorised and restricted access users; other access; developers and impacted landowners; business operations; emergency services; local businesses; residents; highways; management; media; and other stakeholders.
  - Political stakeholders: OCC members; non-OCC senior executives; Eynsham local groups; parish councils; West Oxfordshire Councillors; Cherwell District Councillors; and Oxford City Councillors.
  - Central Government stakeholders: Highways England; Department for Transport (DfT); Department for Energy, Communities and Local Government; and Department for the Environment, Food and Rural Affairs.
- 3.7.3 A copy of the briefing presentation can be found in [Appendix B](#). [Table 3.4](#) below outlines the meetings that took place:

Table 3.4 Technical Stakeholder Meetings

Meeting date	Stakeholder(s)	In attendance
23 <sup>rd</sup> March 2021	Active Travel – round 1	Cyclox Cycling UK Windrush Bike Project and Wheels for Wellbeing Oxford Cyling Network West Oxfordshire Councillor (Eynsham and Cassington) West Oxfordshire Cycling Champion Bike Safe
31 <sup>st</sup> March 2021	Active Travel – round 2	Cyclox Cycling UK

Meeting date	Stakeholder(s)	In attendance
		<p>Windrush Bike Project and Wheels for Wellbeing</p> <p>Oxford Cycling Network</p> <p>West Oxfordshire Councillor (Eynsham and Cassington)</p> <p>West Oxfordshire Cycling Champion</p> <p>COSAT</p> <p>Bike Safe</p>
28 <sup>th</sup> April 2021	Group 8+11	<p>OCC Principal Officer Countryside Access Strategy &amp; Development</p> <p>Eynsham Society</p>
4 <sup>th</sup> May 2021	Group 4+11	<p>CPRE OXON</p> <p>Environment Agency</p>
4 <sup>th</sup> May 2021	Council	<p>WODC Principal Development Management Planning</p> <p>OCC Planning</p>
5 <sup>th</sup> May 2021	Group 10	<p>Oxford Bus</p> <p>Oxfordshire Local Economic Partnership (LEP)</p>
5 <sup>th</sup> May 2021	Group 4	Woodland Trust
5 <sup>th</sup> August 2021	Other Access Group	<p>Oxfordshire Transport &amp; Access Group (OXTRAG)</p> <p>British Horse Society (BHS)</p>

### 3.8 Political Stakeholders

- 3.8.1 Political stakeholders were also invited to briefing meetings with the A40 HIF2 Project team, where the Applicant presented the project and design progress. The meetings consisted of informal discussion around current conditions along the A40, with time provided for stakeholders to ask any questions about the aims and objectives of the HIF2 Project.



- 3.8.2 The Applicant proactively sought engagement with political stakeholders as their feedback and input forms an integral part of the design and planning process. Feedback received has been incorporated into the proposals where appropriate and feasible to do so. A comprehensive record of design changes can be found in the accompanying **Design and Access Statement (DAS) Chapter 5. Table 3.5** below, outlines the details of some presentations undertaken with political stakeholders.

Table 3.5 Political stakeholder briefings/meetings

Meeting date	Stakeholder(s)	Description
12 <sup>th</sup> May 2021	Parish Council	Cassington Parish Council
1 <sup>st</sup> April + 13 <sup>th</sup> May 2021	Parish Council	Eynsham Parish Council
29 <sup>th</sup> March 2021	District Council	West Oxfordshire District Council

### 3.9 LPA Pre-application Engagement

- 3.9.1 The Applicant has undertaken pre-application engagement during 2021 with CPA planning and technical officers, which has informed the submitted proposals. The engagement sought has comprised of meetings with the CPA, Oxfordshire County Council (OCC) Officers as well as written feedback and email correspondence. A total of three formal pre-application meetings took place, and a further three technical meetings.
- 3.9.2 The following pre-application engagement ('pre-app') has taken place with the LPA:
- Pre-app meeting 1, 14<sup>th</sup> May 2021 – formal pre-application meeting with CPA Planning and Technical officers
  - Pre-app meeting 2, 29<sup>th</sup> July 2021 – formal pre-application meeting with CPA Planning and Technical officers
  - Pre-app meeting 3, 21<sup>st</sup> October 2021 – formal pre-application meeting with CPA Planning and Technical officers
  - 18<sup>th</sup> October 2021 – meeting with Transport Development Management
  - 7<sup>th</sup> June 2021 - meeting with Landscaping Officers
  - 26<sup>th</sup> October 2021 – meeting with Landscaping Officers

### 3.10 Pre-application meeting 1

- 3.10.1 A formal pre-application request was submitted to OCC officers on 26th March 2021. Feedback was sought on the following matters:
- Key planning considerations
  - The proposed planning strategy (scope and form of the planning application)
  - Validation requirements
  - Proposed engagement strategy

- Mechanism for involving local planning authority officers (West Oxford, Cherwell, and Oxford City) as an integral part of the pre-application process

3.10.2 A meeting took place with OCC planning and technical officers on 14<sup>th</sup> May 2021 with a formal written response received on the same day. Details of advice received from OCC are summarised in [Table 4.13](#).

### 3.11 Pre-application meeting 2

3.11.1 A formal pre-application request was sent to OCC Officers on 23<sup>rd</sup> July 2021. Advice was sought on the following matters:

- The Overview Plans showing the preferred options
- The proposed planning strategy to incorporate the Western Roundabout and the Eynsham Underpass into the planning application
- Confirmation of the drawings required to support a full planning application
- Confirmation that the ecology surveys specified can be submitted during the determination period
- Comments on the latest planning programme

3.11.2 A meeting took place with OCC planning and technical officers on July 29<sup>th</sup> and a formal written response was received on August 27<sup>th</sup>. Details of advice received from OCC are summarised in [Table 4.13](#).

### 3.12 Pre-application meeting 3

3.12.1 A formal pre-application request was sent to OCC Officers on 15<sup>th</sup> October 2021. Advice was sought on the following matters:

- Design and layout of the Proposed Development and its constituent parts
- Compliance with relevant Development Plan policies; and
- Any other relevant issues the CPA considers the Applicant should address as part of the forthcoming submission.

3.12.2 A meeting took place with the CPA and technical officers on 21<sup>st</sup> October and a formal written response was received on 27<sup>th</sup> October. Details of advice received from OCC are summarised in [Table 4.13](#).

### Transport pre-application meeting 1

3.12.3 A transport development control management pre-application meeting took place with OCC Officers on 18<sup>th</sup> October 2021. Details of advice received from OCC are summarised in [Table 4.13](#).

### Landscaping pre-application meeting 1

3.12.4 A formal meeting took place with OCC Landscape and Visual Impact (LVIA) technical officers on 7<sup>th</sup> June 2021. Details of advice received from OCC are summarised in [Table 4.13](#).

### 3.13 Landscaping pre-application meeting 2

- 3.13.1 A meeting with OCC landscaping and LVIA officers took place on 26<sup>th</sup> October. Details of advice received from OCC are summarised in [Table 4.13](#).

### 3.14 Online Public Engagement

- 3.14.1 The A40 Programme team undertook an online public engagement exercise for the A40 HIF2 Project between 10th May and 7th June 2021 (inclusive). [Table 3.6](#) below summarises the key engagement activities and publicity undertaken to support the A40 HIF2 Project.

Table 3.6 Online 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	Meeting with Cassington Parish Council to present the online exhibition
13 May 2021	Meeting with Eynsham Parish Council to present the online exhibition
14 May 2021	Paper copy 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)
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
7 June 2021	OCC consultation portal for submitting feedback closes

- 3.14.2 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.
- 3.14.3 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 C](#) 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.
- 3.14.4 The project team 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.
- 3.14.5 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.

3.14.6 The main aim of the online public engagement was to encourage the public and frequent users of the A40 to share their feedback and comments on the scheme proposals, and to identify any key themes that are of interest along the A40.

### 3.15 Social Media

3.15.1 Social media is a valuable tool that the Applicant used to advertise the public engagement events. This was used as a way of reaching a broader demographic and engaging with those that traditional methods of advertising might not reach. 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.

3.15.2 Targeted Facebook advertising also took place on the Applicant's Facebook page. On 15<sup>th</sup> May 2021, a post giving a brief overview of the project and promoting the public events generated 10,000 'clicks', reaching 100,000 viewers. Facebook posts also received a reasonable volume of engagement including, 43 comments and 7 shares. The Facebook post and the subsequent statistics can be found in [Appendix D](#).

3.15.3 Furthermore, a post on *NextDoor* 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' online advertising generated 807 click throughs to the A40 Improvements landing webpage, reaching an audience of 10,700. Additionally, email notifications of the online exhibition generated 50 clicks throughs to the A40 Improvements landing webpage.

### 3.16 Advertisements

3.16.1 To publicise the public engagement events, advertisements were published in local newspapers, both in print and online, including outdoor advertising in Kidlington, Witney and on the outskirts of Cheltenham. Advertisements ran from 12th May to 3rd June 2021. Libraries in Eynsham, Burford, Carterton and Witney displayed information packs, including paper copies of the online exhibition boards (found in [Appendix C](#)), leaflets and explanatory text additionally parish level community groups and websites for use in their own channels.

### 3.17 Online Engagement Summary

3.17.1 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\*<sup>1</sup>.

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<sup>1</sup> Note: 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

- 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 virtual exhibition<sup>1</sup>.
- 112 responses received on the A40 HF2 online public engagement.
- 25 attendees at the live webinar events held on 17<sup>th</sup> and 22<sup>nd</sup> May 2021.

3.17.2 In addition to the primary social media channels a variety of alternative methods of engagement were undertaken to ensure that as many people as possible, on as many platforms as possible, were made aware of the project and the public engagement events. This included:

- A40 HIF2 online public engagement email update sent to over 400 contacts with an invite to the events and online exhibition boards. The letters provided a context to the engagement events including details of when and where they were being held and how to get in touch if recipients were unable to attend. A copy of the letter can be found at [Appendix E](#).
- Online public engagement publicised in 'YourOxfordshire' residents' newsletter (13<sup>th</sup> and 27<sup>th</sup> May 2021)
- Paper copy exhibition boards were sent to four local libraries for public display on 14<sup>th</sup> May 2021 (Eynsham, Burford, Carterton, and Witney)
- PDF copies emailed to stakeholders on request
- Word document questionnaires emailed to stakeholders on request; and,
- Outdoor advertising displayed in Kidlington, Witney, and Cheltenham (15<sup>th</sup> and 19<sup>th</sup> May 2021).

### 3.18 Live Webinars and Q&A

- 3.18.1 The project team presented the HIF2 Project during a live Microsoft Teams events on 17<sup>th</sup> and 22<sup>nd</sup> May 2021. Interested parties were able to submit questions in advance of the live event through the sign up form provided in the online virtual exhibition. The presentation provided 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.
- 3.18.2 At the live event on 17<sup>th</sup> May, 12 people were in attendance. 9 people attended the live event on 22<sup>nd</sup> May. In total the project team received 79 responses and questions during the live events.

### 3.19 Online Feedback Forms (Virtual Engagement)

- 3.19.1 The online feedback forms were live on OCC's website from 10<sup>th</sup> May – 7<sup>th</sup> June 2021. There were 101 responses to the online questionnaire, including 2 forms received via email, the

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Google Analytics only represent those visitors who accepted cookies on entering the site; typically, only 10 to 20% of visitors accept cookies.

majority of which (82%) were from individuals living in Oxfordshire, [Table 4.1](#) provides further details.

- 3.19.2 The online feedback form contained eight questions which asked participants for their views on specific elements of the Proposed Development. There was also a general question asking respondents for their overall view on A40 HIF2 Smart Corridor project, as well as sections where respondents could provide further comments. A copy of the online feedback form is contained at [Appendix F](#).
- 3.19.3 Many comments received via the online feedback form related to the specific design of the Proposed Development and its relationship with traffic and highway safety. A summary of responses can be found in [Chapter 4](#) of this [SCI](#).

### 3.20 A40 Mailbox

- 3.20.1 The dedicated A40 project mailbox received 42 responses to the online engagement. Many email queries included themes around traffic generation and construction programme, and some emails raising concerns around climate change and the environment.

### 3.21 Response

- 3.21.1 OCC has sought to respond directly to queries and comments raised by online public engagement through the following channels:
- **FAQ's:** the Applicant updated the existing FAQs on the A40 HIF2 FAQ webpage<sup>2</sup> to provide a detailed response to the frequently asked questions received during the public engagement process from May – June 2021. The project team reviewed each of the 122 questions received and grouped each question thematically. Answers to the frequently asked questions were uploaded to the A40 Improvements FAQ webpage.
  - **Engagement Summary Report:** A copy of the Engagement Report (June 2021) which explains how the design of the HIF2 Project has been revised in response to stakeholder comments on the OCC consultation portal page is provided at [Appendix G](#).
- 3.21.2 Overall, the online campaign delivered effective and widespread engagement across all channels. Those who visited the pages engaged with the content that was produced.

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<sup>2</sup> <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements/about-a40-programme>

## 4 Feedback and Analysis

### 4.1 Introduction

- 4.1.1 Stakeholders and members of the public were encouraged to submit their comments on the project via the online feedback form, presented at the end of the virtual exhibition. The period for submitting feedback was from 10th May to the 7th June 2021 (4 weeks). Some engagement also took place via online briefing presentations, email dialog and live webinar events.
- 4.1.2 All comments received via the feedback form whether by post, email, or online and comments submitted through live webinar events and briefing presentations have been considered.

### 4.2 Online Public Engagement

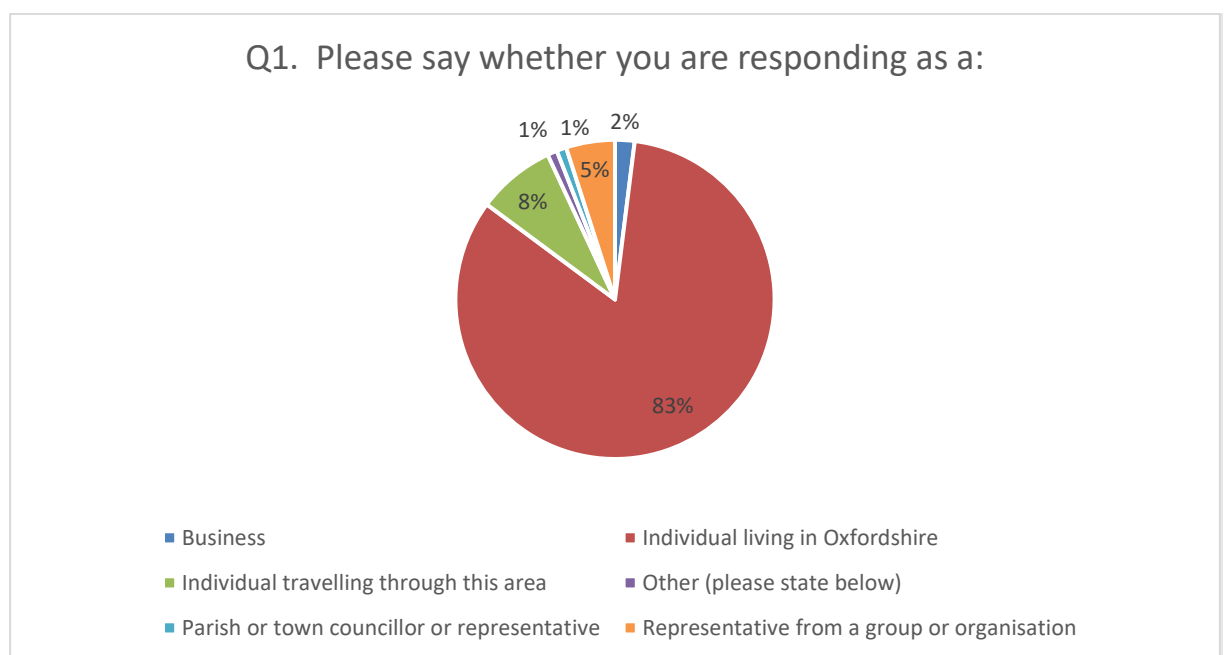
#### Overview of Responses

- 4.2.1 A total of 109 responses were received via the online engagement activity, including:
- 101 feedback form responses submitted via the OCC consultation portal website.
  - 1 feedback from submitted via the A40 project email: and,
  - 8 written responses submitted by email.

#### Demographic Data

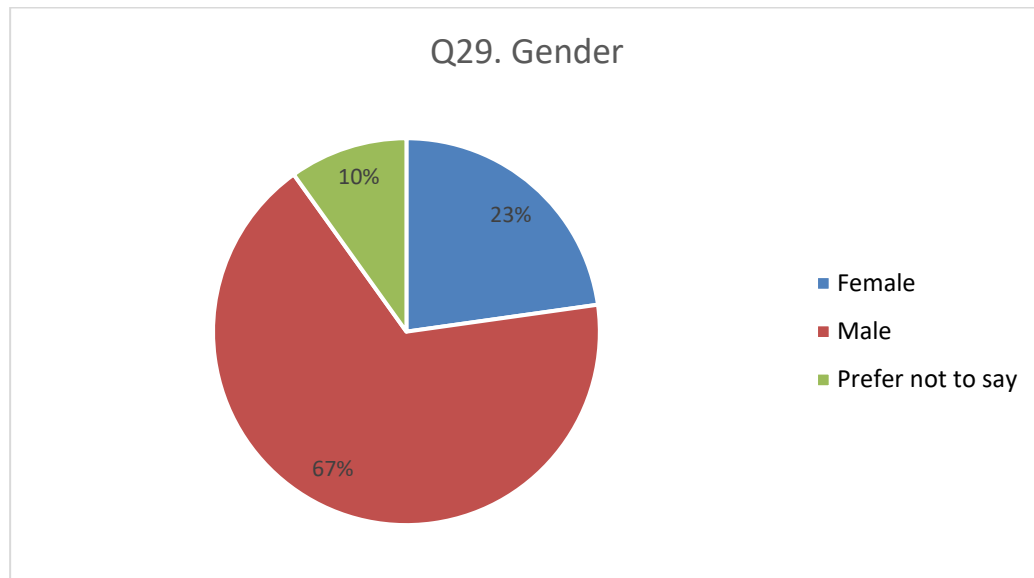
- 4.2.2 To gain an understanding of the demographics of those who attended the online engagement, Question 1 asked respondents to confirm in what capacity they were responding to the questionnaire. Respondents were asked to select from the options shown in [Figure 4.1](#) below.

Figure 4.1 Respondents



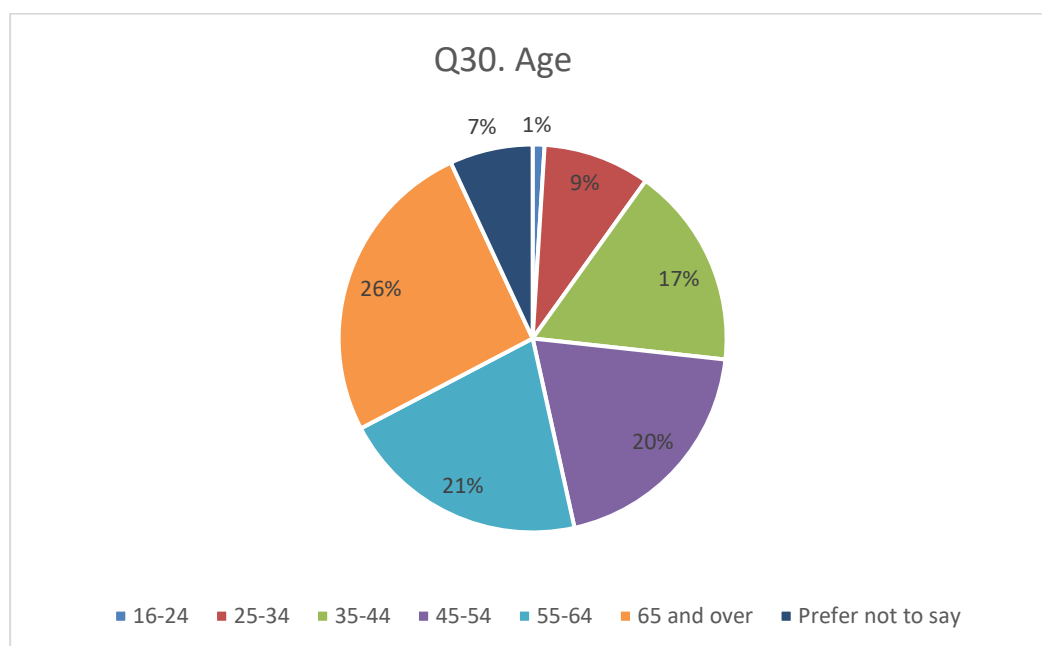
- 4.2.3 Of the 101 respondents, made via the Applicants website, **83%** were individuals living in Oxfordshire. One respondent was a Parish Councillor representing Eynsham. Amongst the businesses and organisations represented were the British Horse Society, Oxfordshire Transport & Access Group (OXTRAG), B L Consultancy Oxford Ltd., the Cycling Touring Club (CTC), Witney Oxford Transport, Bus Users Oxford, and P.D. Hook (Hatcheries) Ltd.
- 4.2.4 The following graphs show results from Question 29, 30 and 31 which provide more information on the demographics of the respondents.

Figure 4.2 Respondents Gender



- 4.2.5 It is evident from the graph above that 67% of the respondents identify as male, 23% as female. 10% preferred not to answer the question.

Figure 4.3 Respondents Age





- 4.2.6 The graph above shows that the age of the respondents was varied. Over a quarter of respondents were aged 65 or over. 67% of the 101 respondents are aged 45 or over. Only 1% of respondents are aged between 17 and 24. 7% preferred not to answer this question.

### 4.3 Quantitative Analysis

#### Question 5 – A40 Journey Types

- 4.3.1 Question 5 asked respondents to select the type of journeys they currently use the A40 for. Respondents were asked to select all that applied from the options in [Table 4.1](#) below.

Table 4.1: Journey Type

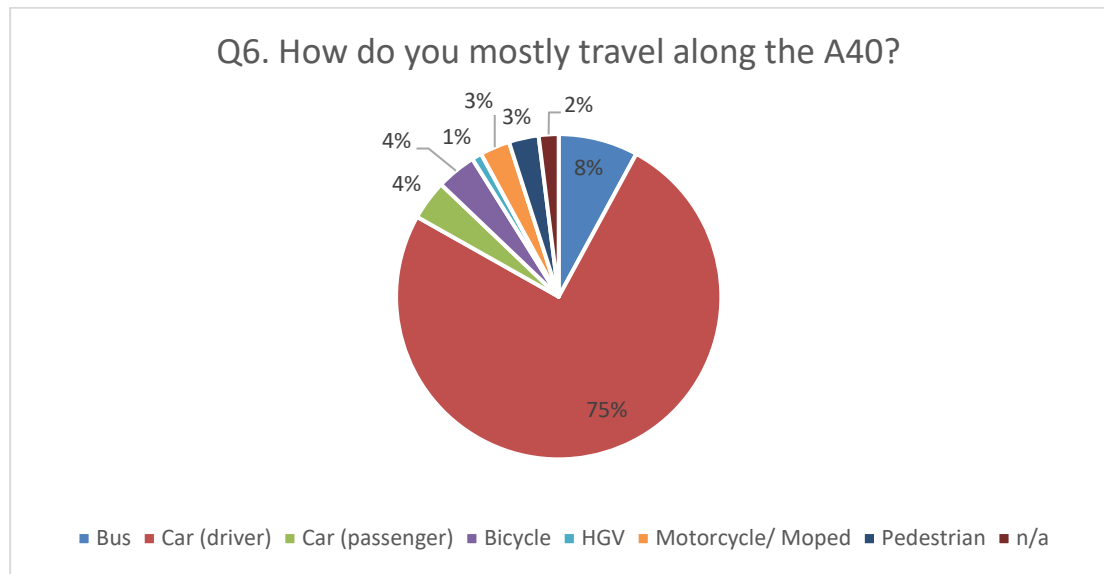
Journey Type	Number of times selected by Respondents
Residential travel	56
Leisure travel	76
Work or education	46
Commercial Business	22
Other	5

- 4.3.2 Of the 101 questionnaires submitted online Leisure Travel was selected most frequently by respondents with over 75% making use of the A40 for leisure purposes.
- 4.3.3 Respondents were invited to leave a comment if they selected the 'Other' option. The five comments can broadly fall into two categories; journeys related to hospital visits including medical appointments and journeys related to other modes of transport e.g., commuting to the Oxford or Parkway train stations or to access the Witney link to Heathrow Airport.

#### Question 6 - How do you mostly travel along the A40?

- 4.3.4 To gain an understanding of the respondent's perspective of the Proposed Development, Question 6 asked respondents how they mostly travelled along the A40. The options and the results are displayed in the [Figure 4.4](#) below.

