

A40 HIF2 Smart Corridor Engagement Report June 2021



June 2021

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1 Introduction

Purpose of this report

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

Project background

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

Project overview

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

2 Overview of the online public engagement process

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

Table 1: Public engagement timeline

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

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

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

Participation in online engagement

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

- 2.9 The social media activity records indicate that the actual number of visitors to the A40 Improvements webpages was higher than the Google Analytics data suggests:
- Facebook adverts generated 10,000 clicks throughs to the A40 Improvements landing webpage.
 - Facebook adverts were viewed by at least 100,000 users and adverts were targeted to areas that use the A40.
 - The NextDoor post generated just under 6,700 'impressions'. Next Door is a local social channel that allows posts to be targeted at the local level (street/parish level).
 - YourOxfordshire messages generated 807 click throughs to the A40 Improvements landing webpage.
 - Email notification about the online exhibition generated 50 clicks throughs to the A40 Improvements landing webpage.

3 Summary of feedback

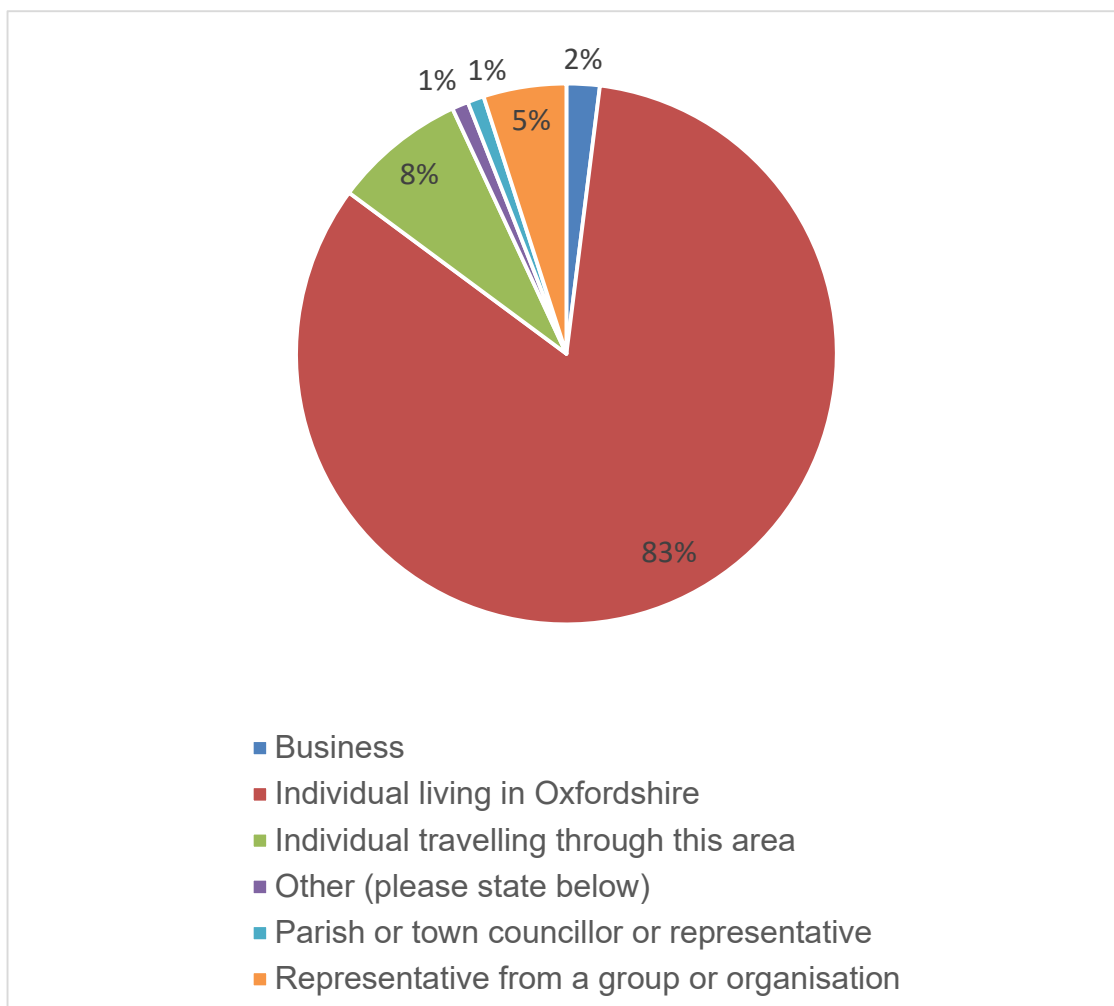
3.1 We have received 112 responses to the online engagement to date including 102 feedback form responses received via the OCC consultation portal website or email and 10 other written responses receive via email. A copy of the feedback form is enclosed at Appendix B.