Figure 4.4 Travel Along the A40

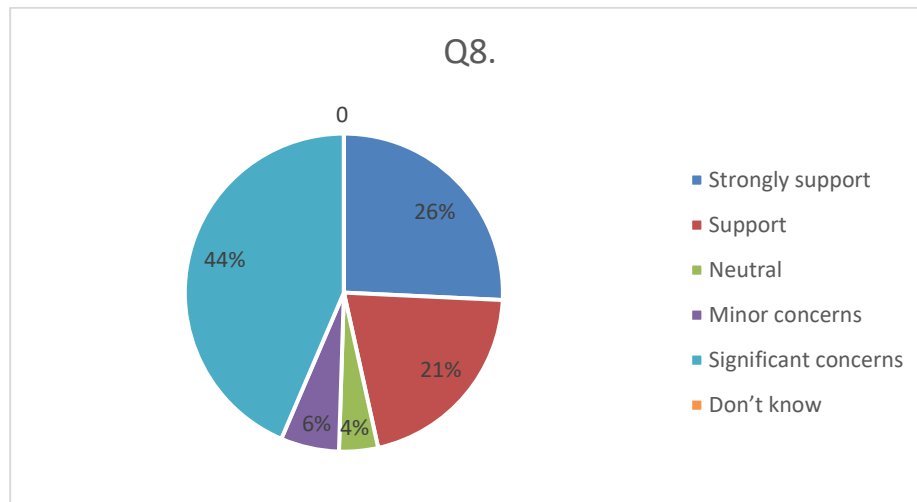


- 4.3.5 Of the 101 respondents who answered the question, it is evident that the majority (75%) of respondents drive a car when they use the A40. 8% of respondents mostly use the bus when they travel on the A40.
- 4.3.6 Of the 75% who said they drove a car on the A40, 86% of these categorised themselves as 'Individuals living in Oxfordshire' in Question 1 of the survey.
- 4.3.7 This question gave the option to those were responding on behalf of a business, to state how they travelled along the A40, to which the single response stated that they try to avoid using the A40 between Witney and Oxford.

**Question 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?**

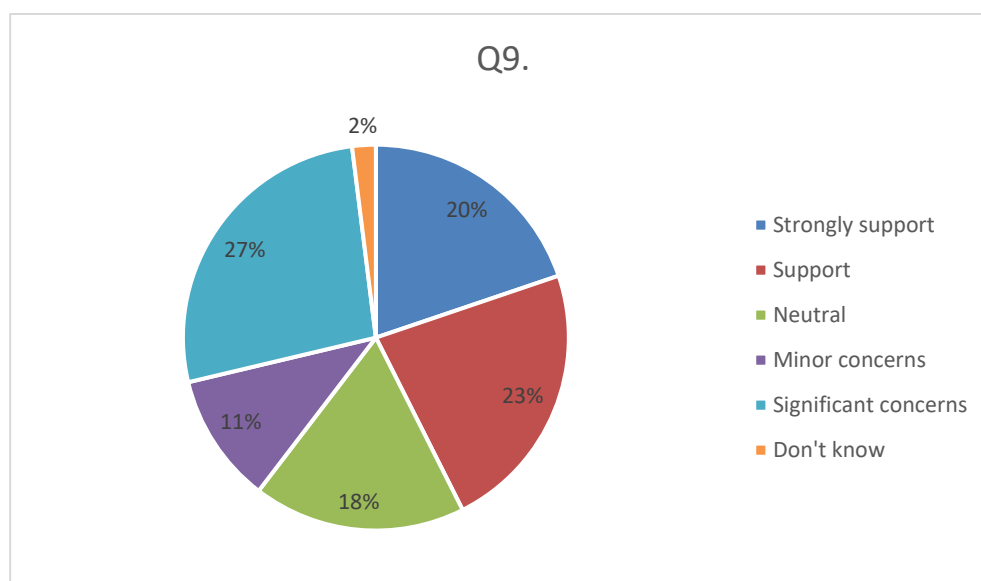
- 4.3.8 Question 8 collected both qualitative and quantitative data on the respondent's view of the proposal to upgrade the A40 between East of Witney to the Eynsham Park and Ride site into a dual carriageway (Scheme 1).
- 4.3.9 The first part of Question 8 asked the respondent to choose the extent to which they supported the proposal. The options and results are shown in the [Figure 4.5](#) below:

Figure 4.5 Views on Dualling (Scheme 1)



- 4.3.10 Of the 44% of respondents who held 'significant concerns', 82% were 'individuals living in Oxfordshire'. 80% of respondents who were 'representatives from a group or organisation' also held significant concerns with the proposal.
- 4.3.11 49% of car drivers have 'minor' or 'significant concerns' about the proposal. 38% of Bus users either 'support' or 'strongly support' the proposal. 50% of cyclists have 'significant concerns', whilst the remaining 50% either 'support' or 'strongly support' the proposed upgrades.
- 4.3.12 **Question 9: What is your view on our proposal to replace the existing Barnard Gate / South Leigh junction with a new roundabout?**
- 4.3.13 Question 9 collected the respondents' views on replacing the existing Barnard Gate/ South Leigh junction with a new roundabout. The first part of question 9 asked the extent to which respondents supported the proposal, answers can be seen in the [Figure 4.6](#) below:

Figure 4.6 New Roundabout at Barnards Gate

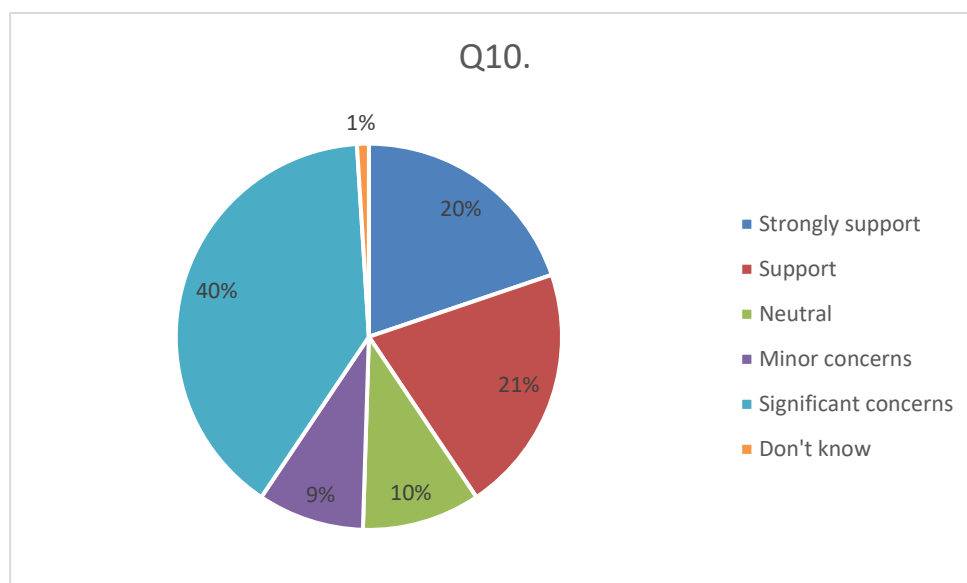


- 4.3.14 Of 101 answers 43% of respondents either 'strongly support' or 'support' the proposal of the roundabout. 38% have 'minor' or 'significant' concerns with the proposal. On this matter 18% remain 'neutral' on the issue.
- 4.3.15 Of the 27% who had 'significant concerns', 92% were car drivers on the A40. 25% of cyclists 'strongly support' the roundabout proposal, while the remaining 75% are 'neutral' or 'don't know'.
- 4.3.16 Of the 17% with 'significant concerns', 85% of those are 'individuals living in Oxfordshire'.
- 4.3.17 Of the respondents who are 'individuals living in Oxfordshire', 44% 'strongly support' or 'support' the proposal, while 27% have 'significant concerns'. 19% were 'neutral'.

**Question 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?**

- 4.3.18 Question 10 asked respondents how they felt about the construction of bus lanes along the A40 eastbound and westbound from Eynsham Park and Ride towards Duke's Cut. The first part of question 10 asked the extent to which respondents supported the proposal, answers can be seen in the [Figure 4.7](#) below:

Figure 4.7 Views on Integrated Bus Lanes



- 4.3.19 Of the 101 responses, 41% either 'strongly support' or 'support' the proposal of the bus lanes. 49% have either 'minor' or 'significant concerns' on the proposal. 10% remained neutral on the issue.
- 4.3.20 Of the respondents who primarily travel along the A40 by bus, 100% either 'support' or 'strongly support' the proposal for bus lanes. Of the 40% of respondents with 'significant concerns', 76% are car drivers. 66% of motorbike or moped users and the single HGV driver also had 'significant concerns' with the proposal.
- 4.3.21 Of those who responded as being 'individuals travelling through the area' in Question 1; 75% had 'significant' or 'minor' concerns. Of the respondents who are 'individuals living in Oxfordshire' 43% either support or strongly support the proposal, while 38% have 'significant concerns'. The single Parish Council/Councillor respondent supported the bus lane proposal.

- 4.3.22 The second part of Question 10 asked respondents to leave a comment to explain their answer to the first part of the question. 77 respondents commented. Key themes that arose in the comment section more than five times have been listed in the [Table 4.2](#) below:

Table 4.2: Key Themes

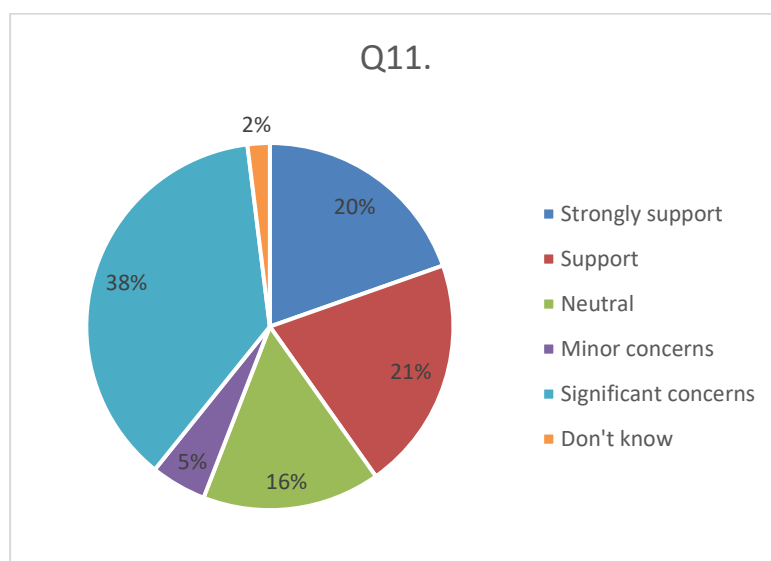
Themes	Count
Alternative approach - extend dual carriageway further east	9
Alternative approach - new link to the A34	10
Alternative approach - reinstate or build railway line	7
Majority of traffic is not going to Oxford	9
Park and Ride - will not be well used	6
Supports the principle	10

- 4.3.23 One of the most recurring themes in the comments section relates to **supporting the principle** - this was mentioned 10 times. Two common alternative approaches that were suggested to bus lanes included a new link to the A34 and extending the dual carriageway further east. One main concern was that most of the traffic on the A40 is not perceived as going to Oxford and therefore will not be making any use of the proposed integrated bus lanes. The view that the Park and Ride service will not be sufficiently used enough to warrant investment in bus lanes was also raised several times.

**Question 11: What is your view on our proposal to construct a new eastbound bus lane over the bridges at Duke's Cut?**

- 4.3.24 Question 11 asked respondents how they viewed the proposed construction of an eastbound bus lane over the bridges at Duke's Cut. The first part of question 11 asked the extent to which respondents supported the proposal. Answers can be seen in [Figure 4.8](#) below:

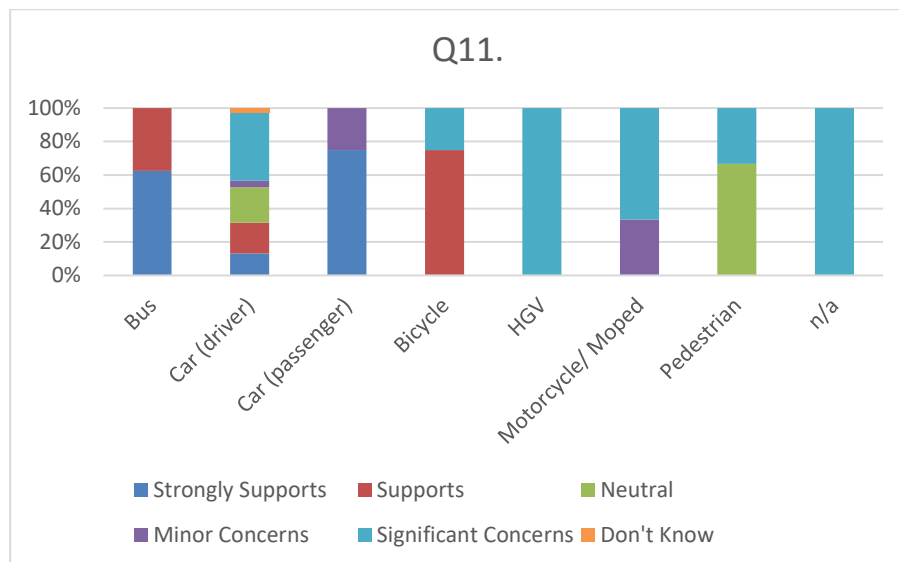
Figure 4.8 View on Dukes Cut



4.3.25 Of the 101 responses, 41% either 'strongly support' or 'support' the proposal of the eastbound bus lane over Dukes Cut waterway. 43% have either 'minor' or 'significant concerns' with the proposal. 16% remain neutral on the issue.

4.3.26 The **Figure 4.9** below displays the relation between how the responder's travel and their opinions of the proposed eastbound bus lane over the bridges at Duke's Cut waterway.

Figure 4.9 Views on East Bound Bus Lane

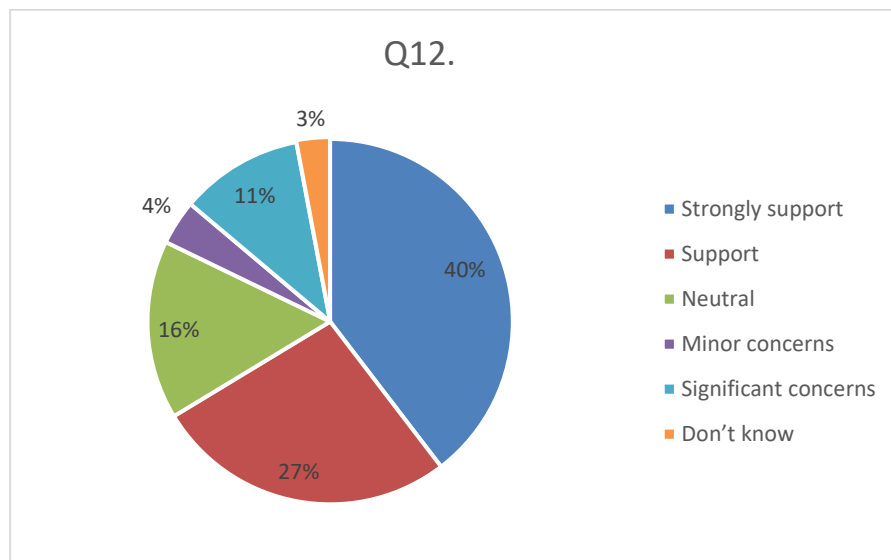


4.3.27 100% of bus users either strongly supported or supported the proposal in addition to 75% of cyclists supporting the proposals. However, 45% of car drivers, 66% of motorcycle users and 100% of HGV drivers (1 HGV driver) have significant concerns. Those who remained neutral on the subject were predominantly car drivers as well as 66% of pedestrians.

**Question 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?**

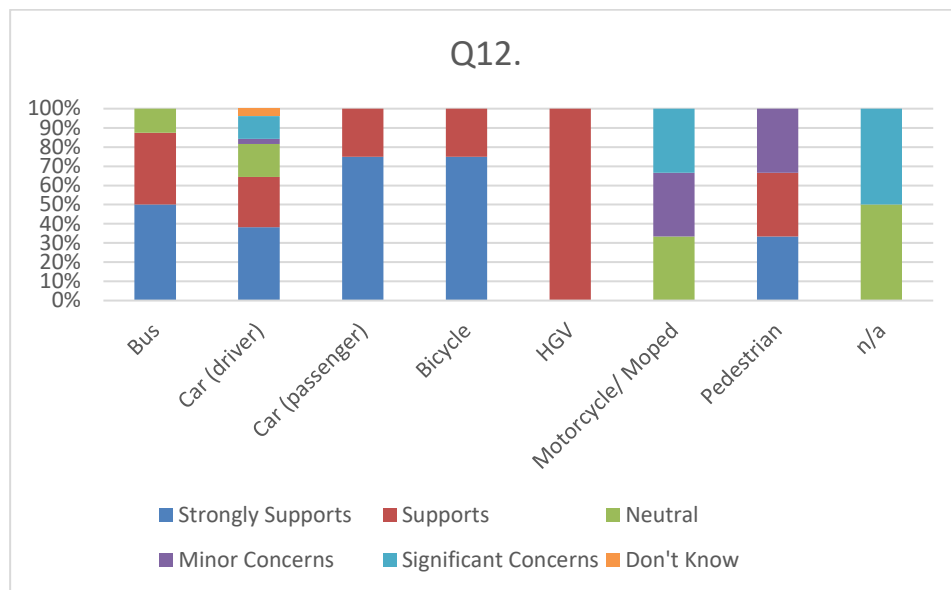
Question 12 asked respondents for their views on the proposal to provide a cycle path to connect the A40 to the Oxford Canal tow path which is part of National Cycle Route 5. The first part of question 12 asked the extent to which respondents supported the proposal, answers can be seen in the **Figure 4.10** below:

Figure 4.10 Cycle path connecting A40 to Oxford Canal tow path



- 4.3.28 The response to the proposed cycle route was largely positive as 67% of respondents either 'strongly support' or 'support' the proposal. 15% had 'minor' or 'significant concerns' with 16 remaining 'neutral' on the issue.
- 4.3.29 All the cyclists who responded to the survey either 'strongly support' or 'support' the proposal. Of the 40% of respondents who 'strongly support' the proposal 73% are car drivers, 10% are bus users and 8% are cyclists.
- 4.3.30 Of the 40% who 'strongly support' the proposal for a cycle route, 95% are 'individuals living in Oxfordshire' while those responding on behalf of a business make up the final 5%. In total 57% of Oxfordshire residents either 'strongly support' or 'support' the bike lane proposal. Of the 11% of respondents with 'significant concerns'; 82% are Oxfordshire residents and 18% are representatives of a group or organisation including the Cycling Touring Club (CTC) and the British Horse Society.
- 4.3.31 **Figure 4.11** below presents the percentages of each transport user group and their opinion on the proposal provide a cycle path connecting the A40 to the Oxfordshire canal tow path. 75% of cyclists strongly support and 25% support the scheme. 100% of HGV drivers and car passengers, 88% of bus users, 66% of pedestrians and 65% of car drivers also either strongly support or support the scheme suggesting a generally positive response to the cycle link proposal. Motorcycle users are the group who are most concerned with the proposal as 66% have either minor or significant concerns.

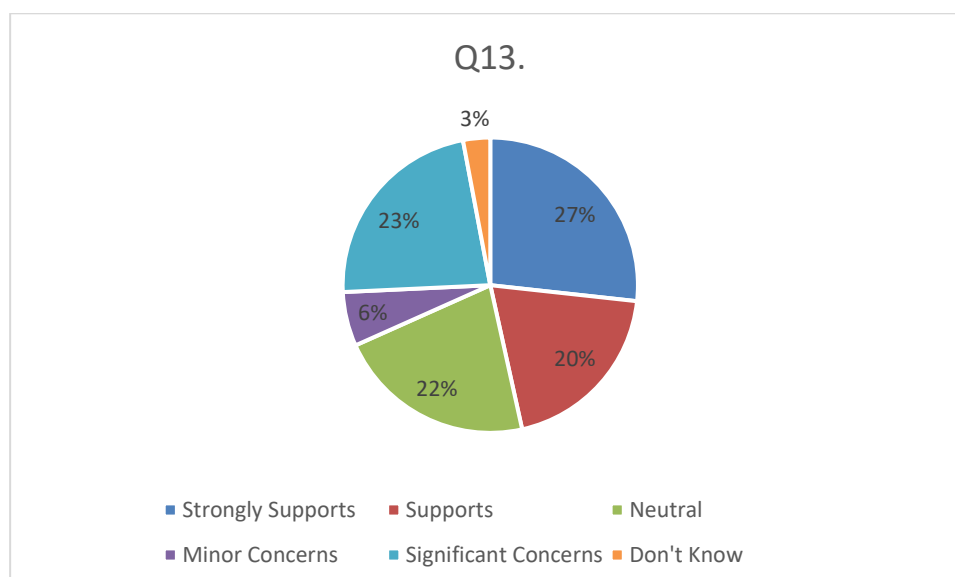
Figure 4.11 Views on cycle path connecting the A40 to Oxfordshire Canal tow path



**Question 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)?**

- 4.3.32 Question 13 asked for the respondents' views on the cycling and pedestrian facilities proposed along the full length of the HIF2 Project. Respondents were asked the extent to which they supported or were concerned with the active travel proposals, results are shown in the [Figure 4.12](#) below:

Figure 4.12 Views on cycling and pedestrian facilities

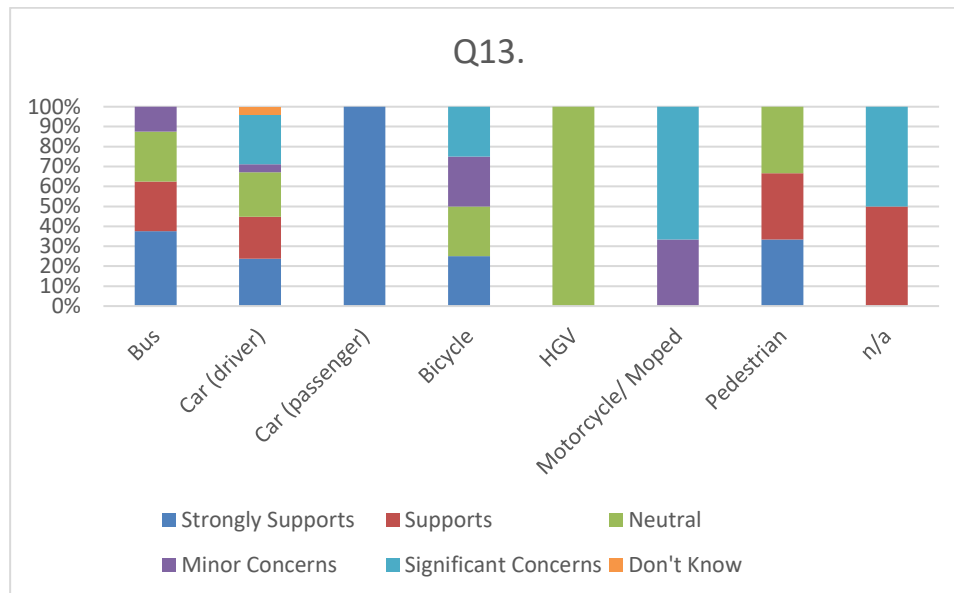


- 4.3.33 Of the 101 responses, 43% either strongly support or support the active travel proposals in the HIF2 A40 Project 29% of respondents have minor or significant concerns. 21% remain neutral.
- 4.3.34 The [Figure 4.13](#) below shows how the different transport user groups felt about the active travel proposals. 66% of pedestrians and 25% of cyclists either strongly support or support the



scheme. Furthermore 63% of bus users and 45% of car drivers also either strongly support or support the active travel proposals. 100% of HGV drivers remain neutral on the issue. 50% of cyclists have either minor or significant concerns with the proposals.

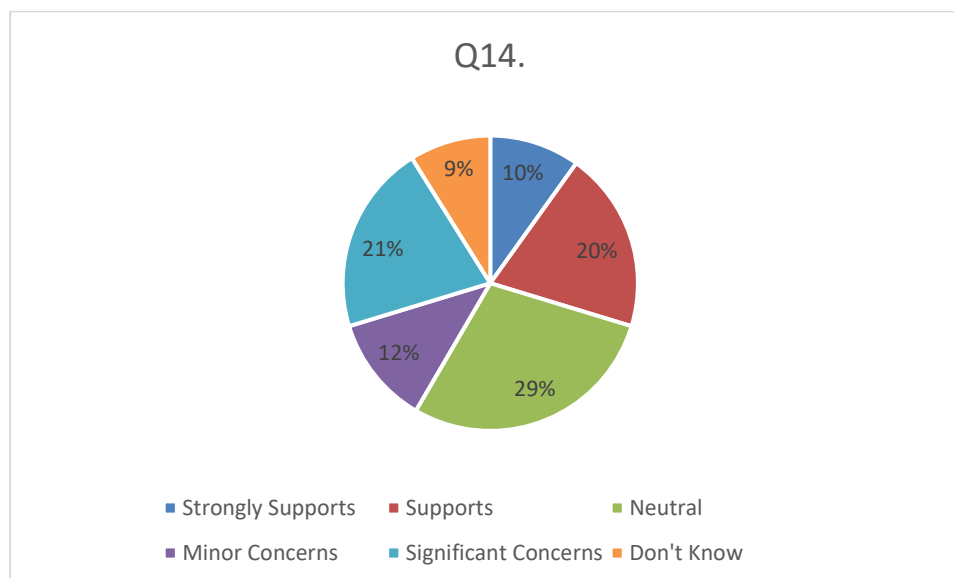
Figure 4.13 Views on active travel proposals



**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)?**

- 4.3.35 Question 14 asked respondents for their opinion on the proposed speed limits along the full length of the HIF2 Project. The results are shown in the [Figure 4.14](#) below:

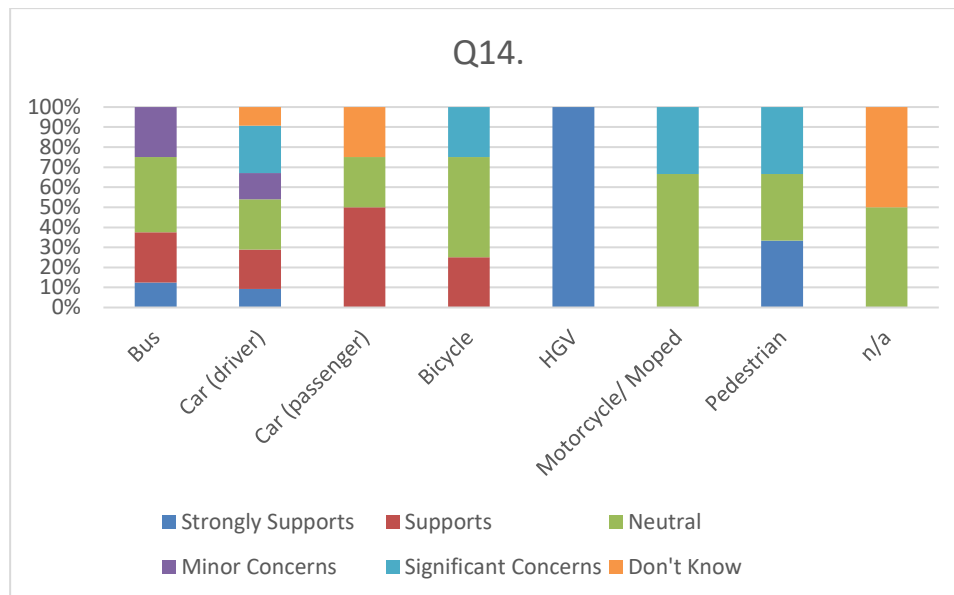
Figure 4.14 Views on proposed speed limits



- 4.3.36 30% of the 101 responses were strongly supportive or supportive of the proposed speed limits. 33% had minor or significant concerns. A large proportion of respondents (29%) were neutral on the issue.

- 4.3.37 The **Figure 4.15** below presents how each transport user group felt about the speed limit proposals along the Smart Corridor. 29% of car drivers either strongly supported or supported the speed limits, while 24% had significant concerns. 37% of bus users, 33% of pedestrians and 25% of cyclists either strongly supported or supported the proposal. 33% of motorcyclists and 25% of cyclist had significant concerns over speed limits.

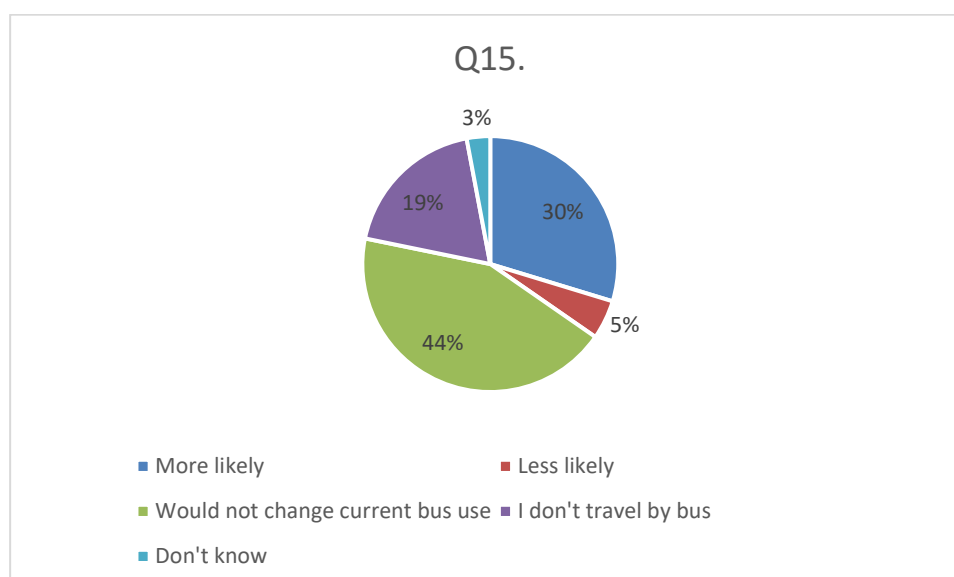
Figure 4.15 Views on proposed speed limits along the A40



**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?**

- 4.3.38 Question 15 asked the respondents whether they would be more less likely to use the bus services to travel to and from oxford following the introduction of the proposed integrated bus lanes and eastbound bus lanes at Duke's Cut. The **Figure 4.16** below shows the results from the question:

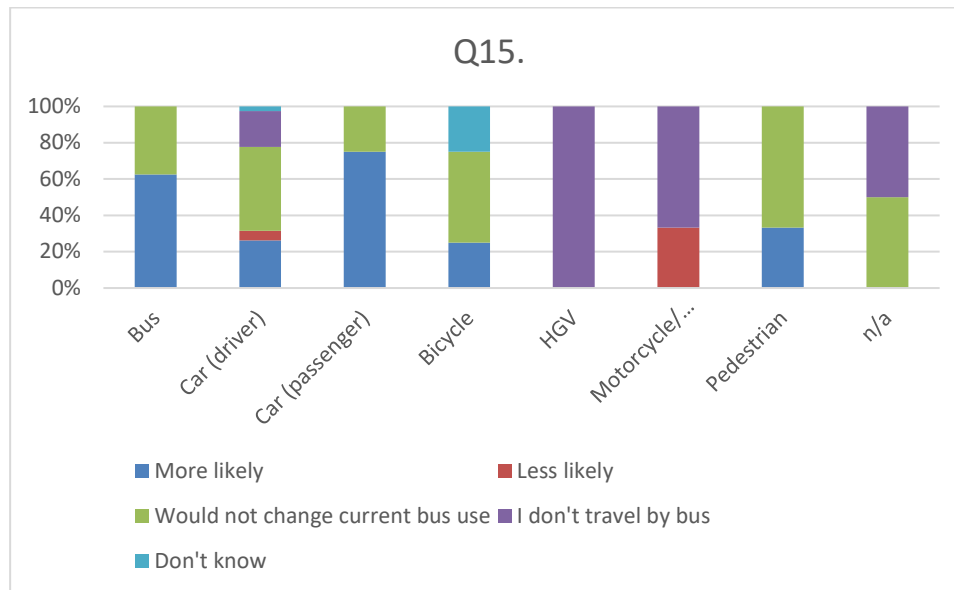
Figure 4.16 Bus service usage



4.3.39 The results suggest that 43% of respondents would not change the way they currently travel regarding bus use, i.e., would not use the bus or less than they currently do. 31% of respondents would be more likely to use the bus following the implementation of the bus lanes in the scheme. 5% would use the bus less because of changes introduced by the proposal. 19% do not travel by bus at all.

4.3.40 The **Figure 4.17** below displays how the different transport user groups answered Question 15.

Figure 4.17 Views on bus service usage

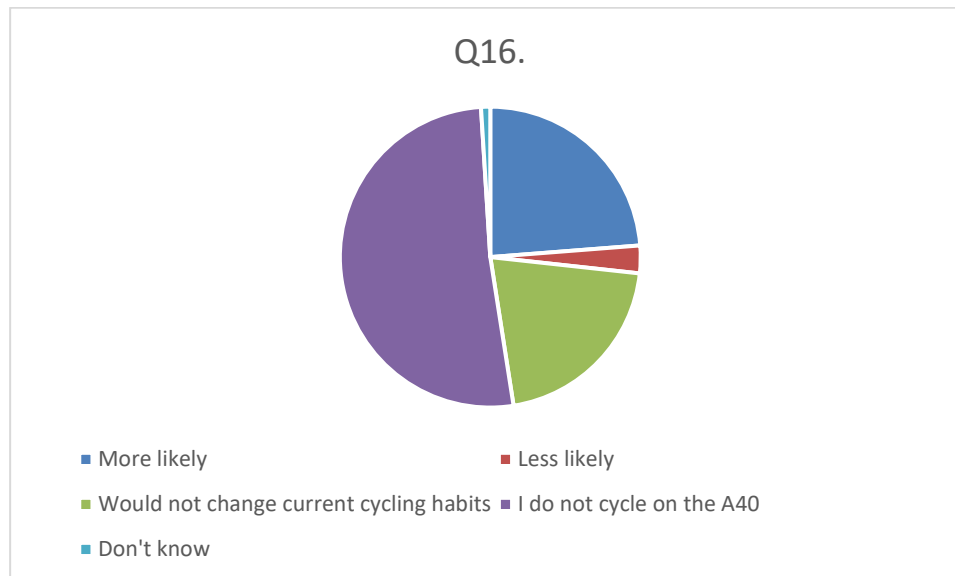


4.3.41 63% of existing bus users would be more likely increase their bus use, the remaining 38% would not change their current bus use. 26% of car drivers would be more likely to use the bus, while 46% would not change their current bus use. 75% of car passengers would also be more likely to use the bus service along with 25% of cyclists and 33% of pedestrians.

**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?**

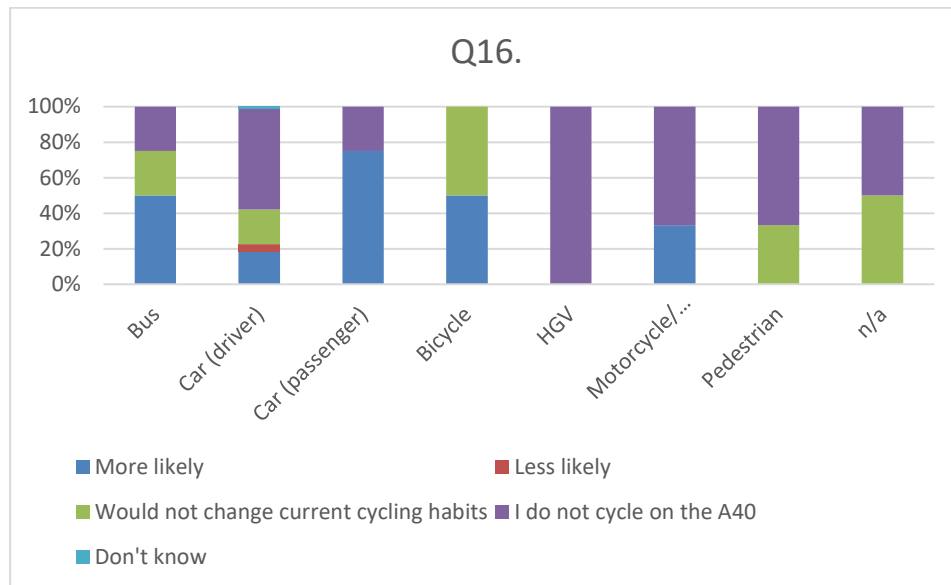
4.3.42 Question 16 asked respondents if they would be more or less likely to cycle along the A40 following the introduction of the proposed cycling facilities between east of Witney and Duke's Cut. The answers are displayed in the **Figure 4.18** below:

Figure 4.18 Cycling usage percentage



- 4.3.43 The graph above shows that 52% of respondents do not cycle along the A40. 24% of respondents would be more likely to cycle along the A40 following the implementation of cycle facilities. 21% of respondents would not change their cycling habits irrespective of changes along the A40.
- 4.3.44 The **Figure 4.19** below shows how each transport user group answered Question 16. Most user groups contain respondents who would be more likely to cycle along the A40. These include 75% of car passengers, 50% of bus users and cyclists, 33% of motorcyclists and 18% of car drivers. 50% of cyclists, 25% of bus users and 20% of car drivers would not change their current cycling habits. 57% of car drivers do not cycle along the A40 along with 67% of motorcyclists and pedestrians.

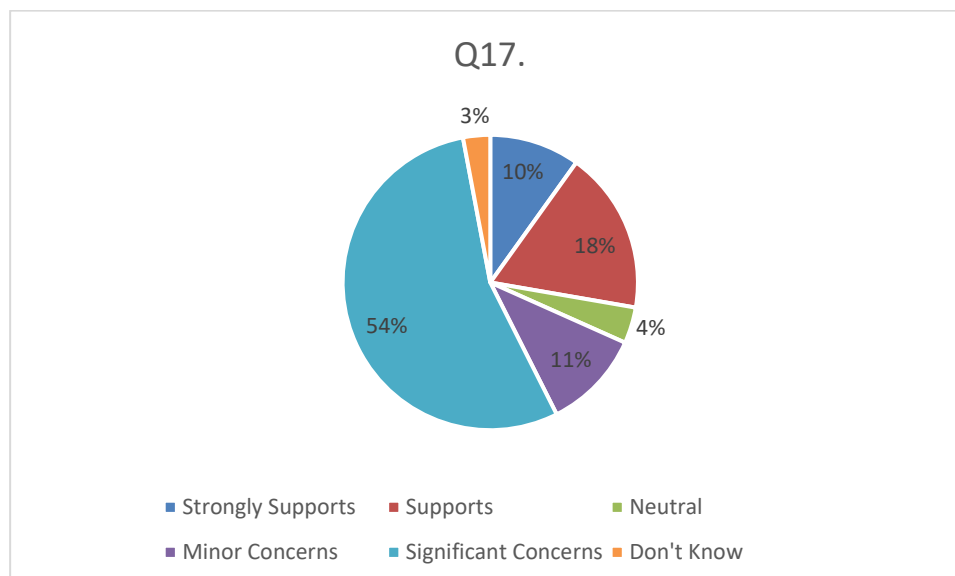
Figure 4.19 Views on cycling usage



**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.**

- 4.3.45 Question 17 asked the respondents to give their overall view of the HIF2 Project. Respondents were asked the extent to which they supported or had concerns with the proposal. The [Figure 4.20](#) below shows the results:

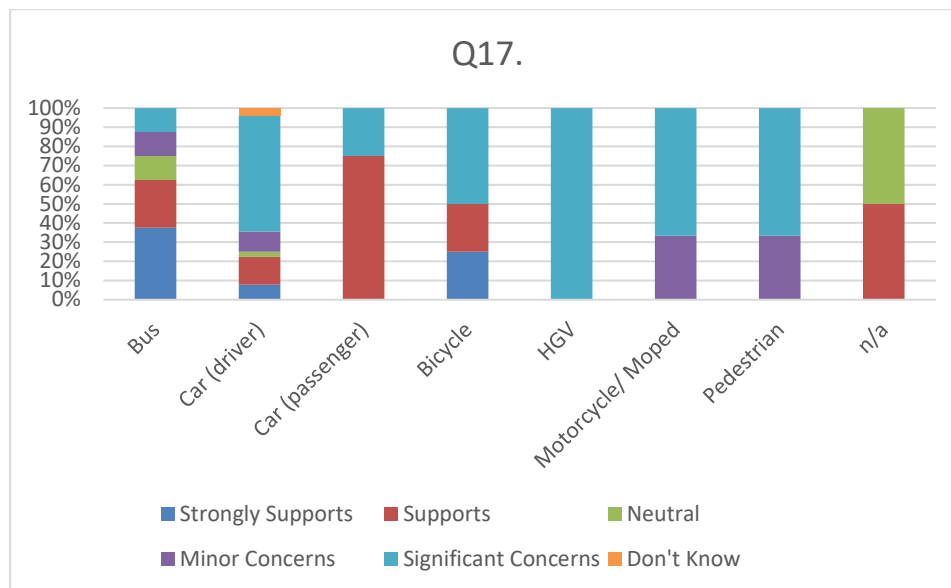
Figure 4.20 Overall views



- 4.3.46 As the graph above shows, **54%** of respondents have significant concerns with the A40 HIF2 Smart Corridor Scheme proposals. A further 11% have minor concerns about the proposals. 10% of respondents strongly support the schemes along with a further 18% who also support the proposals. 4% remained neutral and 3% did not know how they felt overall.

- 4.3.47 The **Figure 4.21** below shows the views of each transport user group in relation to the HIF2 Project as a whole. Of all transport groups **bus users were most supportive of the proposals** with 38% strongly supporting and 25% supporting the scheme. Also 50% of cyclists either strongly support or support the proposals. 75% of car passengers are in support along with 15% of car drivers. The groups with a high proportion of respondents selecting 'significant concerns' were motorcyclists and pedestrians (both 66%), car drivers (60%) and cyclists (50%). Additionally, the one HGV driver that responded to the online feedback from indicated they had 'significant concerns' (100%).

Figure 4.21 User group views on the overall proposals



## 4.4 Qualitative Analysis

- 4.4.1 Questions 8 – 17 of the online feedback form included open questions, enabling the respondent to expand on the reasons for their support or concern. These questions received a high volume of responses with a range of answers. The format of the questions ensured that the respondents were not restricted in their answers, giving the Applicant the opportunity to pick up on any further concerns or suggestions. The analysis below details the top 10 themes that emerged from each question. A record of feedback from results from questions 8- 17 can be found in [Appendix H](#).

**Question 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? Please let us know the reason for your response.**

- 4.4.2 All 101 respondents answered first part of the question, with **47% of respondents either 'strongly supported' or 'supported' the proposal**. 50% held 'minor' or 'significant concerns' with the proposal.
- 4.4.3 The second part of Question 8 invited respondents to comment on their previous answer. Of the 101 survey respondents, 78 left a comment. These responses have been collated into themes where trends in the comments have arisen. [Table 4.3](#) below shows the top 10 recurring themes mentioned throughout the comment section of Q8:

Table 4.3: Key Themes (Question 8)

Themes	Count
Impacts - redistributes congestion	21
Few benefits	15
Impacts - encourages car use	12
Supports the principle	12
Alternative approach - reinstate or build railway line	11
Alternative approach - extend dual carriageway further east	10
Impacts - environmental damage	10
Concern over housing growth	8
Impacts - increase congestion	7
Funding - not an effective use of money	5

- 4.4.4 The comment section shows that the most recurring cause for comment is the potential impact of the A40 upgrades redistributing congestion elsewhere in the local area. Specific concerns related to the potential of Witney traffic to cause a “bottleneck” around Eynsham. The second most frequently mentioned concern was that there were ‘few benefits’ to the proposal. Within the responses suggestions that the money could be better used elsewhere arose, as well as other points including environmental damage and the perception that the proposals encourage car use alongside a growing population.

**Question 9: What is your view on our proposal to replace the existing Barnard Gate / South Leigh junction with a new roundabout? Please let us know the reason for your response.**

- 4.4.5 The second part of Question 9 asked respondents to leave a comment to explain their answer to the first part of the question. 73 respondents left a comment. Key themes that arose in the comment section have been listed in [Table 4.4](#) below:

Table 4.4: Key Themes (Question 9)

Theme	Count
Supports the principle	19
Impacts - improve safety	14
Impacts - increase journey times	12
Impacts - increase congestion	8
Impacts - redistributes congestion	5

Theme	Count
Alternative approach - slip road/s	4
Few benefits	4
Impacts - reduce accidents	4
Alternative approach - bridge	3
Design - needs to be designed better than Downs Road roundabout	2

- 4.4.6 The comment section within question 9 shows that 19 responses contained themes that were supportive of the principle and 14 respondents thought the proposal would improve safety, many responses suggested the roundabout currently is “very dangerous”. One of the top themes suggests respondents consider that the roundabout would increase journey times at Barnards Gate as it will create a “bottleneck”. Other concerns raised in the comment section included that the proposal would have few benefits and that it would redistribute congestion, some responses suggested alternative approaches to a roundabout, including slip roads; a bridge or tunnel; segregated junction and reinstating the railway.

**Question 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? Please let us know the reason for your response.**

- 4.4.7 The second part of Question 10 asked respondents to leave a comment to explain their answer to the first part of the question. 77 respondents commented. Key themes that arose in the comment section are listed in [Table 4.5](#) below:

Table 4.5: Key Themes (Question 10)

Themes	Count
Supports the principle	14
Alternative approach - new link to the A34	11
Alternative approach - extend dual carriageway further east	10
Alternative approach - reinstate or build railway line	10
Majority of traffic is not going to Oxford	10
Impacts - increase congestion	6
Park and Ride - will not be well used	6
Bus - bus services should not be prioritised over other road users	5
Concern over housing growth	5
Impacts - encourages public transport use	5



- 4.4.8 The most recurring theme in the comments supports the proposal to construct eastbound and westbound bus lanes along the A40 in principle. This was mentioned 14 times. Two common alternative approaches that were suggested as alternatives to bus lanes included a new link to the A34 and extending the dual carriageway further east. One main concern was that most of the traffic on the A40 is not travelling to Oxford therefore will not be making use of bus lanes. There are also frequent mentions of the concern that the Park and Ride service will not be sufficiently used enough to warrant investment in bus lanes, with some responses suggesting bus services are currently more expensive than driving.

**Question 11: What is your view on our proposal to construct a new eastbound bus lane over the bridges at Duke's Cut? Please let us know the reason for your response.**

- 4.4.9 Question 11 also gave respondents the opportunity to leave a comment to follow-up their earlier answer. 54 respondents left a comment. Key themes that arose in the comment section are listed in [Table 4.6](#) below:

Table 4.6: Key Themes (Question 11)

Theme	Count
Supports the principle	14
Alternative approach - extend dual carriageway further east	8
Alternative approach - new link to the A34	7
Objects to the principle	6
Alternative approach - reinstate or build railway line	5
Funding - not an effective use of money	5
Majority of traffic is not going to Oxford	5
Alternative approach - bi-directional bus lane	4
Bus - bus services should not be prioritised over other road users	4
Impacts - encourages public transport use	4

- 4.4.10 14 comments support the proposal of the eastbound bus lane over to Dukes Cut compared to 6 objections in principle. Alternative approaches such as extending the dual carriageway further east and creating a new link to the A34 were also both suggested frequently. 5 comments raised the issue that most of the traffic on the A40 is not travelling to Oxford thus making the bus lane surplus to requirements. 4 respondents mentioned the positive impact of encouraging greater use of public transport.

**Question 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? Please let us know the reason for your response.**

- 4.4.11 The second part of Question 12 asked respondents to comment on their previous answer and explain their thoughts more fully on the proposal for a cycle route connecting the A40 to Oxford Canal tow path. 60 of 101 respondents filled-in the comments section. Key themes that arose throughout the comment section are shown in [Table 4.7](#) below:

Table 4.7: Key Themes (Question 12)

Theme	Count
Supports the principle	37
Alternative approach - improve existing active travel routes	5
Design change	4
Design - unsafe for cyclists	3
Alternative approach - new link to the A34	2
Alternative approach - segregated cycle lanes	2
Cycle - more likely to cycle if link from Carterton to A40 provided	2
Cycle - would not change cycling habits - pollution	2
Few benefits	2
Funding - not an effective use of money	2

- 4.4.12 37 of the comments were supportive of the principle making the cycle path connection to the A40, the most publicly supported part of the scheme presented. A total of 7 comments had concerns relating to design of the proposal; respondents wanted to see more detailed designs as well as clear indications of where controlled crossings would be used to ensure cyclist and pedestrian safety when crossing the A40. 5 respondents suggested the alternative approach of improving the existing active travel routes including resurfacing existing cycle lanes and widening the path along the canal.

**Question 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)? Please let us know the reason for your response.**

- 4.4.13 The second part of Question 13 asked respondents to provide their view on the pedestrian and cycling facilities along the A40. The key themes that arose throughout the comment section are shown in [Table 4.8](#) below:

Table 4.8: Key Themes (Question 13)

Theme	Count
Supports the principle	30
Alternative approach - segregated cycle lanes	7
Design - unsafe for cyclists	6
Few benefits	6
Cycle - too close to traffic	5

Theme	Count
Design - unsafe for pedestrians	5
Impacts - encourages active travel	5
Cycle - would not change cycling habits	3
Design - provide safe crossing points for cyclists and/or pedestrians	3
Design change	3

- 4.4.14 30 of the comments were supportive of the principle making the pedestrian and cycle facilities along the A40, with an additional 5 comments suggesting the proposals would encourage active travel. A total of 7 comments suggested an alternative approach, specifically requesting segregated cycle lanes to increase safety, 11 other comments would support this approach as they raised concerns that the current design is unsafe for cyclists and that cycle lanes are too close to the traffic.

**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)? Please let us know the reason for your response.**

- 4.4.15 The second part of Question 14 asked respondents the reason behind their response. The themes that were mentioned most frequently throughout the comment section can be seen in [Table 4.9](#) below:

Table 4.9: Key Themes (Question 14)

Themes	Count
Reduced speed limits are not necessary	13
Impacts - improve safety	6
Supports the principle	6
Impacts - reduce safety	4
Alternative approach - set speed limits to minimise congestion	3
Impacts - will not reduce congestion	3
Speed limits will be difficult to enforce	3
Alternative approach - 30 mph speed limit from 'developer roundabout' to the Park and Ride	2
Alternative approach - 30 mph speed limit from east of Witney to Cassington	2

Alternative approach - 30 mph speed limit past Eynsham	2
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- 4.4.16 Comments on question 14 are largely split. 13 comments suggested reduced speed limits are not necessary as it would not reduce congestion and could cause delays in travel times even further. However, other key themes suggest that a speed reduction would improve safety and that is it supported in principle.

**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? Please let us know the reason for your response.**

- 4.4.17 51 of the 101 respondents left a comment to the second part of question 15. The comments have been assessed and sorted into key themes; the themes that were mentioned most frequently throughout the comment section can be seen in [Table 4.10](#) below:

Table 4.10: Key Themes (Question 15)

Themes	Count
Would not change current bus use - already use the bus	9
Bus - destinations not served by bus services	7
Bus - would not change current bus use - already use the bus	4
Bus - must be affordable	3
Bus - not Covid secure	3
Alternative approach - reinstate or build railway line	2
Bus - currently use bus services rarely	2
Bus - more likely to use if bus services were more reliable	2
Bus - would be more convenient	2
Bus - would use bus services if journey times improved	2

- 4.4.18 The most frequently mentioned theme was by respondents who already use the bus along the A40 so will not change their current usage rates regardless of proposed changes. Another frequent comment was that certain destinations such as Long Hanborough are not on the current bus routes or that they are not wanting to travel to Oxford but to other places such as Gloucester and Cheltenham. Other comments mentioned that they would be more likely to use the bus if it was more reliable, more affordable, covid safe and if journey times improved.