Feedback form results

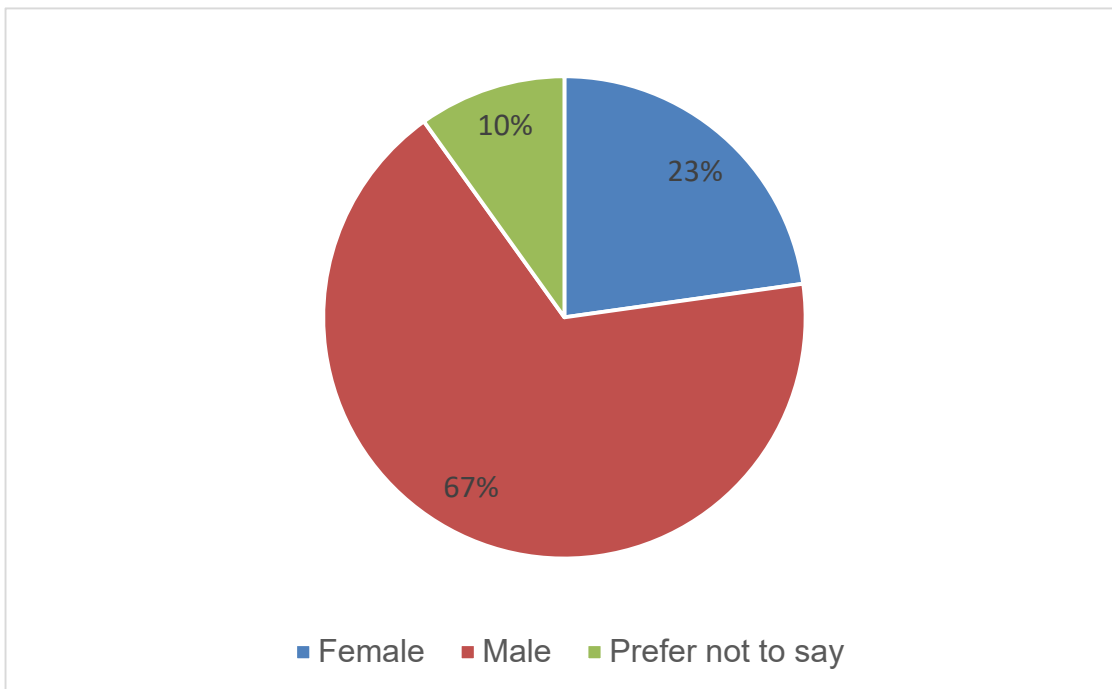
Demographic profile of respondents

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