**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? Please let us know the reason for your response.**

- 4.4.19 Question 16 asked respondents how they felt about the proposed cycling facilities between East of Witney and Duke's Cut, the second part of the question offered the chance for

respondents to leave a comment to explain the degree to which they supported or were concerned with the cycle proposals. The themes that arose frequently in the comment section can be seen in [Table 4.11](#) below:

Table 4.11: Key Themes (Question 16)

Themes	Count
Existing cycle path - poor cycling conditions	6
Cycle - too close to traffic	4
Cycle - would not change cycling habits - pollution	4
Alternative approach - segregated cycle lanes	3
Cycle - lack of cycle infrastructure to other destinations	3
Cycle - do not currently cycle	2
Cycle - do not own a bicycle	2
Cycle - more likely - already cycle	2
Cycle - more likely to cycle if it was safer	2
Cycle - would not change cycling habits - already cycle	2

- 4.4.20 Of the 101 respondents, 42 left a comment. The most frequent comment focussed on the poor cycling conditions on the existing cycle path, some of the respondents stated that they would prefer it if the existing routes were more comfortable to use. Another common theme was the pollution from car exhausts due to the proximity of cycle lanes to the main road, respondents said they have tried cycling along the A40 but have not since due to pollution making the experience unpleasant. Other themes preventing people from supporting the proposal include: a lack of cycling infrastructure elsewhere, the proximity of cycle lanes to heavy traffic and not owning a bicycle. Some respondents' comments suggested the proposals would make them more likely to cycle, especially if the routes were made safer.

**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. Please let us know the reason for your response.**

- 4.4.21 Question 17 asked respondents to what extent they supported or were concerned with the overall A40 HIF2 Project as they had seen in the virtual exhibition. The second part of the question gave respondents the opportunity to elaborate and comment on their earlier answer to question 17. The most frequently raised themes are shown in [Table 4.12](#) below:

Table 4.12: Key Themes (Question 17)

Themes	Count
Alternative approach - reinstate or build railway line	14
Alternative approach - new link to the A34	8
Alternative approach - extend dual carriageway further east	7
Impacts - encourages car use	7
No comment	7
Supports the principle	7
Concern over housing growth	6
Funding - not an effective use of money	6
Few benefits	5
Impacts - increase congestion	5

- 4.4.22 Of 101 respondents, 76 left a comment on their overall view of the proposals. The most frequent theme in the comment section was about taking an alternative approach by reinstating or building onto the existing railway line. Some respondents were concerned that the increase in traffic on the A40 from new housing developments will put a strain on the A40 and increase journey times and pollution, therefore a railway should be reinstated to operate alongside the Park and Ride scheme to relieve traffic on the A40. Another frequently mentioned alternative approach is to create a new link to the A34 as well as extending the dual carriageway further east. Concerns over increased congestion and housing growth were raised frequently as well as concerns that by upgrading the A40 the council is encouraging greater car use.
- 4.4.23 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 Project and measures in addition to the A40 Improvement schemes.
- 4.4.24 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 122 questions about the project were received from these sources between 10<sup>th</sup> May and 7<sup>th</sup> June (inclusive).

## 4.5 Responses From Key Stakeholders

- 4.5.1 We received 13 responses from key stakeholders identified at the outset of the project (including two landowner responses). A summary of responses from key stakeholders (excluding landowner responses) is provided below:
- **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.

- **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.
- **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.
- **Bike Safe** – Recommends that a second grade separated crossing at 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.
- **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.
- **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.
- **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.
- **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.
- **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.
- **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 through Eynsham should be further reduced to 30 mph.
- **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 bus operators 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.

## 4.6 Engagement with the CPA

4.6.1 **Table 4.13** below summarises table the pre-application advice received from the CPA at each pre-application meeting.

Table 4.13: LPA pre-application meetings

Meeting date	Stakeholder(s)	Advice
14 <sup>th</sup> May 2021	CPA Planning and technical Officers including Transport, Ecology and Biodiversity	Officers were satisfied that the engagement strategy produced was comprehensive  Officers confirmed the need for the application to demonstrate that it is not in conflict with Green Belt policy
7 <sup>th</sup> June 2021	Landscaping and LVIA Officers	Officers were satisfied with the approach to Biodiversity Net Gain
29 <sup>th</sup> July 2021	CPA Planning and technical Officers including Transport, Ecology and Biodiversity	Officers were satisfied that the drawings produced were comprehensive  Officers stated that the lighting, landscaping, and surface water drainage plans should address the “worst-case scenario” of all elements of the scheme being delivered
18 <sup>th</sup> October 2021	CPA Transport Development Management	Officers emphasised need to ensure that the policy aims can be backed up with evidence to support the modelling approach.  Officers reiterated the need to think about how the proposals help to mitigate against car travel
21 <sup>st</sup> October 2021	CPA Planning and technical Officers including Transport, Ecology and Biodiversity	Officers advised that a replacement Great Crested Newt Pond may be proposed within the red line area, and recommended that the applicant liaise on this point with those working any amendments to the Park and Ride facility, and it must be clear that this is proposed as mitigation to the Proposed Development rather than as mitigation to the development already permitted



Meeting date	Stakeholder(s)	Advice
26 <sup>th</sup> October 2021	CPA Landscaping and LVIA Officers	Officers noted the need to flag up where potential construction compounds will be, should be taking it into consideration in assessment

## 5 Scheme Evolution

- 5.1.1 This Section demonstrates how the evolution of the Proposed Development has been directly and indirectly influenced by the extensive pre-application engagement carried out by the Applicant.
- 5.1.2 A range of alternatives has been considered. The opportunity for the proposed development to alleviate and reduce current congestion issues along the A40 and bring added value to the area through improved transport options meant that the proposed design was chosen, as it can address these issues and wider project objectives.
- 5.1.3 The design approach was iterative, whereby design options and the results of technical analysis were interpreted and refinements incrementally made. The proposed design was developed through engagement with the public, OCC and other stakeholders, and comments raised (outlined in [Chapter 4](#) of this [SCI](#)) were addressed throughout the design development.
- 5.1.4 Several design changes have been shaped through landowner engagement including the below:
- Landowners have been given an option of appropriate fencing or landscaping to replace existing screening.
  - The Woodland Trust requested native hedges are incorporated into their new boundary line, which the Applicant is providing.
  - Correspondence with Hill Farm at the design stage has been frequent due to the concern around the safety that the new side road provides for access. The landowner's wishes' have been fulfilled through gating arrangements that provide the necessary security measures for Hill Farm.
  - At Ambury Close Farm the proposals will increase the width of the side road to allow HGVs to pass through.

### 5.2 Dual Carriageway Extension

- 5.2.1 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.
- 5.2.2 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.

### 5.3 Integrated Bus Lanes

- 5.3.1 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.
- 5.3.2 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.

## 5.4 Duke's Cut

- 5.4.1 41% 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.
- 5.4.2 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.

## 5.5 Design Changes in Response to Engagement

- 5.5.1 The Design and Access Statement (DAS) submitted with this application provides further details of the options considered by the Applicant and how the design of the Proposed Development has evolved. Design changes in response to the engagement process and consultation between the design team and the key CPA consultees can be found in [Table 5.1](#).

Table 5.1 Design Changes in response to engagement

DAS Overview Plan Reference	Design Change
Post-feasibility	
P-FF/01	Local access alignment realigned to avoid earthworks encroaching on Whitehouse Farm
P-FF/02	A40 dual alignment realigned and moved slightly south to avoid earthworks encroachment into Whitehouse Farm
P-FF/03	Modified local access road and junction following Landowner consultation on 13 May 2021
P-FF/04	Two Toucan crossings of the A40 at Barnard Gate junction, western roundabout and new south leigh cycleway/footway added to the dualling design following OCC's instruction (SMI012), following engagement with Active Travel stakeholders, Eynsham Parish Council and South Leigh Parish Council
P-FF/05	Modified Ambury Close Farm access and inclusion of bund following landowner consultation on 13 May 2021
P-FF/06	Modified Home Farm access following landowner consultation on 13 May 2021
P-FF/07	A40 dual alignment (east of Barnard Gate junction) cross section narrowed due to change in speed limit instructed by SMI023 following engagement with Active Travel stakeholders
P-FF/08	Western roundabout incorporated into the dualling design following OCC'S instruction (SMI005)

DAS Overview Plan Reference	Design Change
Post-feasibility	
P-FF/09	Northern entry to Barnard Gate – road alignment amended to create slower vehicle approach to uncontrolled crossing
P-FF/10	Existing South Leigh Road maintained to provide access to existing agricultural lands and proposed attenuation basins
P-FF/11	New field access and proposed maintenance access
P-FF/12	Uncontrolled crossings on Barnard Gate and western roundabout northern arms changed to signal controlled crossings following OCC'S instruction (RFI040) following engagement with Active Travel Stakeholders and HIF1 Team
P-FF/13	Signal controlled crossings on Barnard Gate and western roundabout northern and eastern arms moved 20m priority and 35m from roundabout
P-FF/14	Shared use link provided between the realigned Barnard Gate road and access link to Hill Farm following engagement with Active Travel stakeholders
P-FF/15	Safeguarding possible bus lay-by sites instructed by OCC in SMI025
P-FF/16	Shared use path extended along the south east quadrant of the western round and into the development land south of the roundabout
P-FF/17	Motocross site removed from red line boundary and Buckingham land included within the red line boundary for safeguarding of Great Crested newts' translocation (refer to SMI029)
P-FF/18	Red line boundary extended within Hill Farm vicinity west of the existing accommodation bridge to include the proposed noise fencing
P-FF/19	Red line boundary modified to include a possible site for the translocation of Great Crested newts on Grosvenor land as instructed by OCC in SMI034 and SMI036
P-FF/20	Possible site for the translocation of Great Crested newts (park and ride site)
P-FF/-	Maintenance tracks and hardstanding included in the dualling design
P-FF/-	Earthworks updated from 3D model (applies to entire scheme)
P-FF/-	Drainage attenuation has been amended. This is shown in the key as SuDS feature and SuDS earthworks

DAS Overview Plan Reference	Design Change
Post-feasibility	
P-FF/-	Two sets of general arrangement drawings (refer to <b>Drawing No. DUAL-ACM-HGA-E1_ZZ_ZZ_ZZ-DR-CH-0100-106, 0110-116</b> ) produced as instructed by OCC in SMI028.
<b>Post Engagement</b>	
Design to incorporate	PROW link to Barnard Gate road. Unsurfaced connection to be included following consultation with CPA PROW team
To be taken forward in detailed design	Cycle storage at Bus Stops requested by Active Travel Stakeholders, Eynsham Parish Council, and Stagecoach.
To be taken forward in detailed design	Consideration to be given to shared path surfacing throughout. Stakeholder feedback from Eynsham Society, on asphalt being very slippery/dangerous under tree canopy - leaves, drops, black ice (stays in shade).
Confirmed subsequent of stakeholder engagement	All Uncontrolled crossing will be raised, coloured / surface differentiated, with warning markings for road users (this applies to all whether priority for shared path or for road users) following engagement with Active Travel Stakeholders and Eynsham Society
Confirmed after stakeholder engagement	Proposed layout for crossing point now has priority for peds/cycles at the Park and Ride bus only eastbound exit. Shared use, uncontrolled
Confirmed after stakeholder engagement	Amend bend out of crossing to ensure max. set back from A40 entrance, without encroaching on Evenlode land at Evenlode Pub
Confirmed after stakeholder engagement	South side path width at Witney Road to Lower Road to be extended to 3.5m (from previously proposed 3m) to align with OCC active travel standards for bus shared path section. As a result of engagement with CPA Active Travel Lead and Active Travel Stakeholders
Confirmed following stakeholder engagement	Provide pedestrian and cycle priority over motor traffic entering the A40 east of Lower Road at the BP Petrol Station (i.e., vehicles existing the BP Station), following Active Stakeholder engagement

## 6 Summary and Conclusion

### 6.1 Summary

- 6.1.1 The Applicant has engaged meaningfully with a wide range of stakeholders and has demonstrated how the application proposals have been influenced by the feedback from stakeholder engagement.
- 6.1.2 The Proposed Development has been developed in a consultative and iterative manner informed by various phases of engagement/consultation with a wide range of stakeholders. The five main phases of engagement/consultation can be summarised as follows:
- EIA Scoping Consultation (March 2021 – April 2021)
  - Landowner Engagement (February 2020 – present)
  - Stakeholder Briefings/Meetings (February 2021 – August 2021)
  - LPA Pre-application Engagement (April 2021 – October 2021)
  - Online Public Engagement (10th May – 7th June 2021)
- 6.1.3 The design of the Proposed Development has taken shape and evolved through a continuous consultation process between the design team and several key statutory and non-statutory consultees and interested parties, as described in [Chapter 4](#).

### 6.2 Conclusion

- 6.2.1 The pre-application engagement carried out by the Applicant summarised in [Section 3](#) adheres to the applicable legislation, policy and guidance set out in Section of this report.
- 6.2.2 This SCI outlines the extensive, yet proportionate engagement undertaken by the Applicant, the feedback received on the Proposed Development and how the Applicant has had regard to this feedback when refining the Proposed Development. Furthermore, it demonstrates that the evolution of the project has been either directly or indirectly influenced by the engagement undertaken.
- 6.2.3 The Applicant is committed to continued engagement with the local community and stakeholders following submission of the application, as well as throughout the construction and operation of the Proposed Development, should permission be granted.

## Appendix A Stakeholder Schedule

Stakeholder Name
<b>Group 1 Rail Operators</b>
Network Rail
Chiltern Railways
Cross Country
Great Western Railway
National Rail
<b>Group 2 Other Transport Operators</b>
Thames Travel
Stagecoach
Witney Shuttle Bus
SkyCabs International Ltd
Swinford Toll Bridge operator
Witney to Oxford Transport Group
Rail Future Thames Valley branch
Oxford Carriers
MacHowie Transport
TWE Haulage
JLP Haulage
Chris Hayter
<b>Group 3 Statutory Stakeholders</b>
Natural England
Historic England
Canals & Rivers Trust
Environment Agency
Homes England
<b>Group 4 Environmental Stakeholders</b>
Friends of the Earth (Oxford)
Woodland Trust
Oxfordshire Environmental Board
Thames Regional Flood and Coastal Committee
Berkshire, Buckinghamshire, and Oxfordshire Wildlife Trust
Oxfordshire Campaign to Protect Rural England (CPRE)
Royal Society for the Protection of Birds
Oxford Green Belt Network
Campaign to Protect Rural England (CPRE)

<b>Group 5 Utilities</b>
SGN
SSE
Thames Water
Southern Water
Southern Electric plc
Scottish & Southern Energy
Water and sewerage undertakers
<b>Group 6 OCC Internal Planning Technical Stakeholders</b>
Lead Local Flood Authority
OCC Planning (as LPA)
OCC Principal Officer Countryside Access Strategy & Development
OCC Landscape and Ecology
OCC Countryside Access Team
OCC Archaeology
OCC Drainage
OCC Environment
<b>Group 7 Non-Motorised and restricted access users</b>
Cycle Touring Club (CTC) Witney
Cycling UK Oxfordshire
Oxfordshire Cycling Network
Bikesafe
CYCLOX
SUSTRANS
Windrush Bike Project
A40 Cyclist Group
<b>Group 8 Other Access</b>
Ramblers Association
Oxon (& Oxford Field paths Society)
British Horse Society (BHS)
Oxfordshire Association for the Blind
Oxfordshire Unlimited
Oxfordshire Transport & Access Group (OXTRAG)
AA
RAC
<b>Group 9 Developers and Impacted Landowners</b>
Grosvenor (Garden Village)
Vandebilt




Jansons (West Eynsham)
OCC (West Eynsham)
Berkeley Homes (West Eynsham)
Glanville (East Witney)
North Witney
Mawlee Trustees (East Witney)
Trustees of Northfield Life Interest Settlement (East Witney)
Carter Jonas (East Witney)
Witney to Eynsham (dualling)
Eynsham to Duke's Cut (integrated bus lane)
Duke's Cut
Blenheim Estate
<b>Group 10 Business Organisations</b>
Witney Chamber of Commerce
Oxford Chamber of Commerce
Thames Valley Chamber of Commerce
Oxford to Cambridge Arc
Oxford Tourist Board
Local Enterprise Partnership
Oxfordshire Skills Board
Federation of Small Businesses (Oxfordshire branch)
<b>Group 11 Other</b>
Eynsham Partnership Academy
GreenTEA (Transition Eynsham Area)
Eynsham Society
Friends of Eynsham
CPRE Oxfordshire
EPIC Oxford
Bus Users Oxford
Oxford Civic Society
Oxford Preservation Trust
North Witney Action Group
<b>Group 12 Emergency Services</b>
Thames Valley Police
South Central Ambulance Service
Oxfordshire Fire and Rescue Service
<b>Group 13 Local Businesses</b>
Evenlode Pub
Garden Centre

Mike Wheeler Motorcycles
Rygor Mercedes Repair shop
North Oxford Golf Club
Shell garage A415
Oxford Witney Hotel
Hill Farm Livery Yard
Woodstock Car Sales
BP Garage Eynsham
Smiths Concrete
North Oxford BMW garage
Dukes Cut BP Garage
Costa Coffee
Jurys Inn
Dukes Removals and Storage
Esso Tesco Eynsham
<b>Group 14 Local Residents</b>
Members of the public
<b>Group 15 Highways</b>
OCC Network Management
OCC Signals
OCC Highways Development Management Team
OCC Transport Development Control
OCC Technical Approval Authority
<b>Group 16 Management</b>
OCC Asset Management
<b>Group 17 Media</b>
Taylor Newspapers: The Oxfordshire Guardian
Newsquest: Oxford Times, Oxford Mail
Radio: BBC Radio Oxford
<b>Group 18 OCC Members</b>
(OCC Leader, Woodstock)
(OCC Cabinet Member for Environment, Shrivenham)
(OCC Cabinet Member for Highways delivery and operations, Hanborough & Minster Lovell)
(OCC, Witney South & Central)
(OCC, Witney North & East)
(OCC, Eynsham)
(OCC, Kidlington South)
<b>MP for Witney and West Oxfordshire</b>
<b>MP for Oxford West and Abingdon</b>

(OCC for Carterton South and West)
(OCC for Witney West & Brampton)
(OCC for Burford & Carterton North)
<b>Group 19 Non-OCC Senior Executives</b>
West Oxfordshire District Council Chief Executive
West Oxfordshire District Council Principal Planner
Cherwell District Council Chief Executive
Cherwell District Council Corporate Director Communities
Cherwell District Council Assistant Director for Planning and Economy
Cherwell District Council Corporate Director Place and Growth
Cherwell District Council Corporate Director, Commercial Development Assets & Investment
<b>Group 20 Eynsham Local Groups</b>
Eynsham Planning Improvement Campaign (EPIC)
Eynsham Neighbourhood Forum
<b>Group 21 Parish Councils Tier 1</b>
Witney Parish Council
South Leigh Parish Council
Ducklington Parish Council
Eynsham Parish Council
Cassington Parish Council
Yarnton Parish Council
Gosford and Water Eaton Parish Council
<b>Group 22 Parish Councils Tier 2</b>
Asthall Parish Council
Brize Norton Parish Council
Curbridge and Lew Parish Council
Ducklington Parish Council
Minster Lovell Parish Council
Hailey Parish Council
North Leigh Parish Council
Freeland Parish Council
Stanton Harcourt Parish Council
Hanborough Parish Council
Cumnor Parish Council
Wytham Parish Council
Begbroke Parish Council
<b>Group 23 West Oxfordshire Cllrs</b>
West Oxfordshire District Councillor for <b>Bampton and Clanfield</b>
West Oxfordshire District Councillor for <b>Burford</b>

West Oxfordshire District Councillor for <b>Brize Norton and Shilton</b>
West Oxfordshire District Councillors for <b>Hailey, Minster Lovell and Leafield</b>
West Oxfordshire District Councillors for <b>Hailey, Minster Lovell and Leafield</b>
West Oxfordshire District Councillor for <b>Ducklington</b>
West Oxfordshire District Councillors for <b>Witney West</b>
West Oxfordshire District Councillors for <b>Witney West</b>
West Oxfordshire District Councillors for <b>Witney Central</b>
West Oxfordshire District Councillors for <b>Witney Central</b>
West Oxfordshire District Councillors for <b>Witney South</b>
West Oxfordshire District Councillors for <b>Witney South</b>
West Oxfordshire District Councillors for <b>Witney East</b>
West Oxfordshire District Councillors for <b>Witney East</b>
West Oxfordshire District Councillors for <b>Witney East</b>
West Oxfordshire District Councillors for <b>Eynsham and Cassington</b>
West Oxfordshire District Councillors for <b>Eynsham and Cassington</b>
West Oxfordshire District Councillors for <b>Eynsham and Cassington</b>
<b>Group 24 Cherwell Cllrs</b>
Cherwell District Councillors for <b>Kidlington West</b>
Cherwell District Councillors for <b>Kidlington West</b>
Cherwell District Councillors for <b>Kidlington East</b>
Cherwell District Councillors for <b>Kidlington East</b>
<b>Group 25 Oxford City Cllrs</b>
Oxford City Councillors for <b>Wolvercote</b>
Oxford City Councillors for <b>Wolvercote</b>
<b>Group 26 Central Government</b>
Homes England
National Highways (previously Highways England)
Department for Transport (DfT)
Department for Energy and Climate Change
Department for Homes, Communities and Local Government
Department for the Environment, Food and Rural Affairs


## **Appendix B      Briefing Presentation**




# HIF2 A40 Corridor

## Stakeholder Briefing

Oxfordshire Transport and Access Group  
August 2021




1



## Content

- Overview
- Context
- HIF2 A40 Smart Corridor - design update
- Programme
- Q & A



2



## Overview

- Major highways improvement scheme proposed along the A40 Corridor between East of Witney and Duke's Cut
- The planning application includes three schemes:
  - A40 Dual Carriageway Extension (3.2km)
  - Integrated Bus Lanes (6.5km)
  - Duke's Cut (600m)
- Single EIA and planning application
- EIA Scoping Opinion received April 2021
- Public engagement 10<sup>th</sup> May – 7<sup>th</sup> June 2021
- Planning application September 2021
- Determined by Oxfordshire County Council



3



## Context



4


## Context – Need for A40 Improvements

**Current reality**

- Heavily congested route for extended periods each day affecting all users.
- Reliance on low occupancy private vehicles for trip-making
- Long and unreliable bus journey times, discouraging patronage and operators from investing in services.
- Poor facilities and a lack of priority for walking and cycling as a means of travel


**Required Intervention**

- Align the A40 Corridor with national, regional and local imperatives of sustainable transport provision.
- Investment to unlock effective public transport and active travel solutions, significantly increasing travel choice and the carrying capacity of the route.
- Enable housing and economic growth aspirations.


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## Context – A40 Corridor Progress



1	2	3	4	5	6
<b>A40 Dual Carriageway Extension</b>	<b>Eynsham Park and Ride</b>	<b>A40 Integrated Bus Lanes</b>	<b>A40 Duke's Cut</b>	<b>Access to Witney</b>	<b>Oxford North</b>
Planning submission September 2021.	Planning approved March 2021 <sup>1</sup> .	Planning submission 2021.	Planning submission 2021.	Planning submission 2021	Planning approved December 2019 <sup>2</sup> .

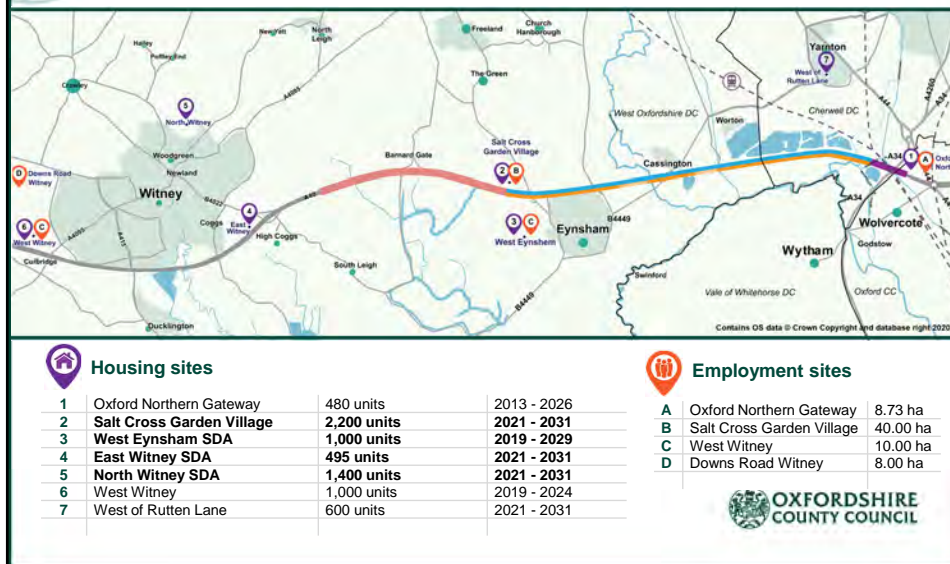
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1 – Ref. R3.0057/19; 2 – Ref. 18/02065/OUTFUL

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## Context – Housing and employment growth



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## Context - A40 Transport Strategy Objectives

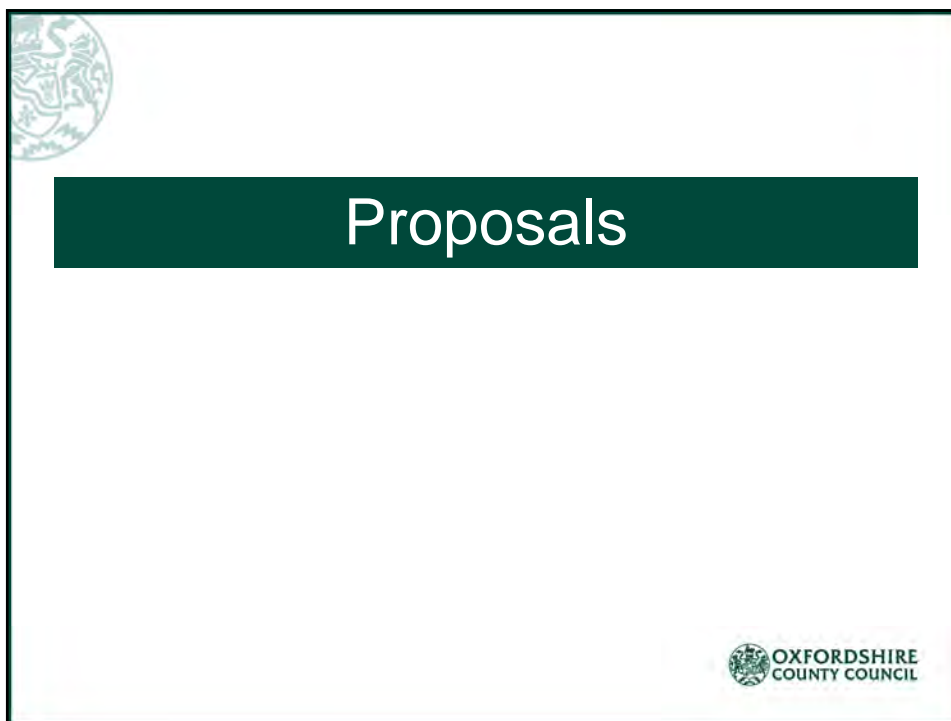
- Provide greater travel choice and encourage more use of bus, cycling and walking.
- Improve active travel and public transport accessibility and connectivity (to employment and public services).
- Deliver faster and more reliable bus journey times.
- Support major new housing and employment sites proposed 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.



-----  
*Recognise that capital schemes emphasis is delivering infrastructure improvement that enables sustainable growth.*

*Success in ensuring major behaviour changes requires an ongoing, integrated programme of activities.*

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**Project Update: Access to Witney (Shores Green)**

- Provisional funding of £7.2m secured from Growth Deal and S106. Currently in optioneering stage.
- End of Feasibility design stage. Preferred options now selected at a technical level and will be basis of public engagement.
- Next key milestones – aligned with those of HIF2;
  - Public engagement on preferred option – May / June 2021
  - Report to Cabinet on preferred options and funding package – July 2021
  - Planning applications – late Summer 2021
  - Report to Cabinet with resolution to CPO – late 2021

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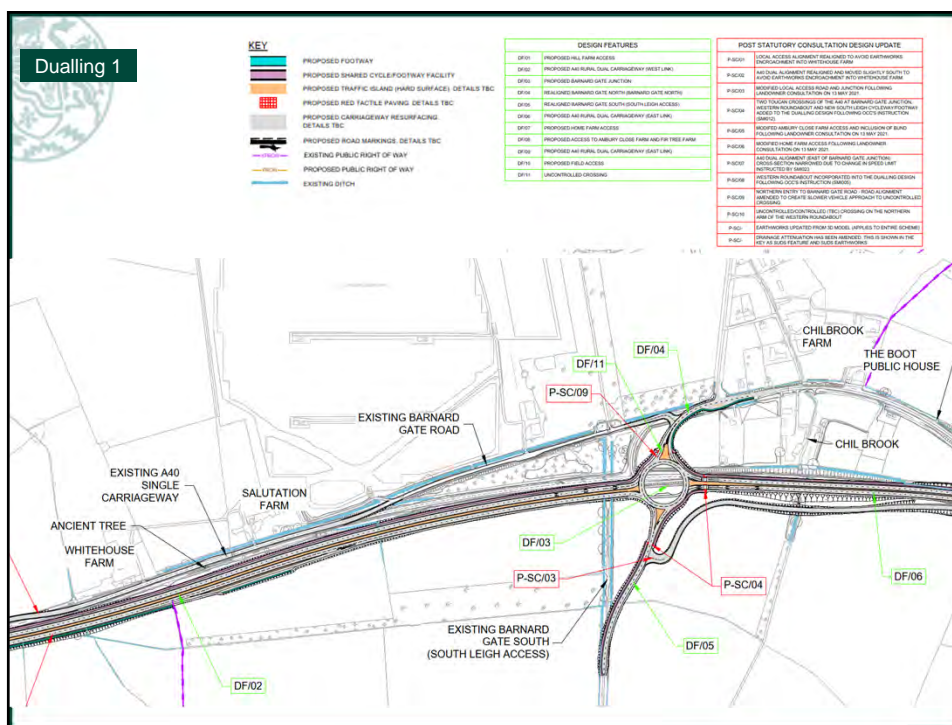
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## A40 Dual Carriageway Extension

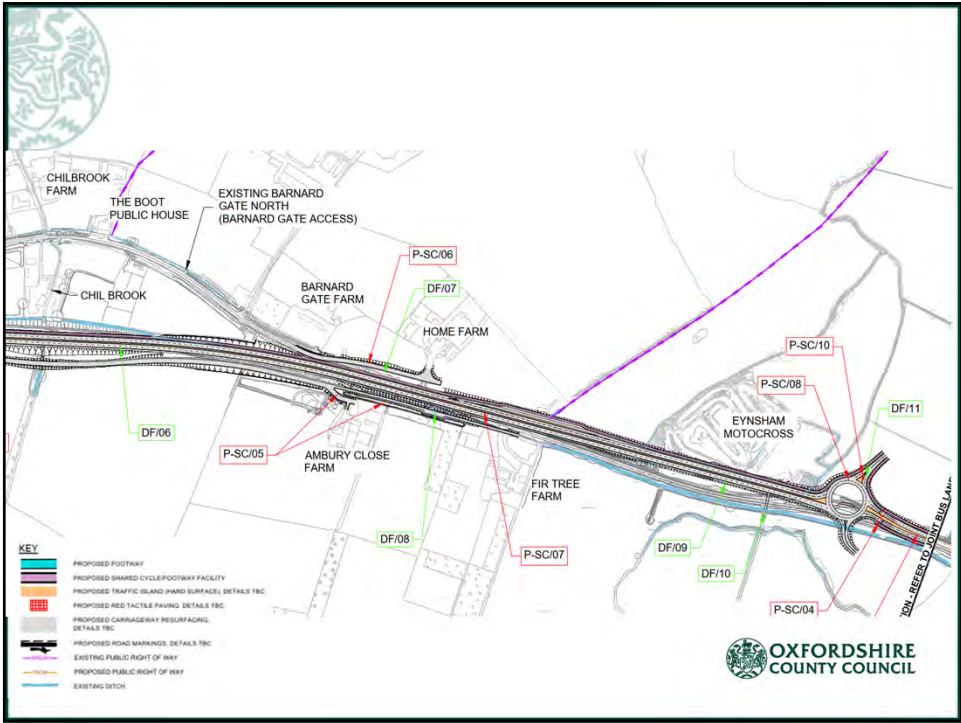
- Dualling approximately 3.2km of the A40 between Witney and the proposed Eynsham Park and Ride.
- Improved shared footpath and cycle paths along the A40 southside.
- New roundabout junction at the A40 Barnard Gate / South Leigh junction.
- Improve road safety by reducing the number of direct A40 access points.
- Reduced speed limit from Barnard Gate Westwards



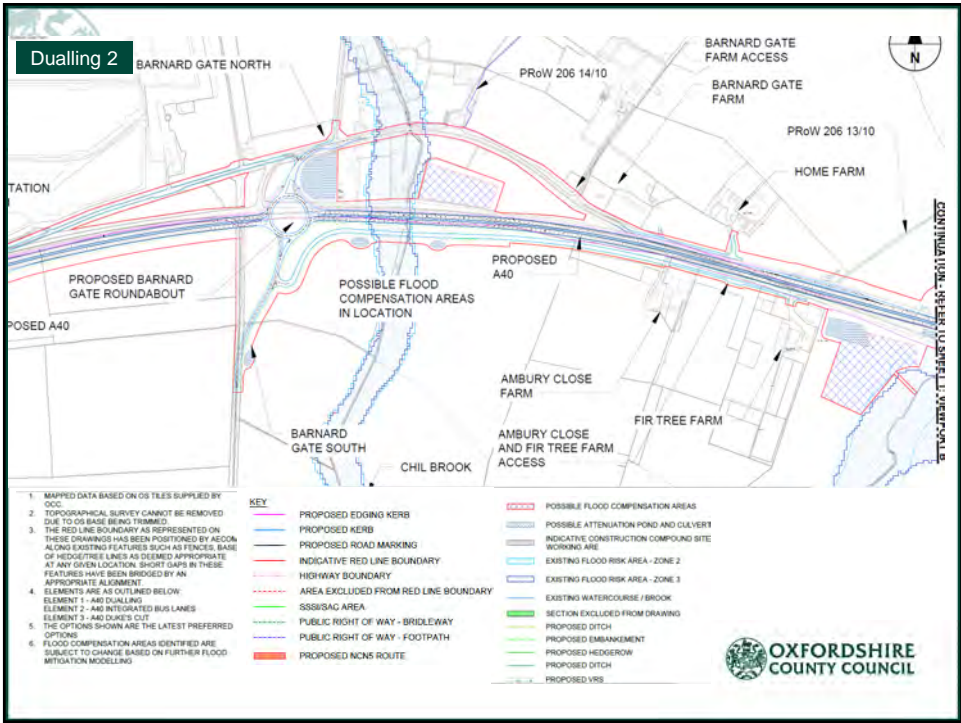
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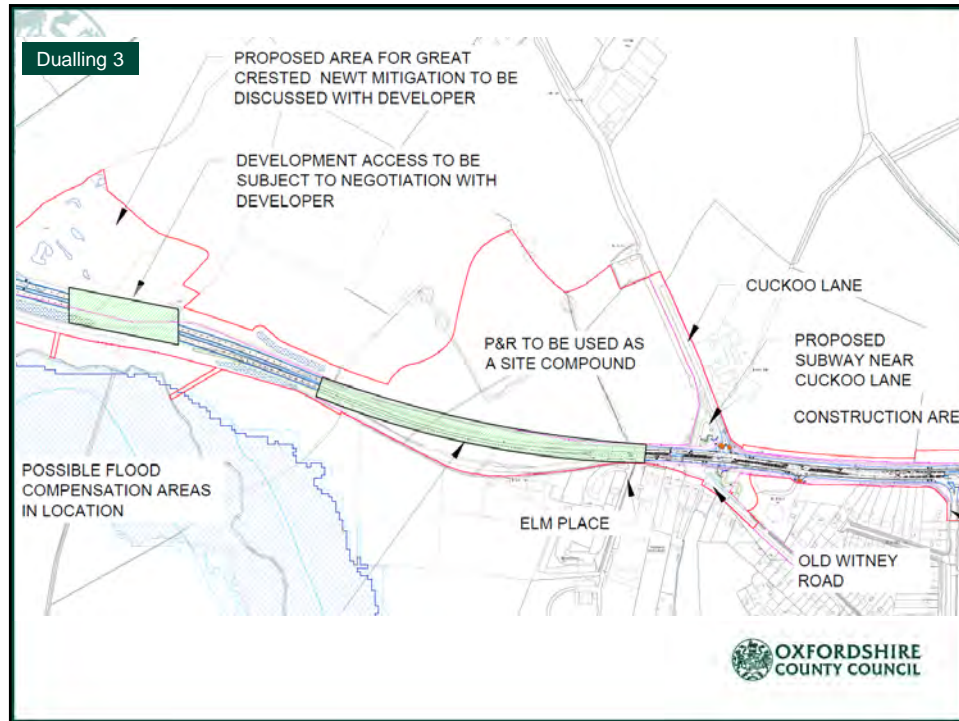


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## A40 Integrated Bus Lanes

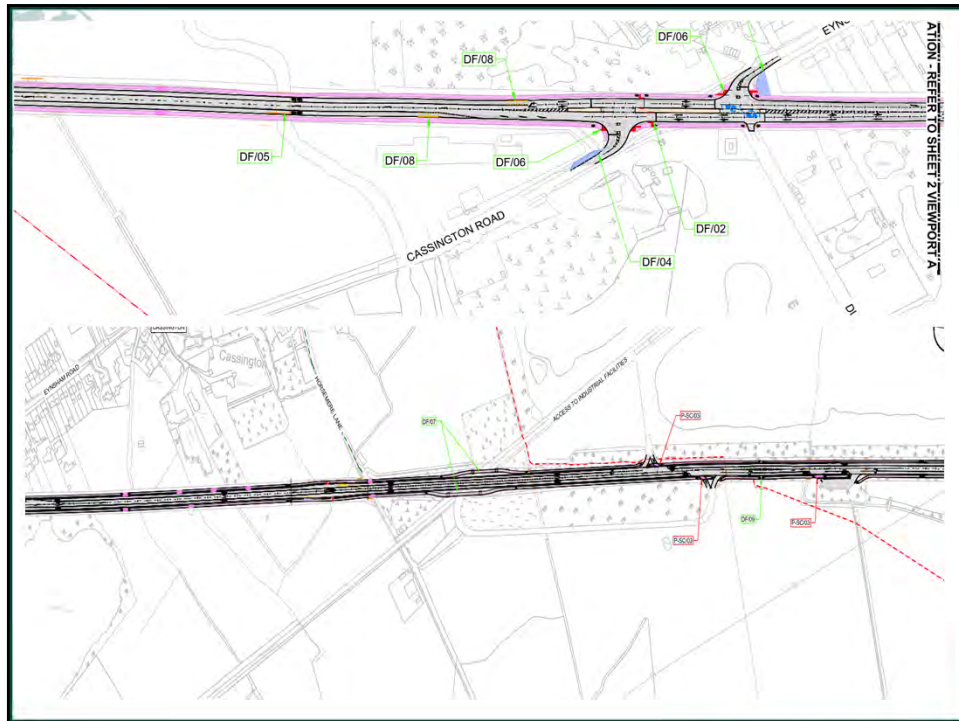
- 6.5km section of joint eastbound and westbound bus priority measures between the Eynsham Park and Ride and Duke's Cut.
- New signalised junction at the Park and Ride site with controlled pedestrian crossings and access point for the West Eynsham SDA.
- Cassington New Bridge widening by 3m on south and north sides.
- New shared use cycle/pedestrian bridges running parallel to Cassington Halt Bridge to the north and south.
- Junction alterations and improvements at Witney Road, Lower Road Roundabout and Cassington Signals.
- Potential pedestrian subway link underneath the A40 from Eynsham to the proposed Park and Ride.
- 40 mph speed limit

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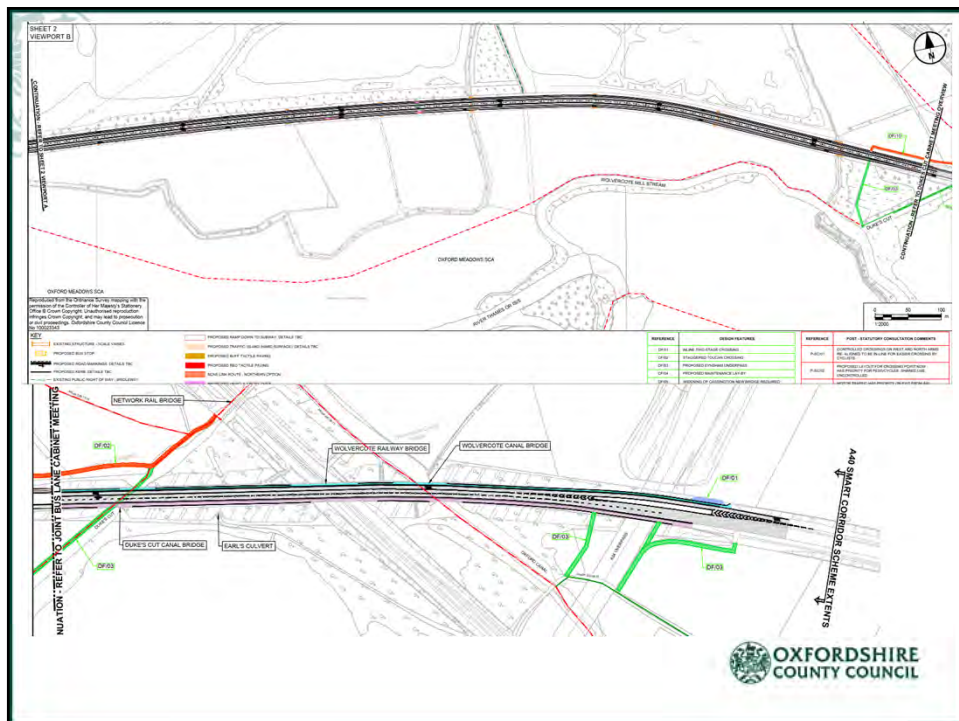
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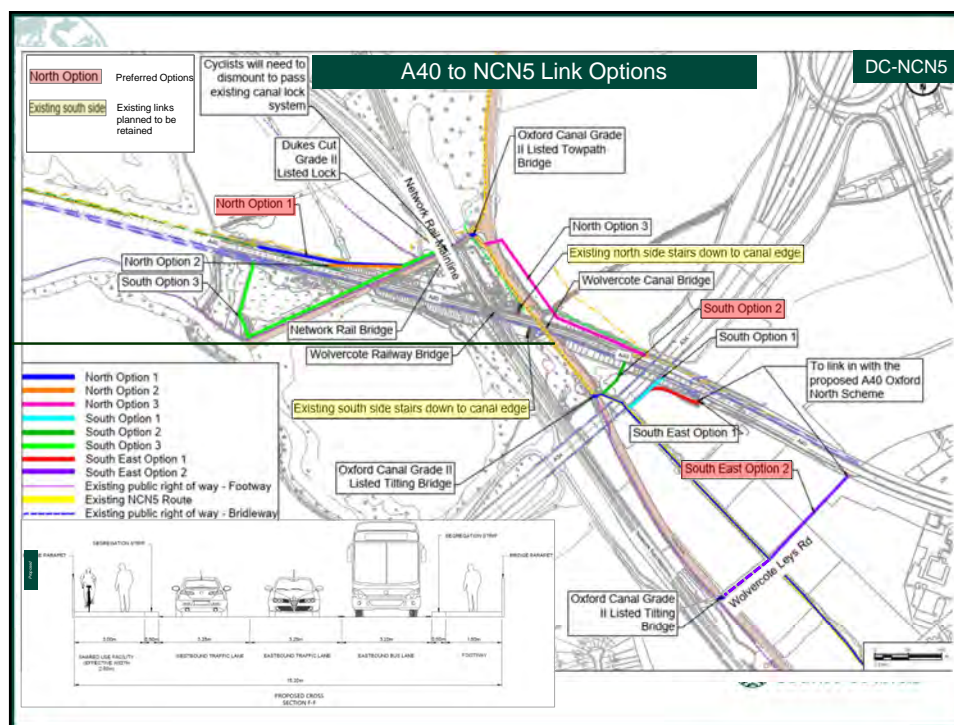


## A40 Duke's Cut

- Eastbound bus lane over the existing structures (Duke's Cut Canal Bridge, Wolvercote Railway Bridge, Wolvercote Canal Bridge, Earl's Culvert).
- Works to Wolvercote Railway Bridge to provide capacity to accommodate Eastbound bus lane.
- Installation and modification of Vehicle Restraint Systems (VRS) along some sections of the carriageway.
- Strengthening works to Wolvercote Railway Bridge to provide capacity to accommodate eastbound bus lane.
- The works include strengthening of weak verges, replacement of existing parapets with compliant VRS parapets and removal of inboard vehicle restraint barrier.
- Works to include strengthening of weak verges, replacement of edge beams and removal of inboard vehicle restraint barrier.
- Footpath along northside and shared cycle and pedestrian path along southside of A40.
- Shared path linking the A40 to National Cycle Network (NCN) Route 5 and the Oxford Canal Tow Path runs via the Oxford Canal Lock.
- No bridge widening works proposed.

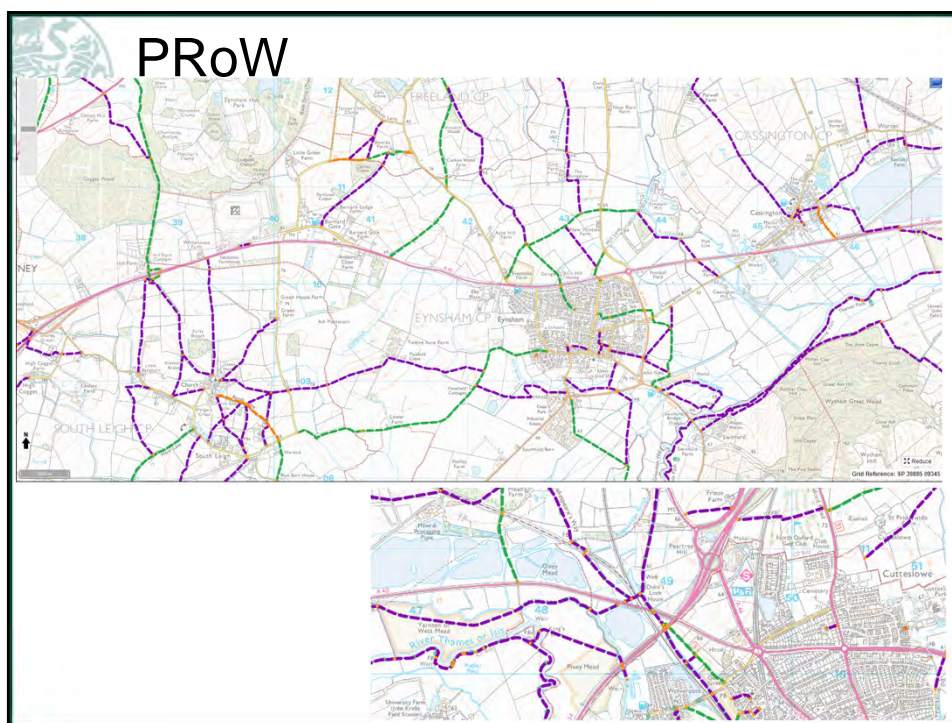
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## Project Update: A40 Oxford North

- Licence for Access agreed & signed with Thomas White Oxford (landowner)
- Enabling Works completed (24 Nov – 26 Feb 2021).
  - Site clearance, establish compound/welfare facilities, temporary footpaths and fencing
- Main construction works now commenced
- Completion – December 2021


Construction work area

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# Indicative programme

April 2021	Scoping opinion received
May 2021	Public engagement
September 2021	Submit planning application
Q1 2022	Target application decision date
Q2 2022	Enabling works start
Q4 2022	Construction starts
Q1 2024	Construction complete



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# Q & A



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## **Appendix C     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.

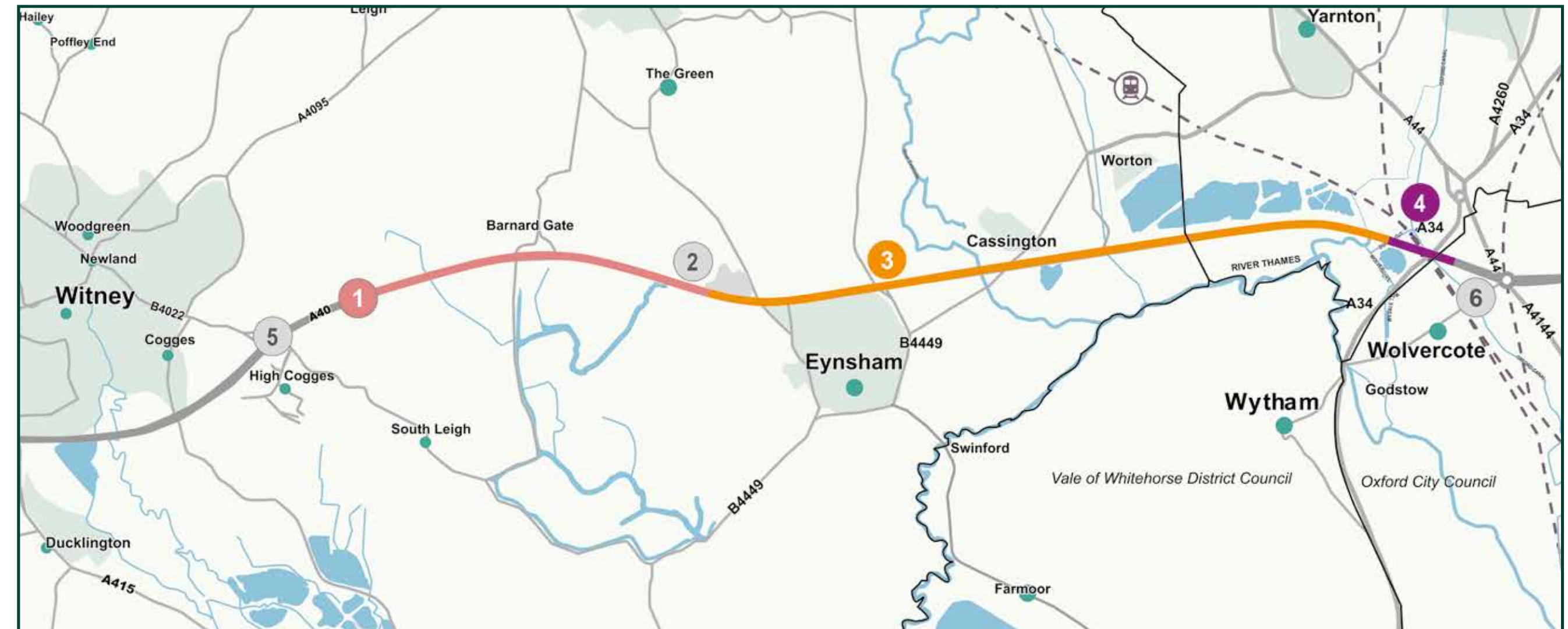
Extensive engagement activity has and continues to take place in relation to the A40 Programme. Detail on the background to the Programme as a whole and all the schemes is provided on our [website](https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements) (<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 30th May 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](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](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.