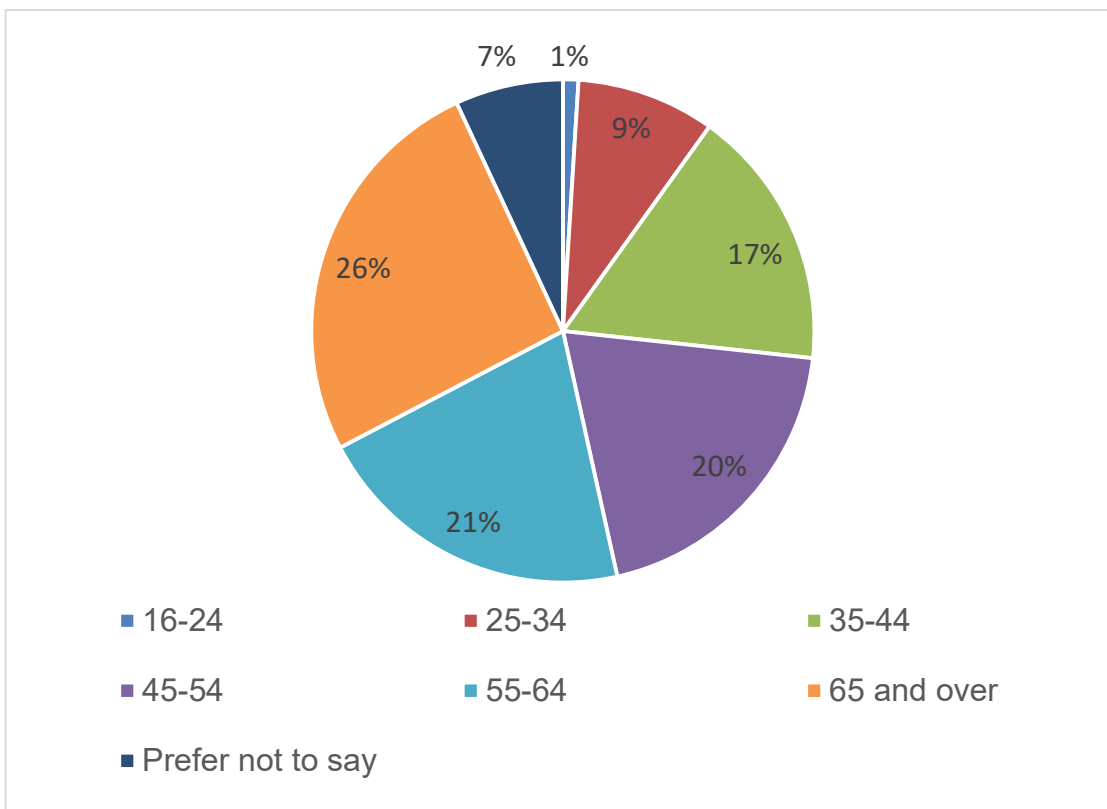
Q1. In what capacity are you responding to this consultation?