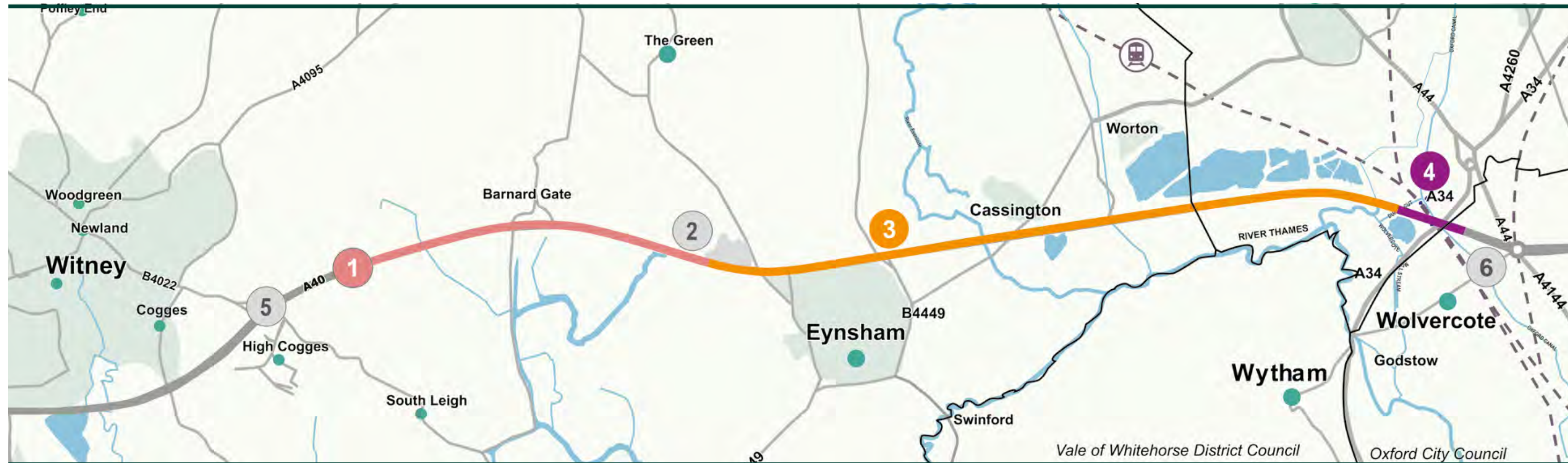
### Scheme 1 – A40 Dual Carriageway Extension

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?

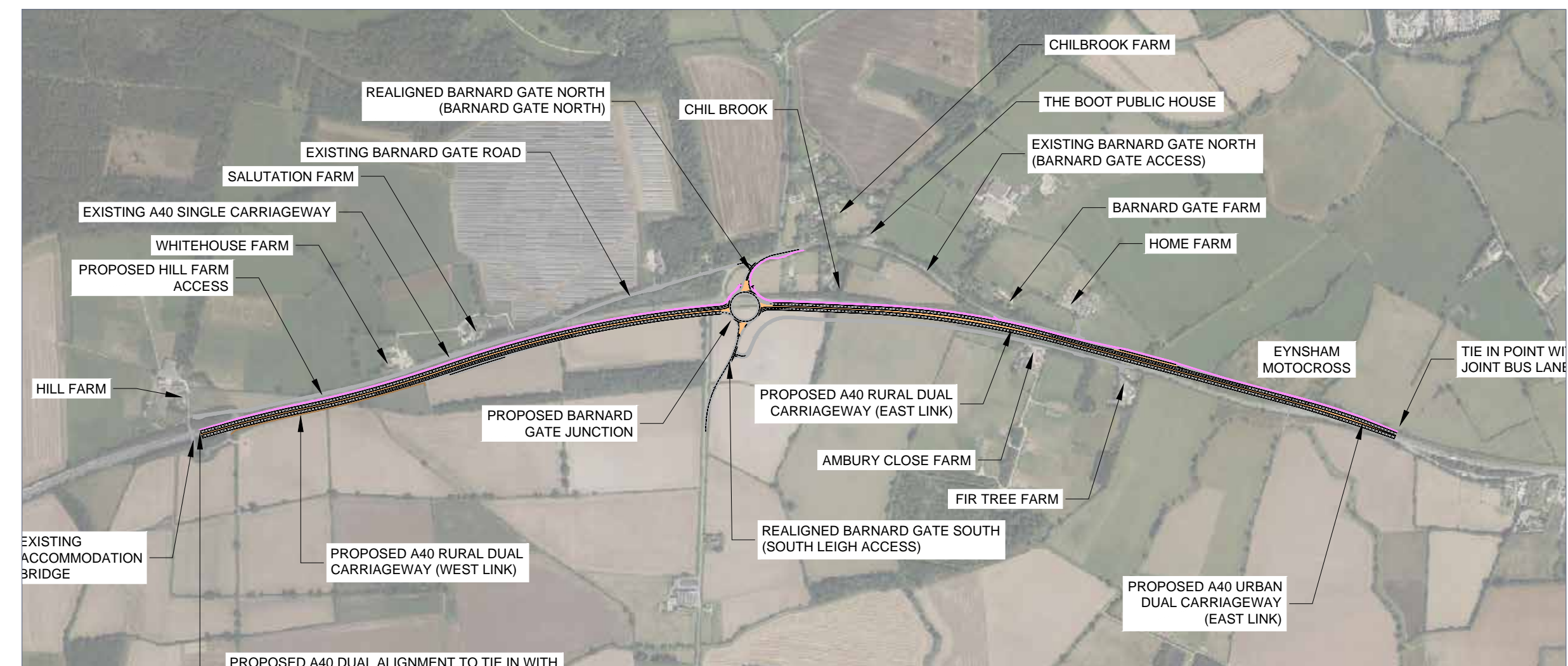
The scheme is expected to cost £53m and is entirely funded from Homes England's Housing Infrastructure Fund. OCC has agreed a funding contract with Homes England subject to meeting a series of conditions.

### Timetable

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



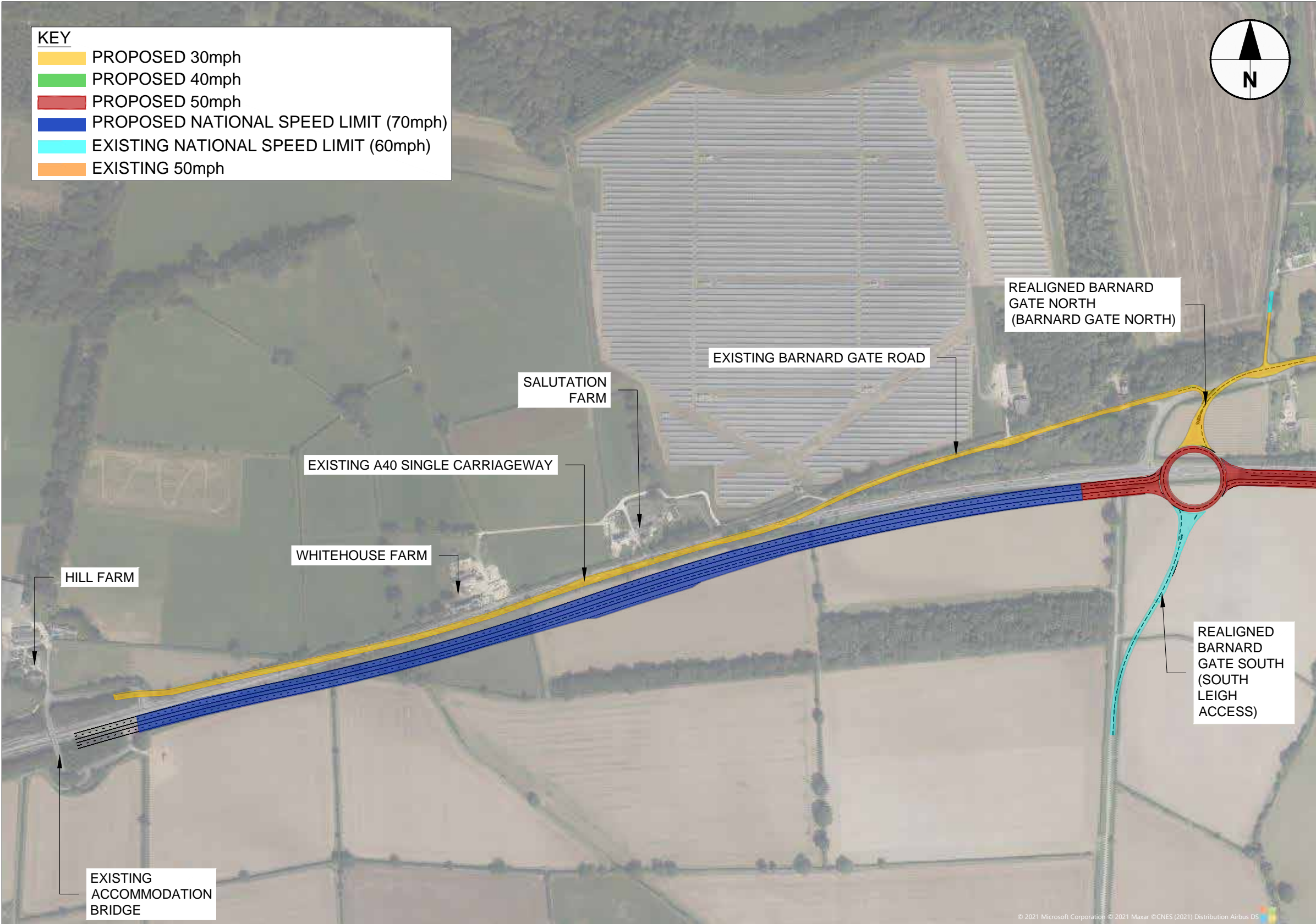
Artists impression of proposed Barnard Gate roundabout looking east



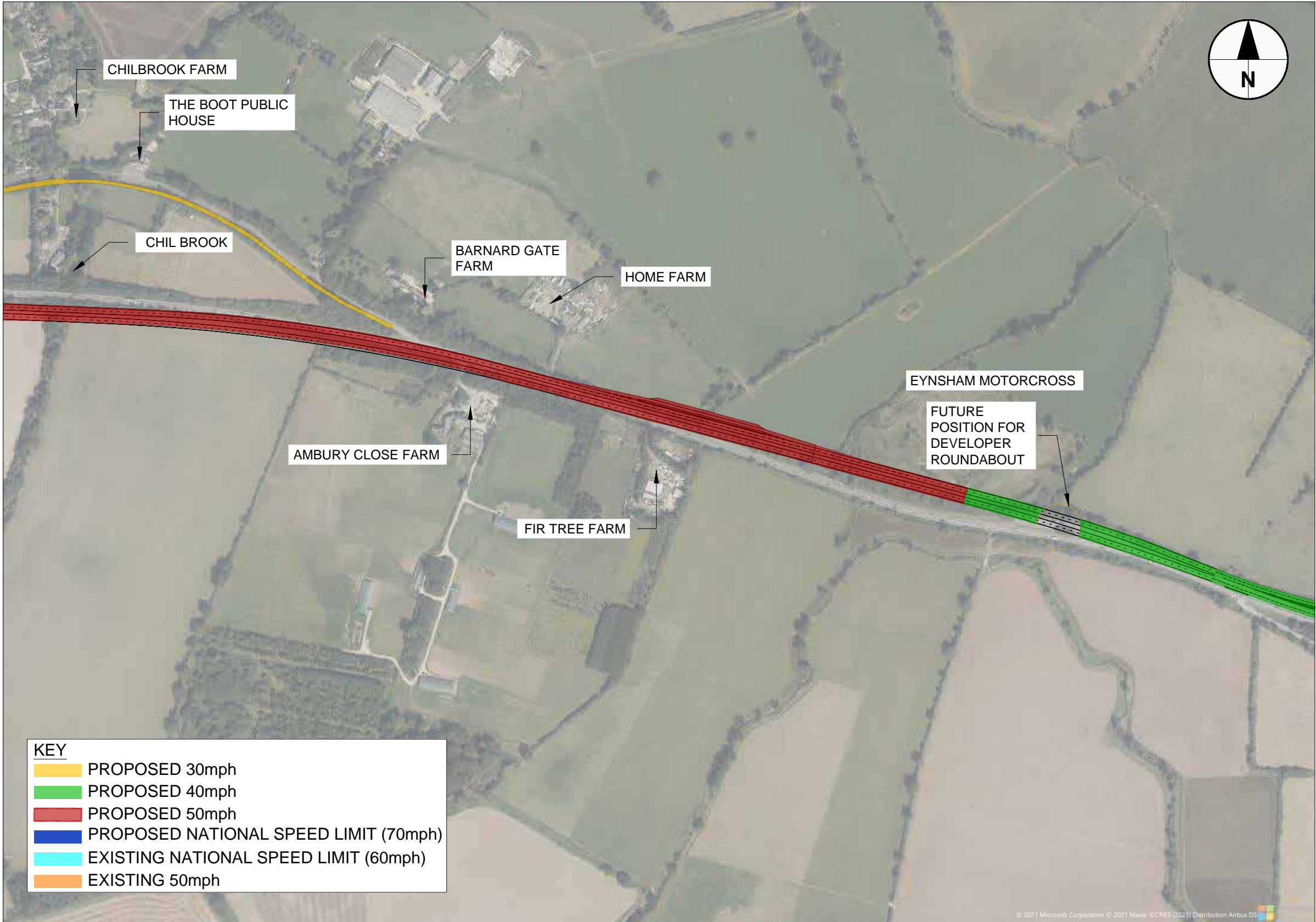
Overview Plan of A40 Dual Carriageway Extension



## 8 Scheme 1: A40 Dual Carriageway Extension



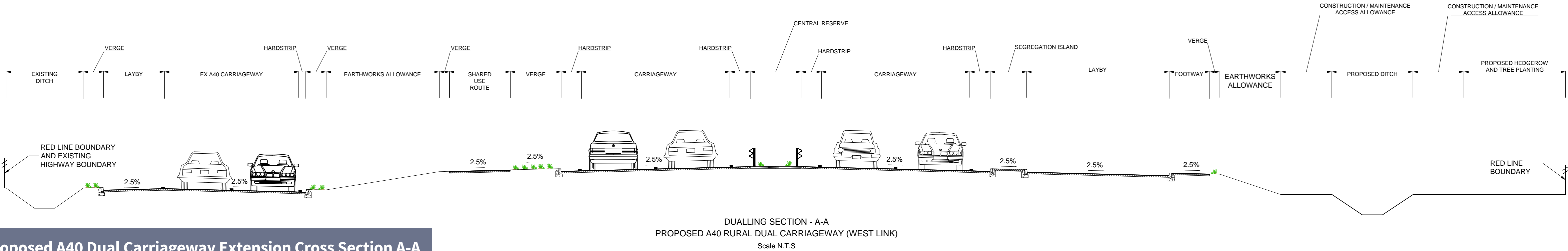
A40 Dual Carriageway Extension Proposed Speed Limits Sheet 1 of 2



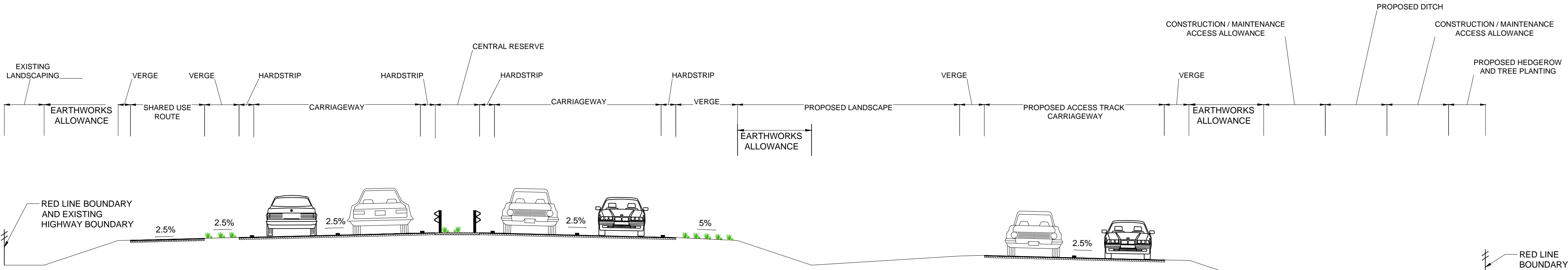
A40 Dual Carriageway Extension Proposed Speed Limits Sheet 2 of 2



## 9 Scheme 1: A40 Dual Carriageway Extension

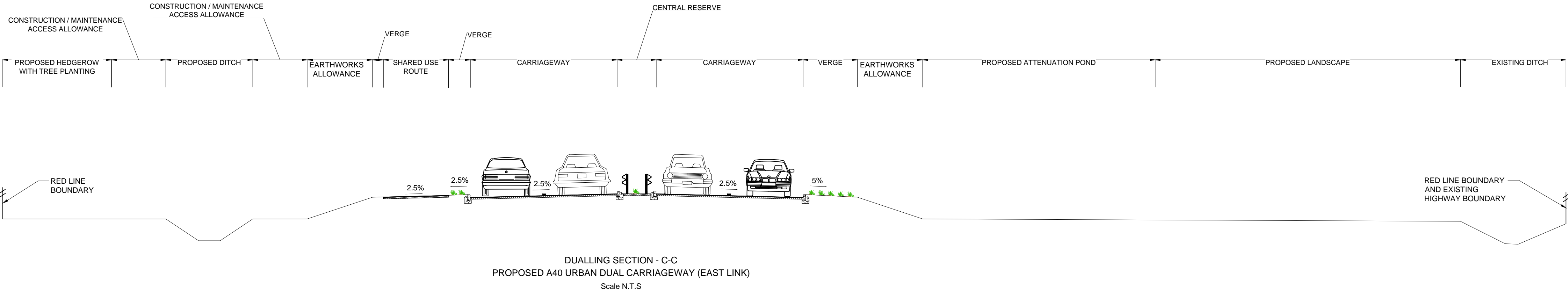


Proposed A40 Dual Carriageway Extension Cross Section A-A



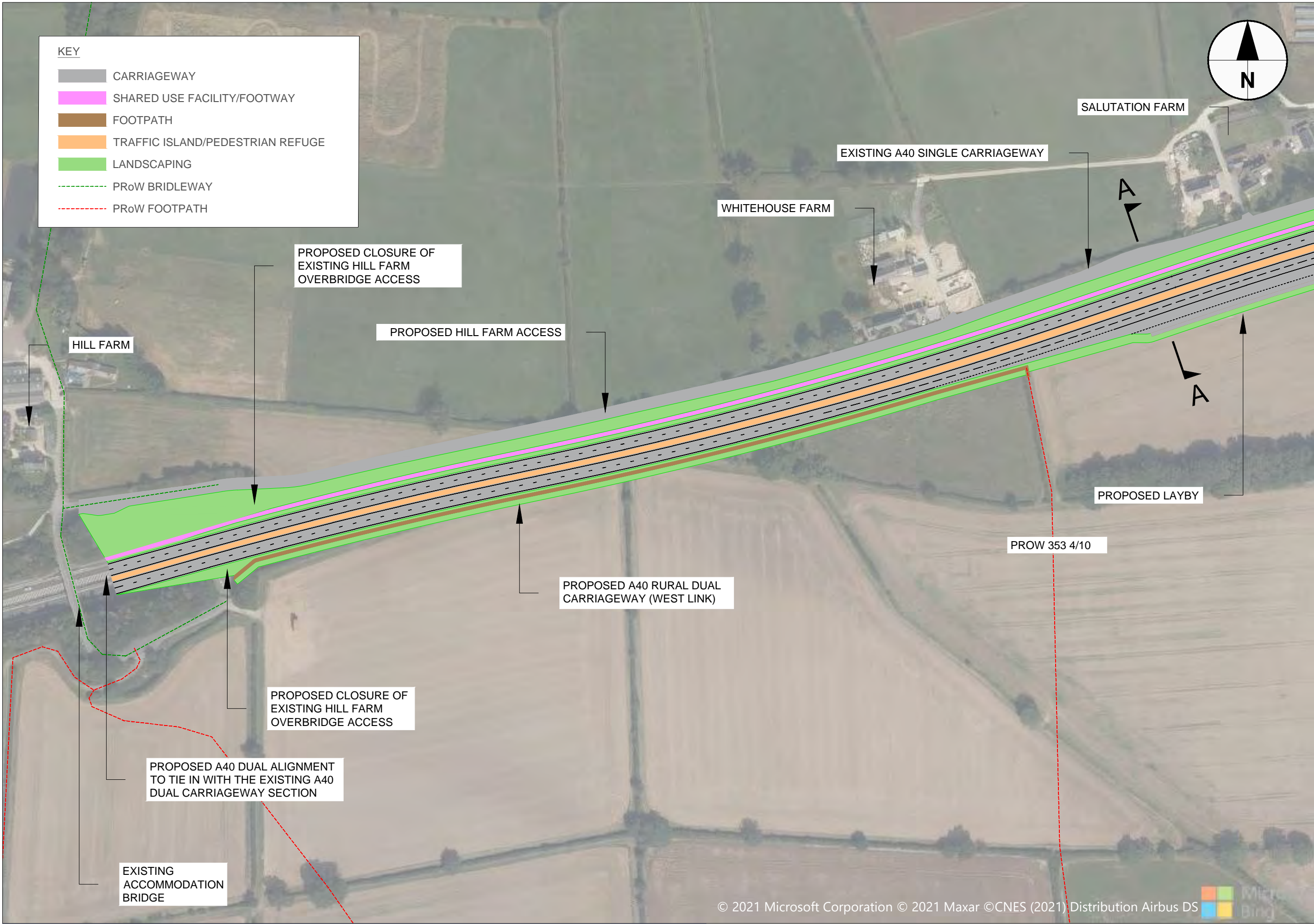
Proposed A40 Dual Carriageway Extension Cross Section B-B

10 Scheme 1: A40 Dual Carriageway Extension



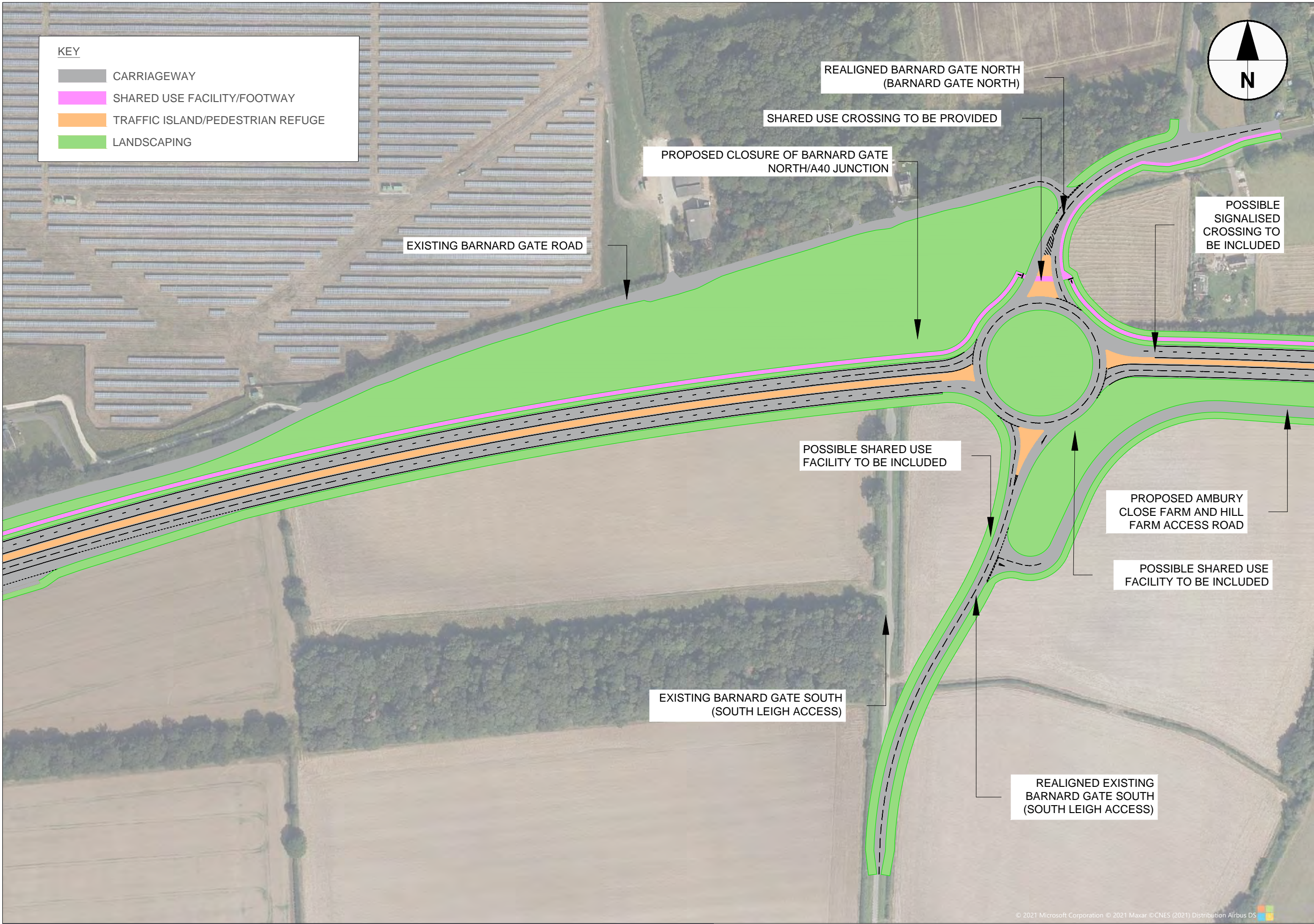
Proposed A40 Dual Carriageway Extension Cross Section C-C