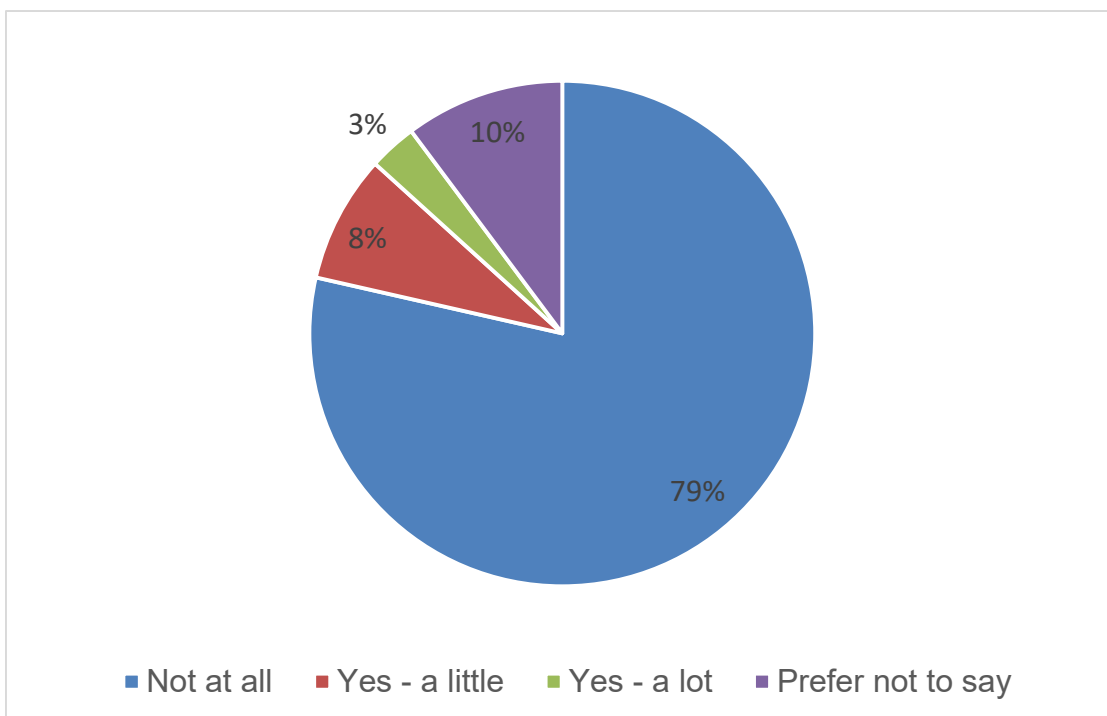
Q29. Please state your gender



Q30. What is your age?



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



Views on A40 HIF2 Smart Corridor Schemes

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Views on alternatives to the A40 Improvement schemes

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

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

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

Key stakeholder responses

- 3.5 We received 13 responses from key stakeholders identified at the outset of the project (including two landowner responses). A copy of the full written responses from key stakeholders (excluding landowner responses) is enclosed at Appendix C and a summary is provided below:
- i. West Oxfordshire District Council – Supports the Dual Carriageway Extension, Integrated Bus Lanes and Duke’s Cut schemes and welcomes the construction start date (late 2022) given the importance of addressing congestion on the A40. The A40 HIF2 scheme is generally consistent and supportive of the Salt Cross AAP proposals.
 - ii. Eynsham Parish Council – Supports the proposed cycleway/footway improvements, location of the underpass and the Integrated Bus Lanes in principle but considers that the bus lanes should be extended to Witney. Considers that the Park and Ride should be relocated to Shores Green, or a second Park and Ride should also be provided at Shores Green.
 - iii. District Councillor Rylett (Eynsham and Cassington) - Recommends alternative schemes to address congestion including: a railway between Eynsham and Oxford (long-term) and diverting the A40 north around Eynsham (short-term) which would also facilitate a bridge between Salt Cross and Eynsham and a reduced 30 mph speed limit past Eynsham.
 - iv. Bike Safe – Recommends that a second grade separated crossing at the Eynsham roundabout should be included in the A40 Improvement scheme to facilitate north south active travel movements between Lower Road, the proposed A40 shared paths and B4044 path.
 - v. Eynsham Society – Supports the Integrated Bus Lanes and the cycleway / footway improvements in principle. Opposes the proposed underpass due to safety and flood risk concerns and considers that a ramped bridge or at-grade controlled crossing would be preferable for cyclists/pedestrians. Requests that existing distances between the A40 and homes should not be reduced, and mitigation is provided (resurfacing) to reduce existing noise impacts from traffic.
 - vi. Witney Oxford Transport Group – Prefer that the funding is allocated towards a rail link between Oxford and Eynsham. Recommends that the A40 Improvements should safeguard land for a railway route between Eynsham and Oxford.
 - vii. British Horse Society – Objects to the Dual Carriageway Extension in principle but recognises that the new Barnard Gate roundabout could improve road safety by