## 11 Scheme 1: A40 Dual Carriageway Extension



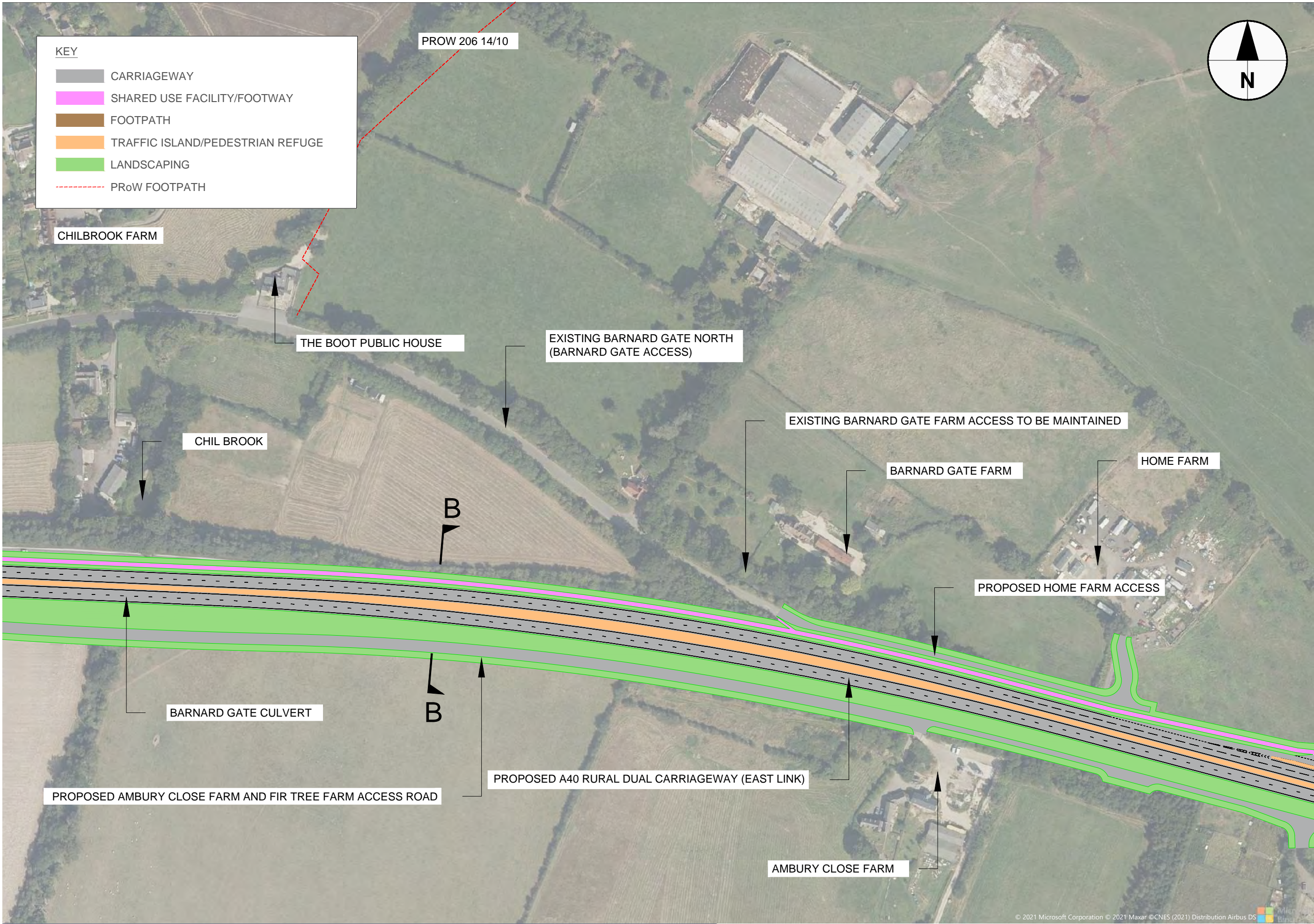


## 12 Scheme 1: A40 Dual Carriageway Extension





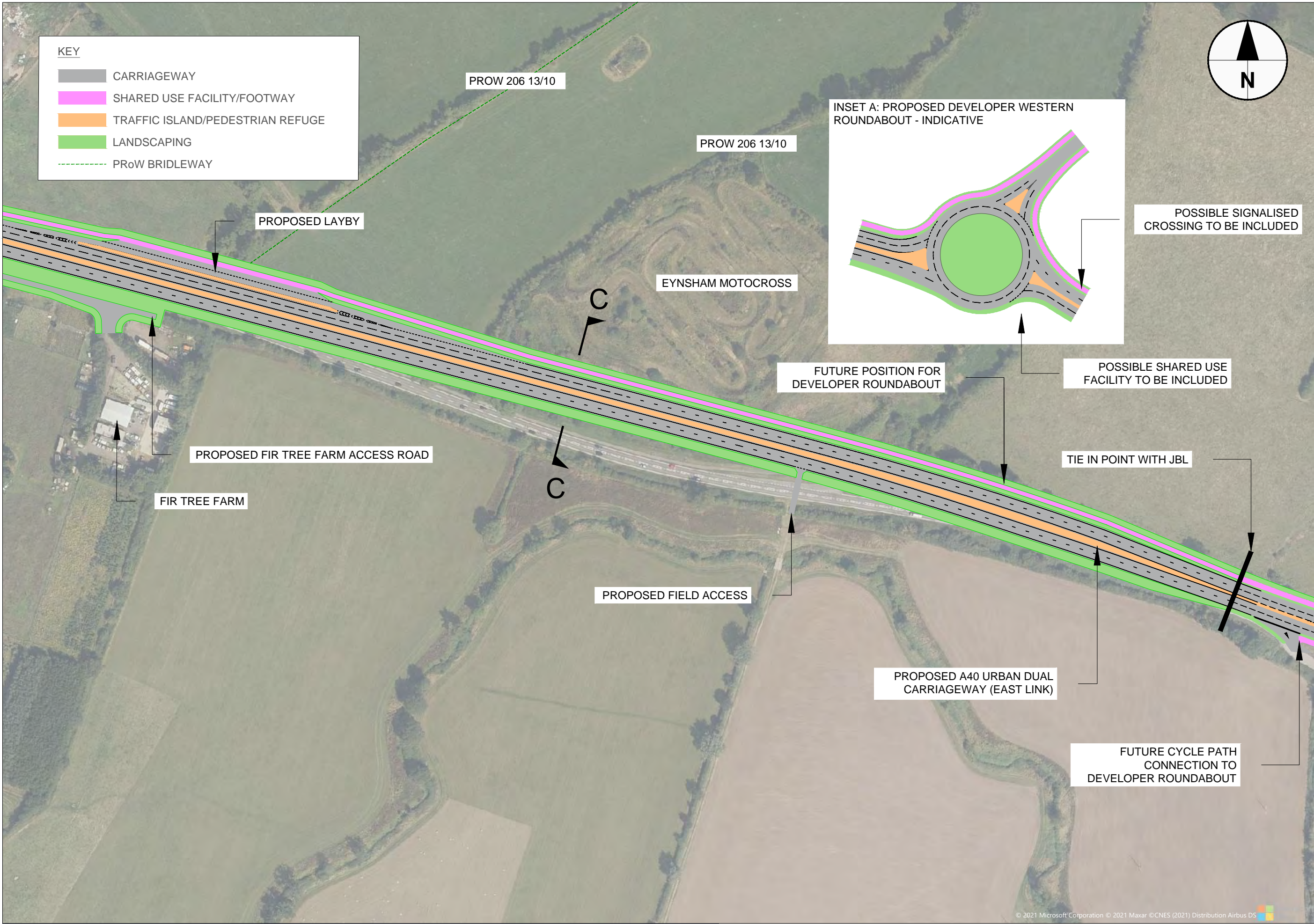
## 13 Scheme 1: A40 Dual Carriageway Extension



A40 Dual Carriageway Extension Preliminary Design Section 3 of 4



## 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.

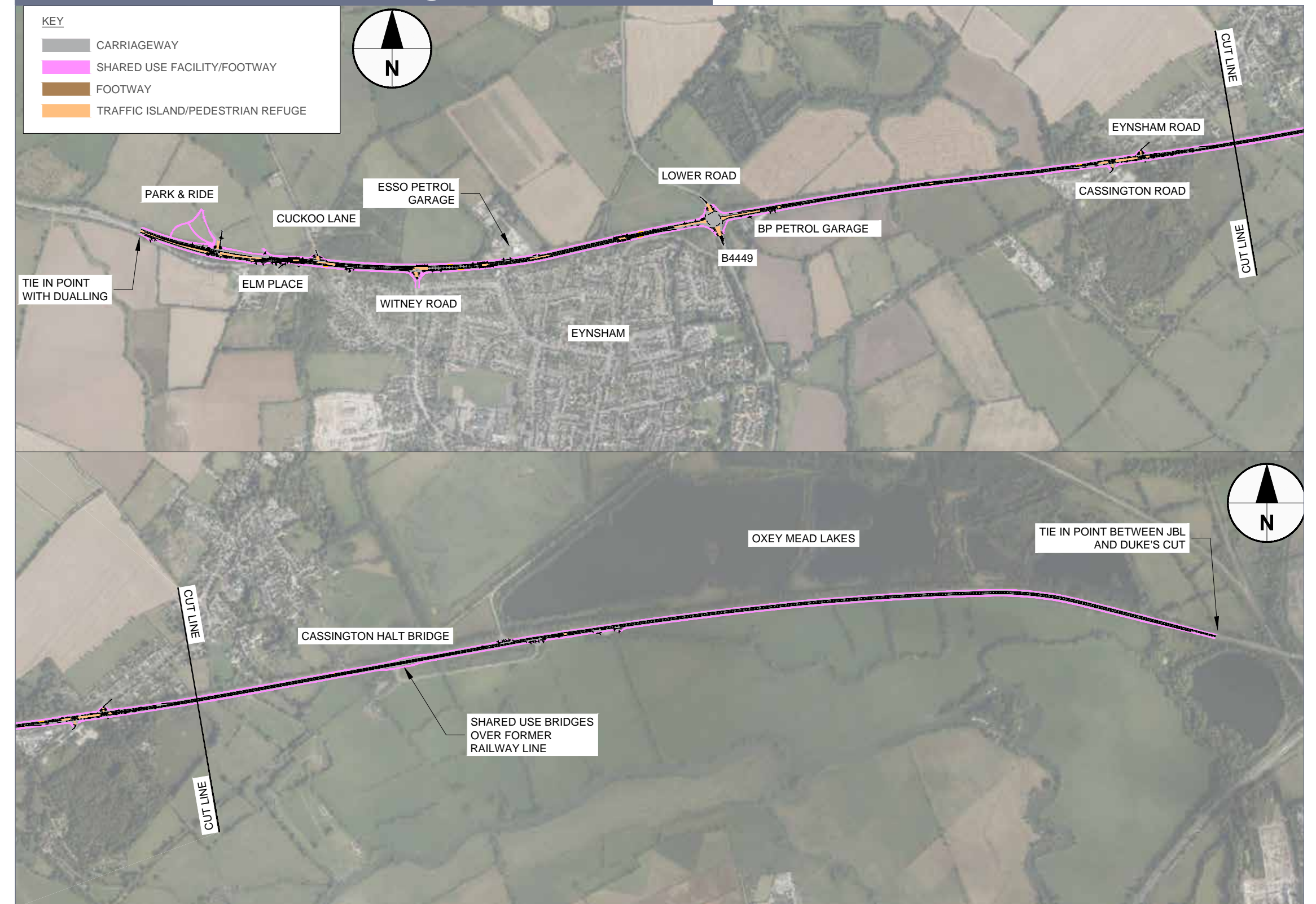


Artists impression of proposed toucan crossing and bus lanes looking East towards Eynsham Esso petrol station

### 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?

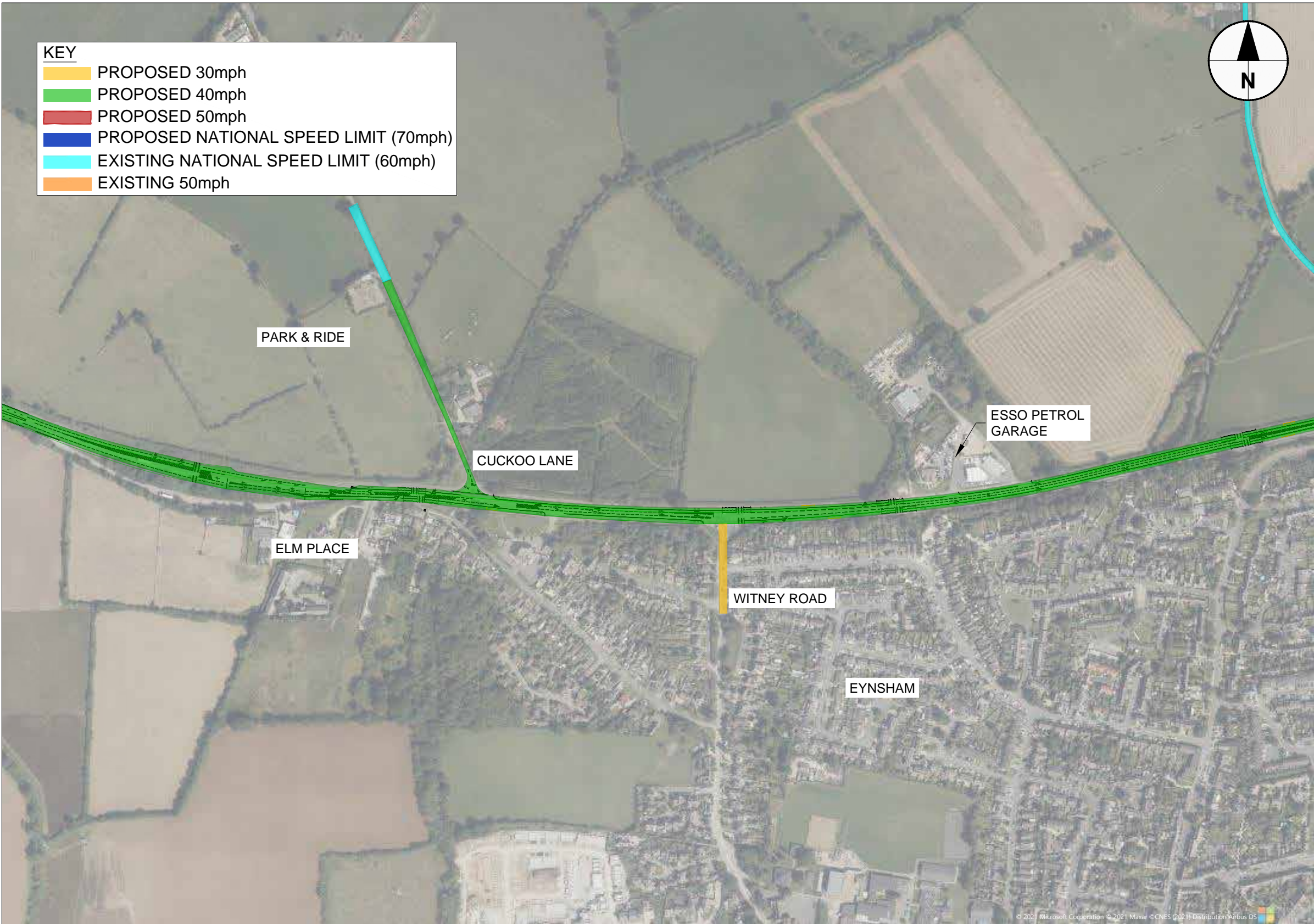
The scheme is expected to cost £34m and is entirely funded from Homes England's Housing Infrastructure Fund. OCC has agreed a funding contract with Homes England subject to meeting a series of conditions.

### Timetable

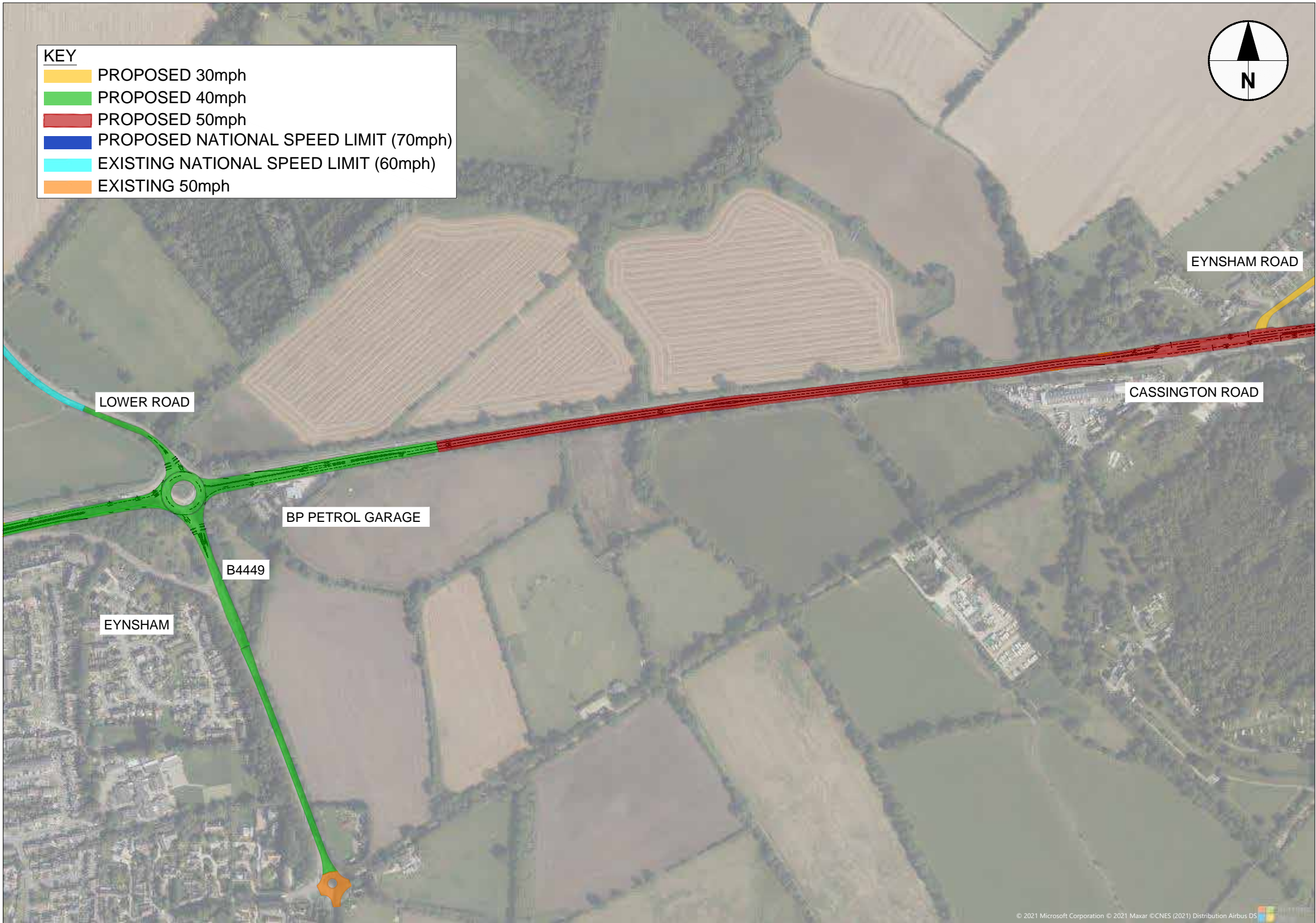
Subject to planning approval, construction is expected to start in late 2022 and complete in March 2024.



## 16 Scheme 3: A40 Integrated Bus Lanes



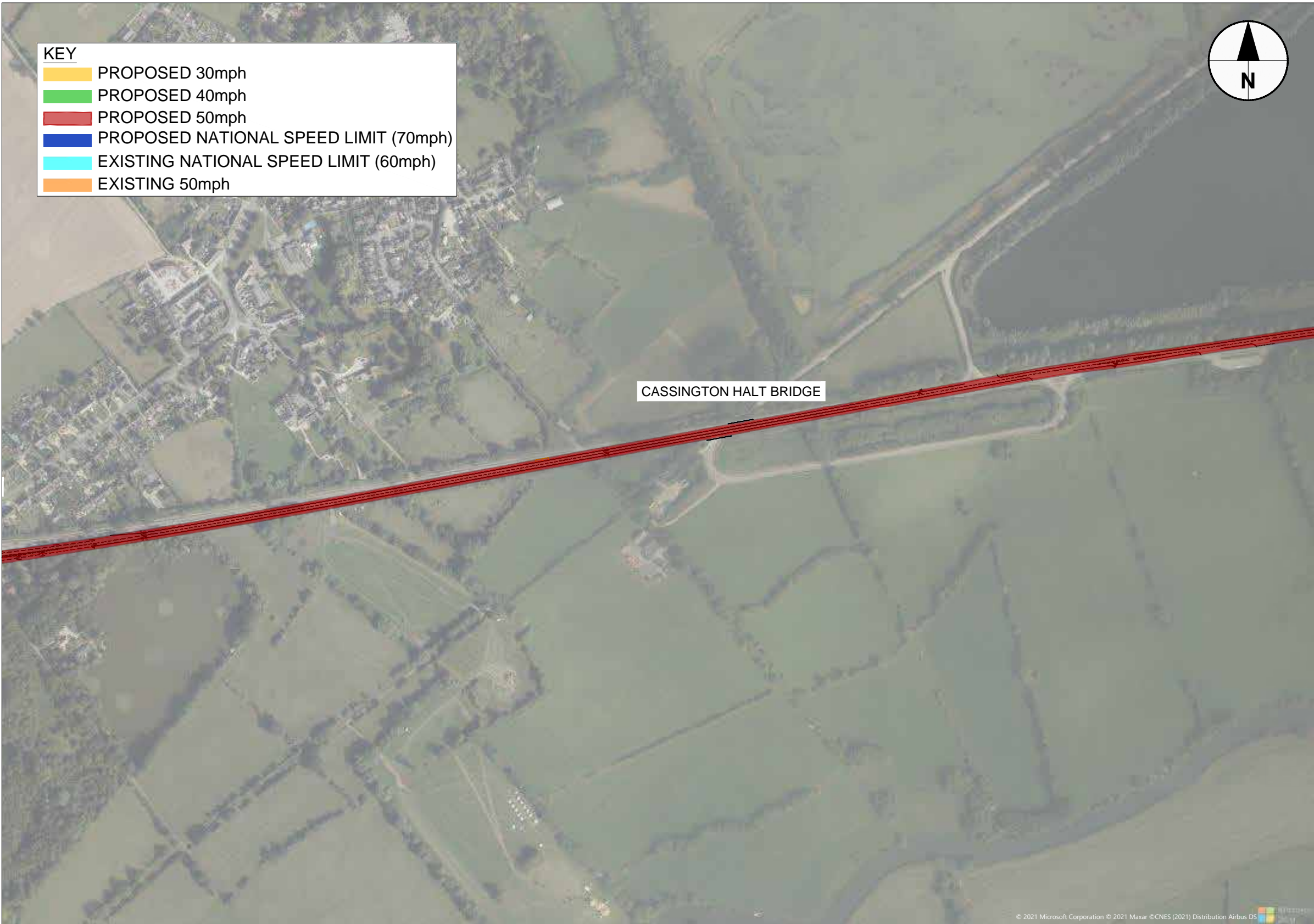
A40 Integrated Bus Lanes Proposed Speed Limits Sheet 1 of 4