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

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

Other feedback

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

4 OCC response to feedback

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

FAQs update

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

Project evolution

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

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

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

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

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

5 Summary and next steps

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

Dual Carriageway Extension

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

Integrated Bus Lanes

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

Dukes Cut Eastbound Bus Lane

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

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

Other elements of the Project

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

Summary

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

Next steps

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

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

Appendix A Copy of online exhibition boards

1 Background and context

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

The A40 Improvements Programme

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

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

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

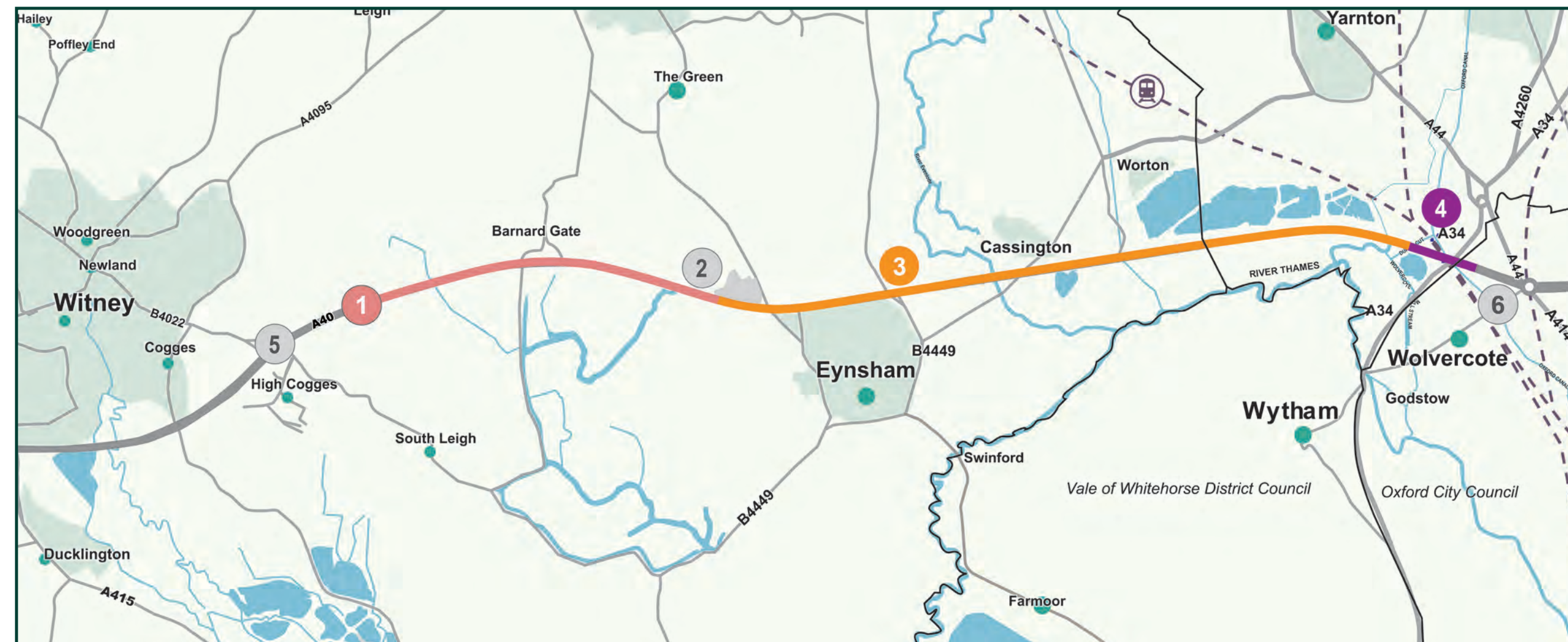
Extensive engagement activity has and continues to take place in relation to the A40 Programme. Detail on the background to the Programme as a whole and all the schemes is provided on our [website](https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements)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

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

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

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

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



Key

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

Consultation during Covid-19

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

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

Access to Witney (Scheme 5)

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

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

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

2 A40 HIF2 Smart Corridor Project Overview

About the Project

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

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

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

Project Objectives

Key objectives of the Project are to:

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

Planning Application

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



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

3 Progress to date

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

July 2015: Investing in the A40

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

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

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

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

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

November 2018: Improving the A40

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

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

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

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

Stakeholder Engagement

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

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

4 Planning policy

Connecting Oxfordshire: Local Transport Plan 2015 -2031

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

Connecting Oxfordshire: Volume 7a (A40 Route Strategy)

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

Oxfordshire Infrastructure Strategy Stage 2 (November 2017)

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

Oxfordshire County Council 2020 Climate Action Framework

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

West Oxfordshire Local Plan 2031

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

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

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

West Oxfordshire Infrastructure Delivery Plan 2016

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

Draft planning policy and guidance

Connecting Oxford

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

Local Transport and Connectivity Plan (LTCP)

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

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

Oxfordshire Plan 2050

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

Draft Salt Cross Garden Village Area Action Plan

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

5 Strategic growth

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

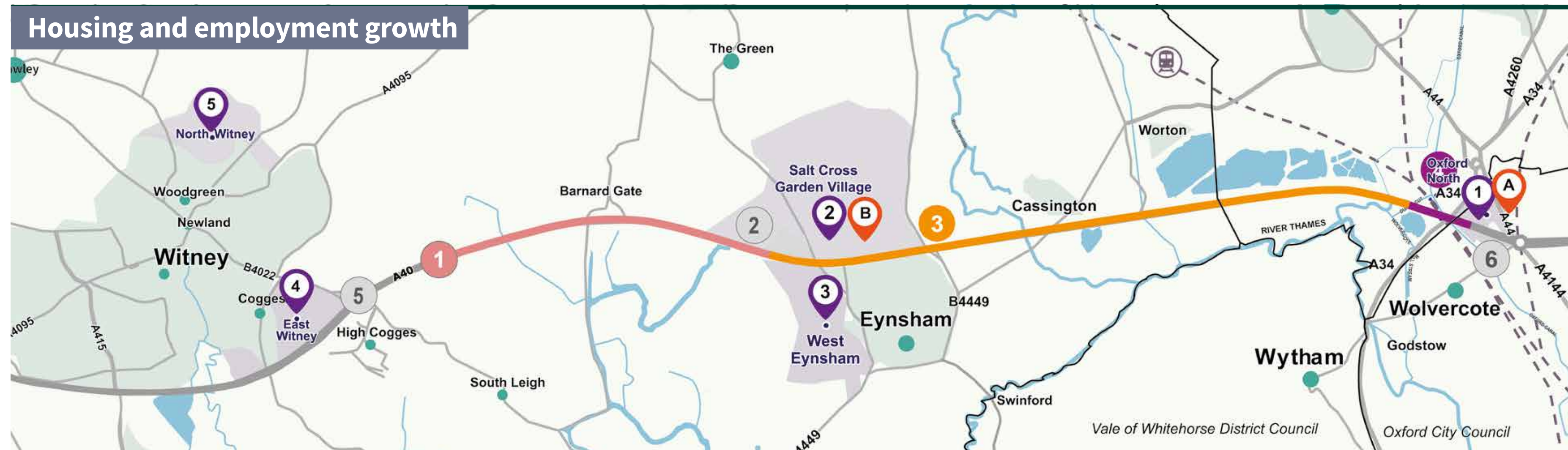
Oxford North

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

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

Salt Cross Garden Village

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



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

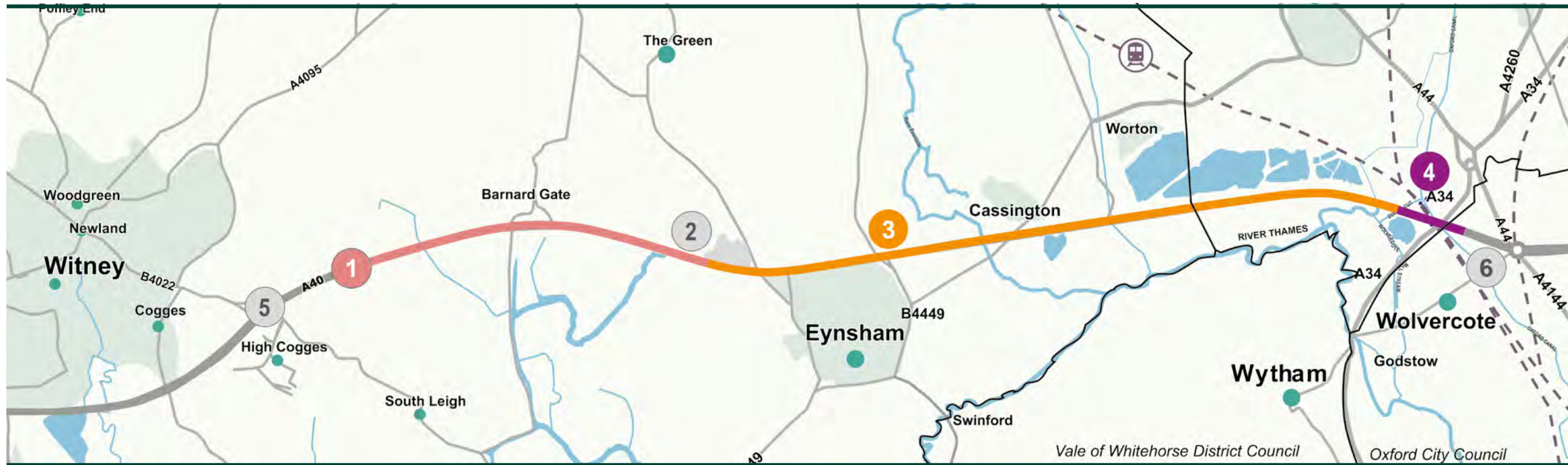
Scheme 1 – A40 Dual Carriageway Extension