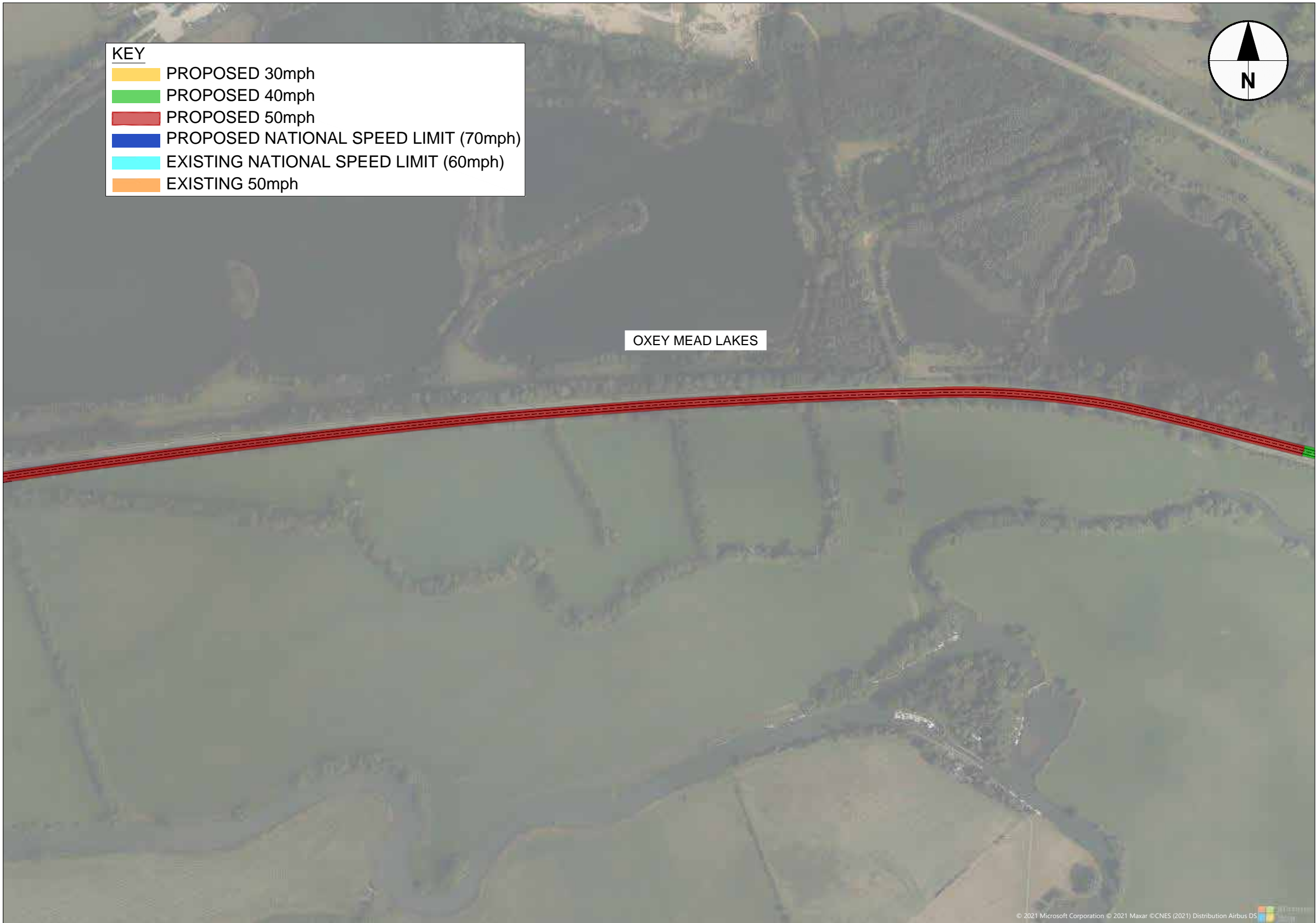
A40 Integrated Bus Lanes Proposed Speed Limits Sheet 2 of 4



## 17 Scheme 3: A40 Integrated Bus Lanes



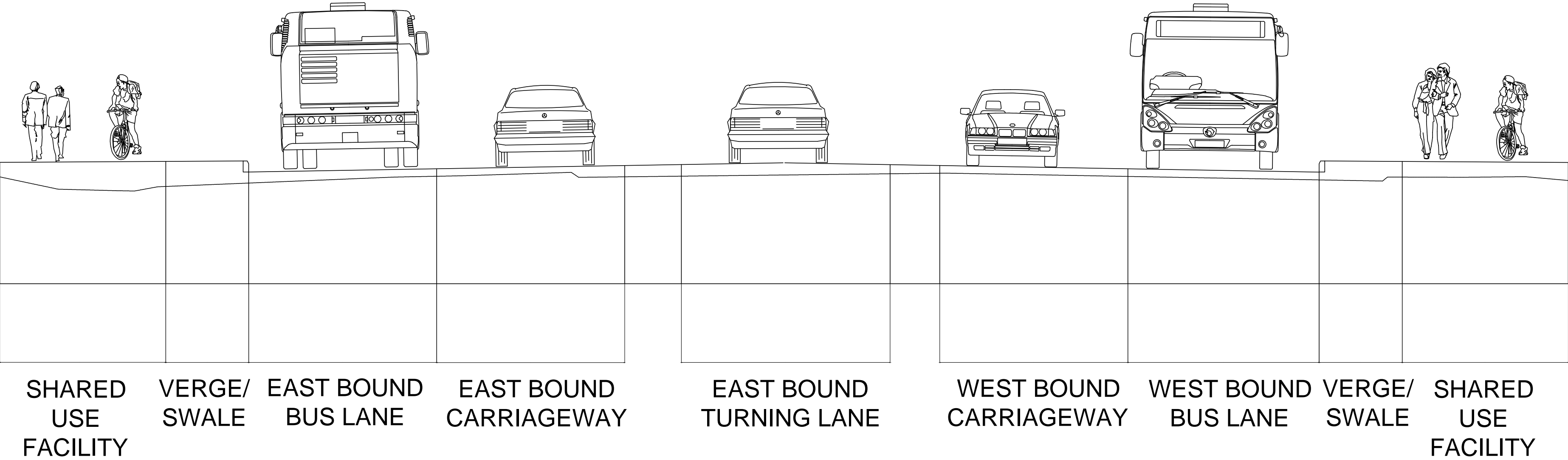
A40 Integrated Bus Lanes Proposed Speed Limits Sheet 3 of 4



A40 Integrated Bus Lanes Proposed Speed Limits Sheet 4 of 4

18 Scheme 3: A40 Integrated Bus Lanes

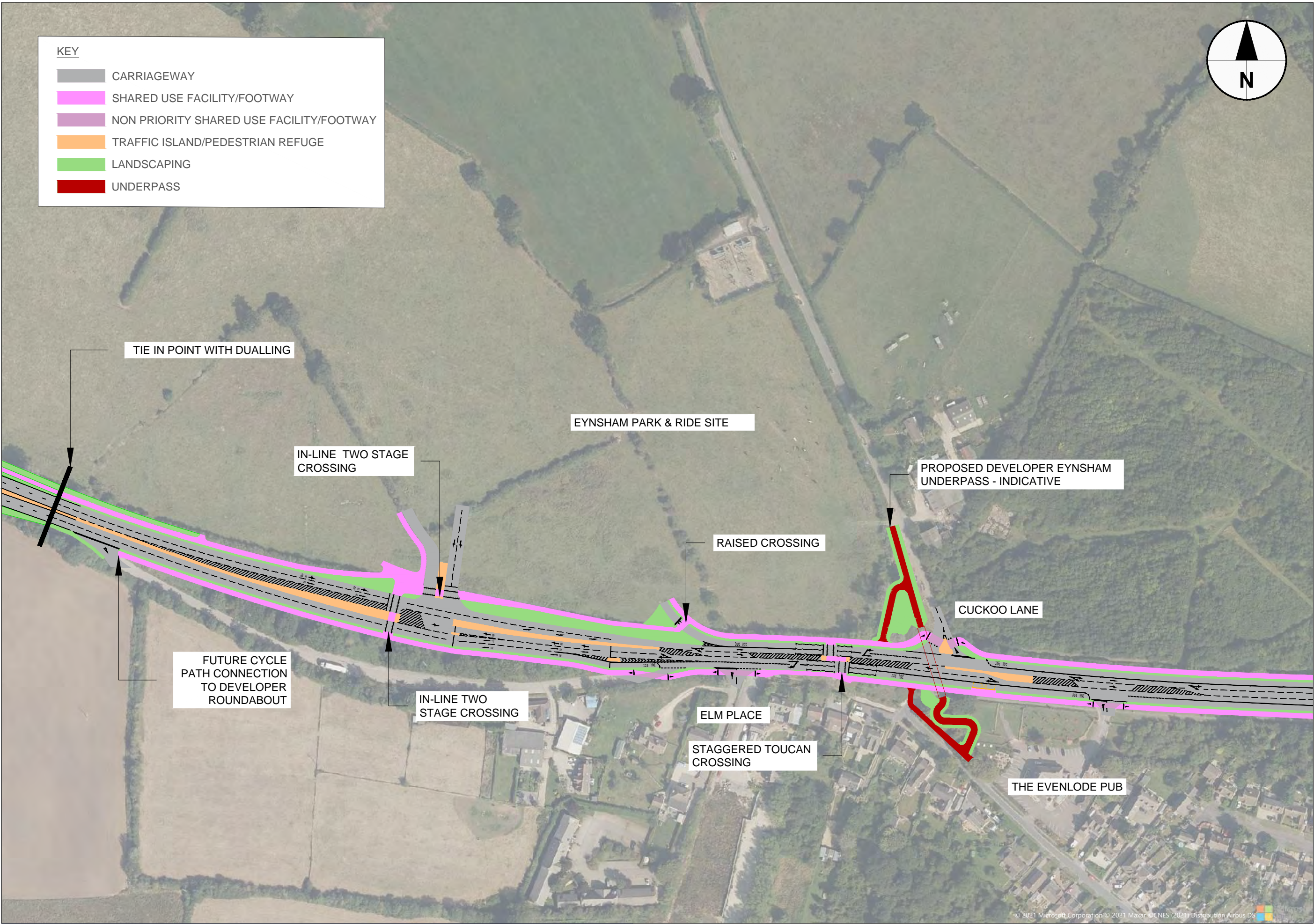
JBL SECTION A-A  
PROPOSED A40 CARRIAGEWAY  
SCALE: N.T.S



Proposed A40 Integrated Bus Lanes Cross Section A-A

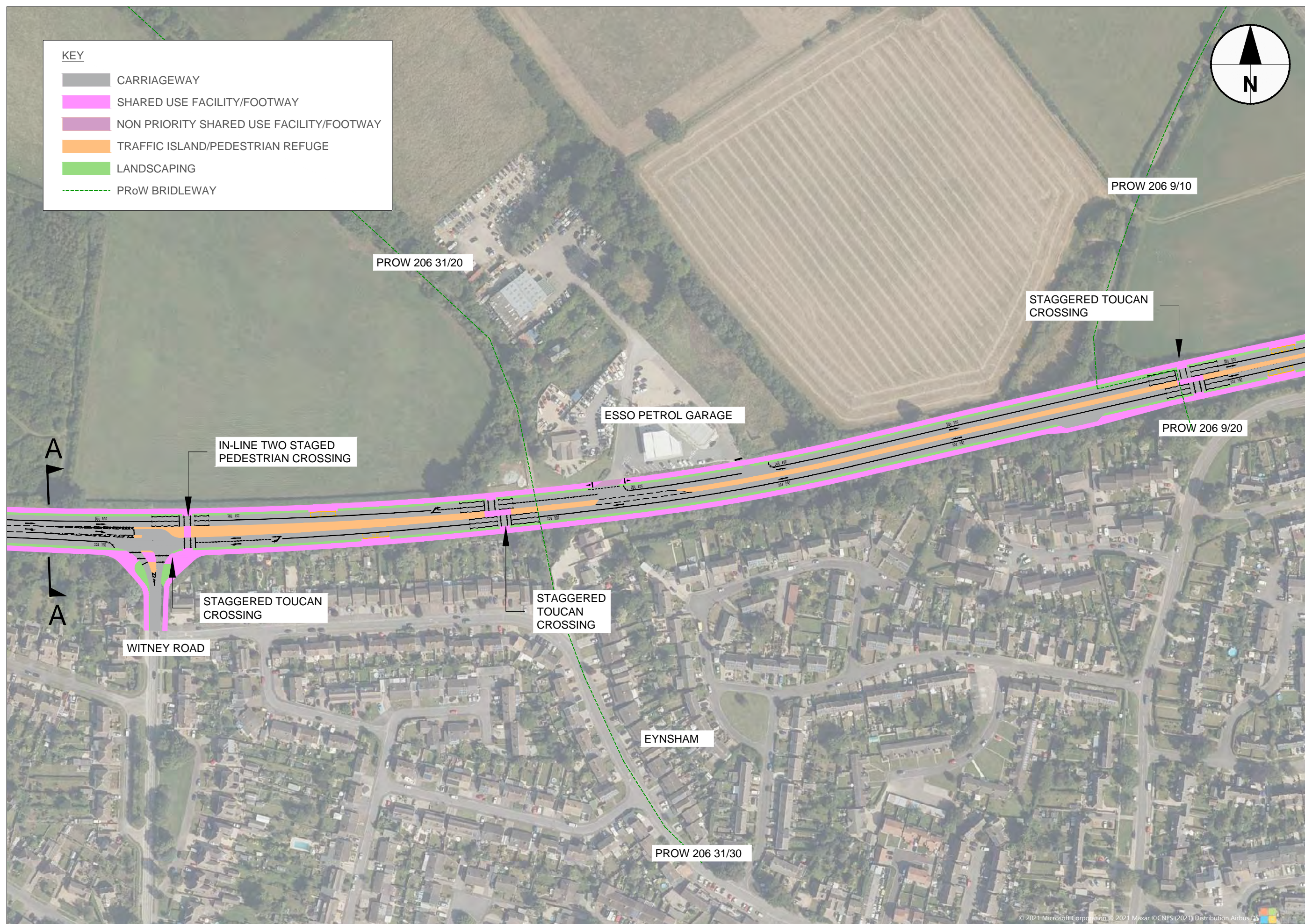


## 19 Scheme 3: A40 Integrated Bus Lanes



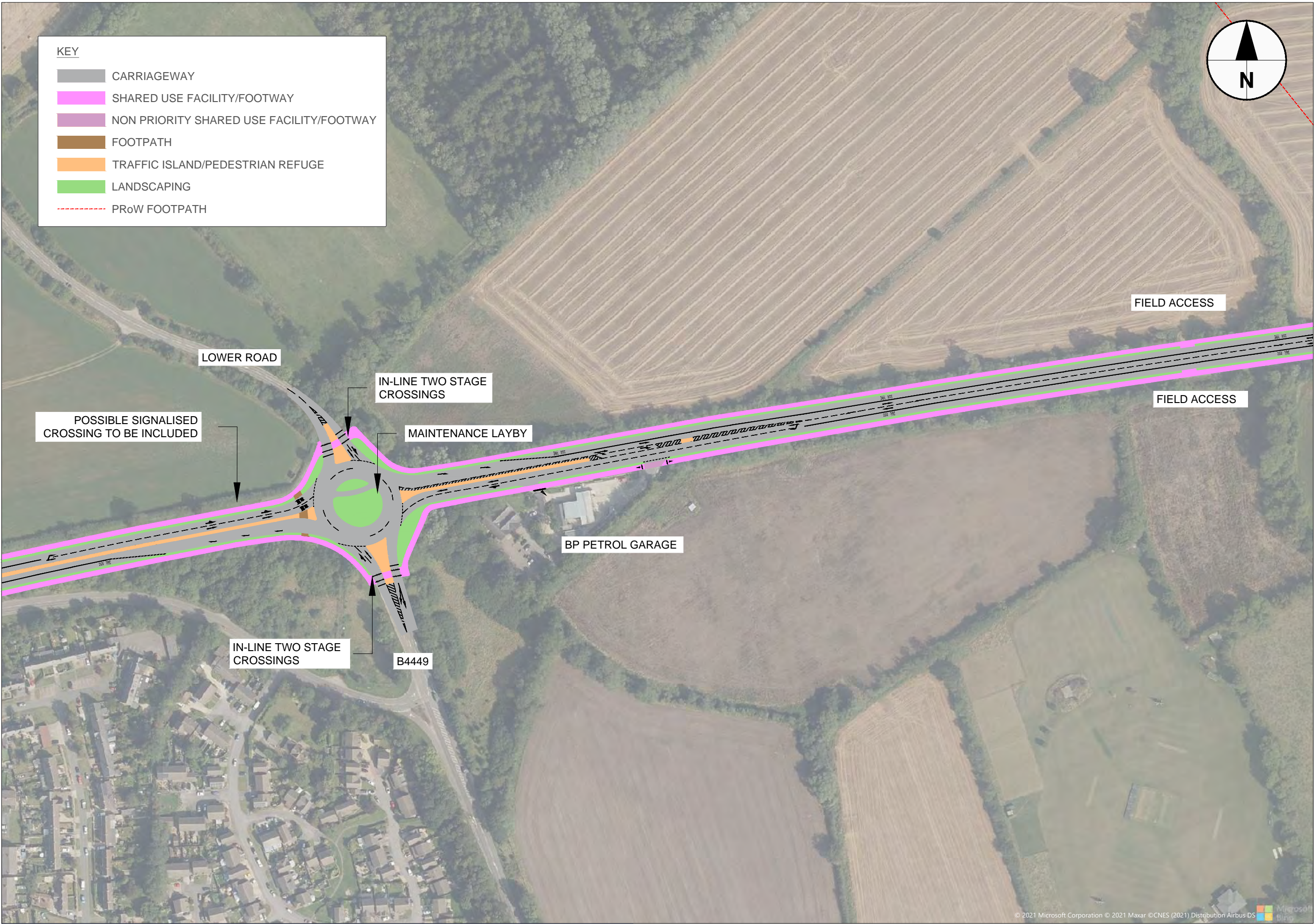


## 20 Scheme 3: A40 Integrated Bus Lanes



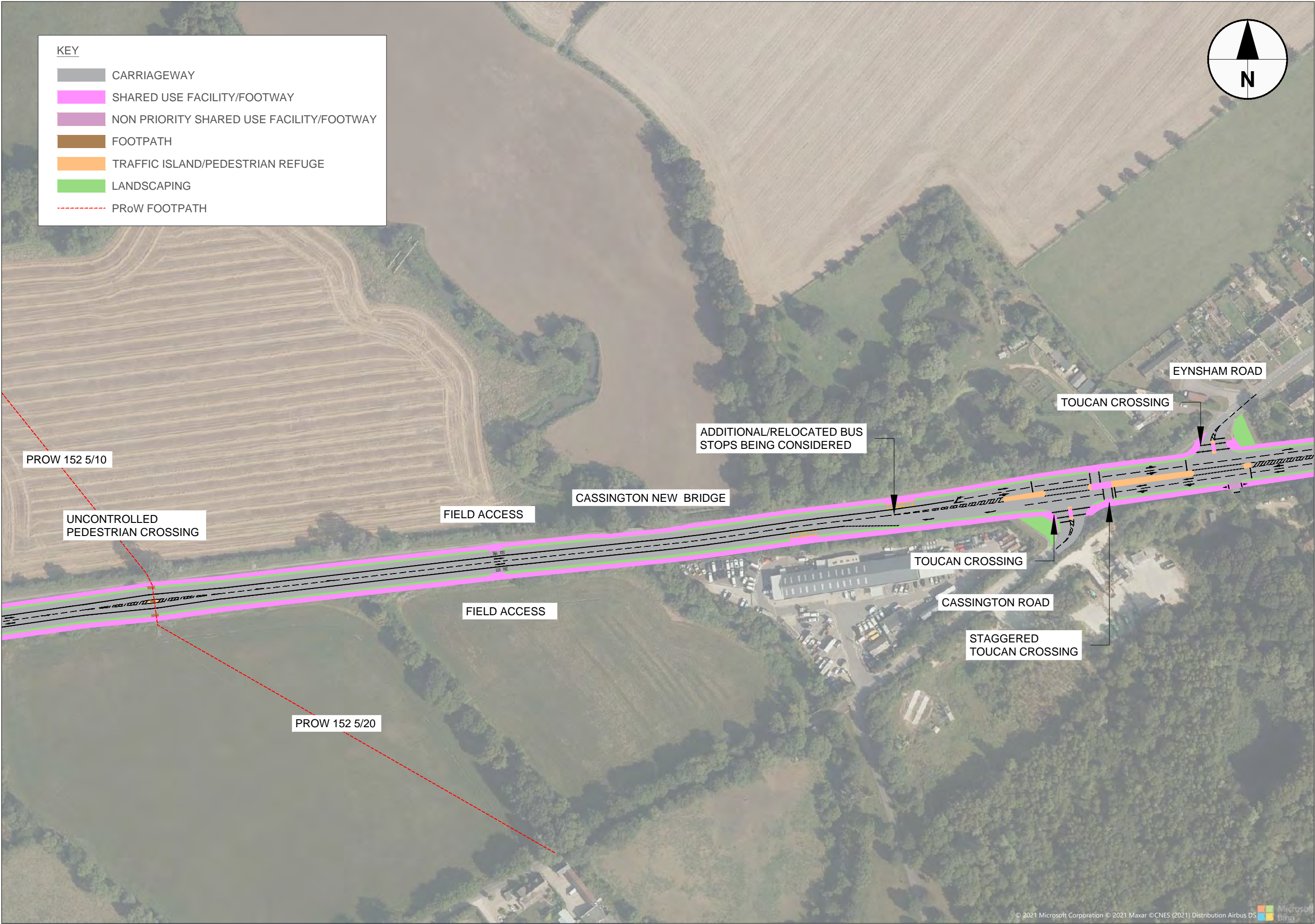


## 21 Scheme 3: A40 Integrated Bus Lanes



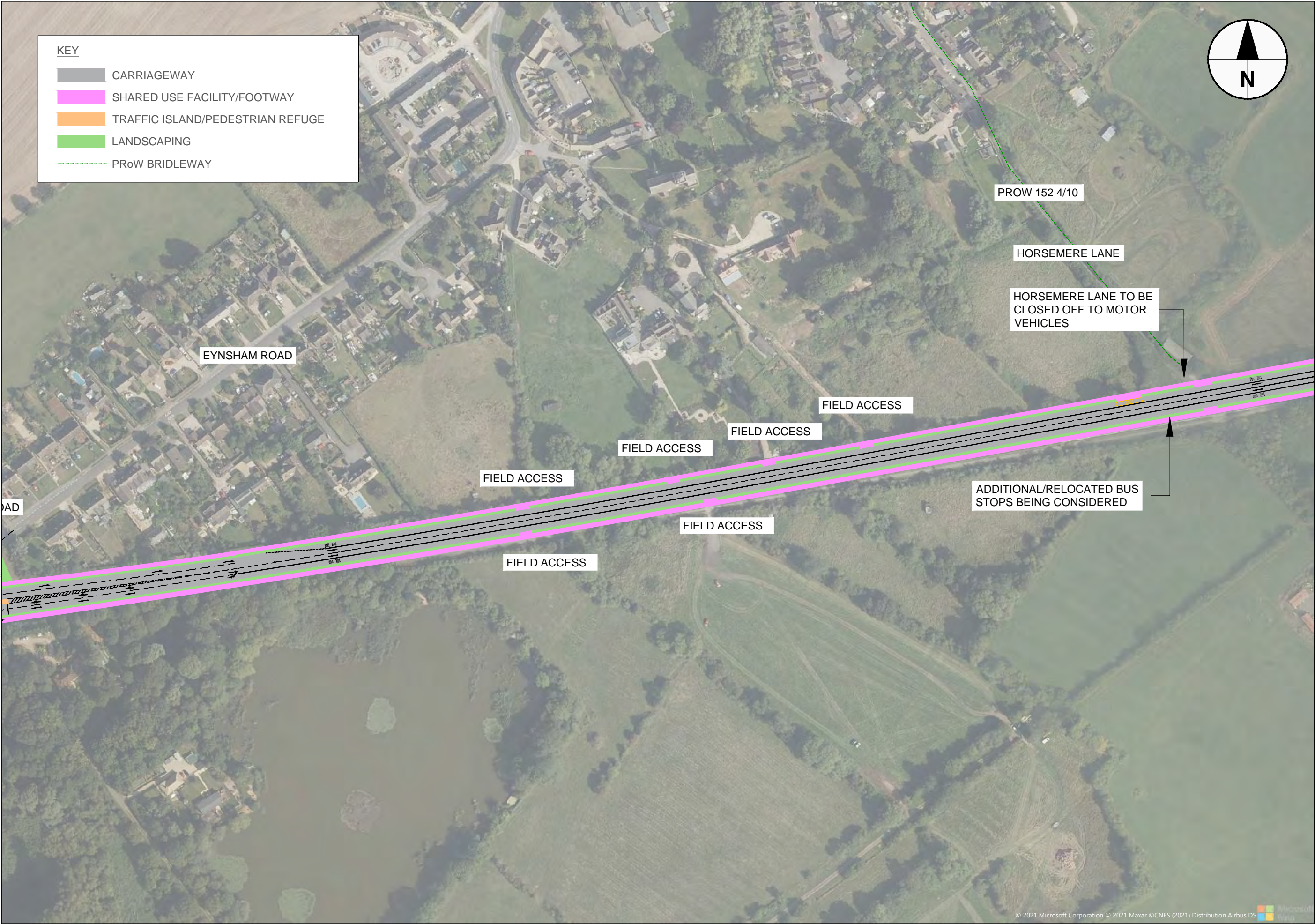


## 22 Scheme 3: A40 Integrated Bus Lanes





## 23 Scheme 3: A40 Integrated Bus Lanes



A40 Integrated Bus Lanes Preliminary Design Section 5 of 9



## 24 Scheme 3: A40 Integrated Bus Lanes