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
2	Eynsham Park and Ride
3	A40 Integrated bus lanes
4	A40 Duke's Cut
5	Access to Witney
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?

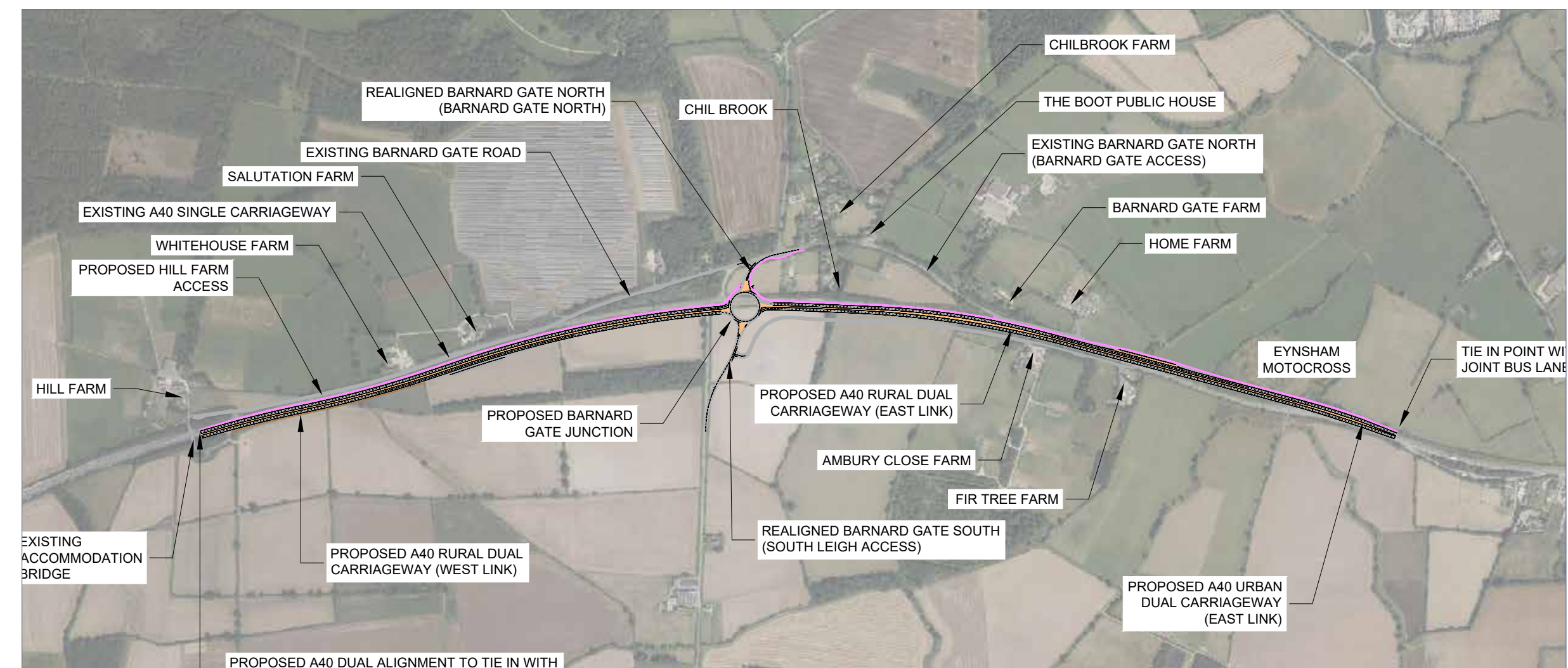
The scheme is expected to cost £53m and is entirely funded from Homes England's Housing Infrastructure Fund. OCC has agreed a funding contract with Homes England subject to meeting a series of conditions.

Timetable

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

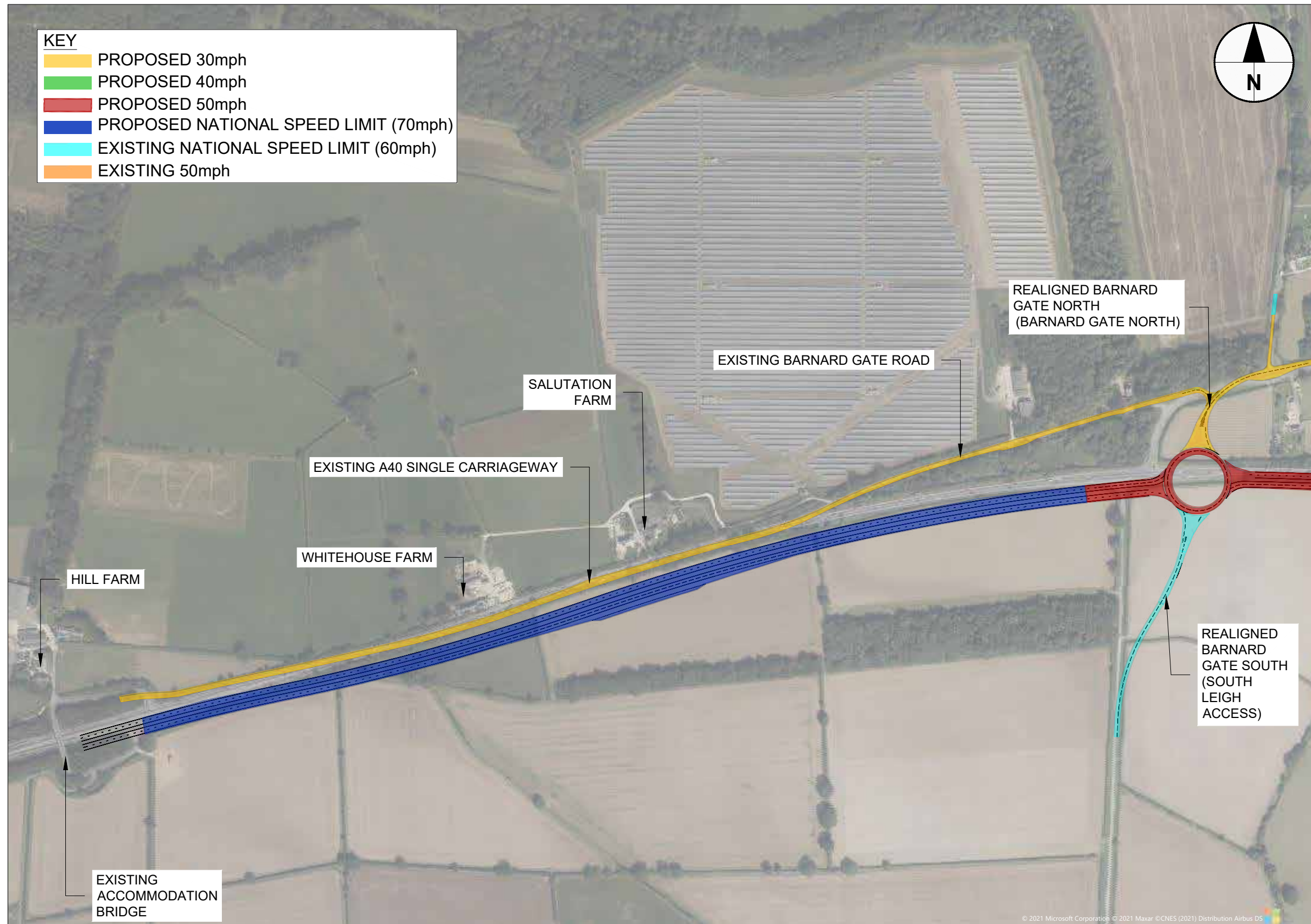


Artists impression of proposed Barnard Gate roundabout looking east

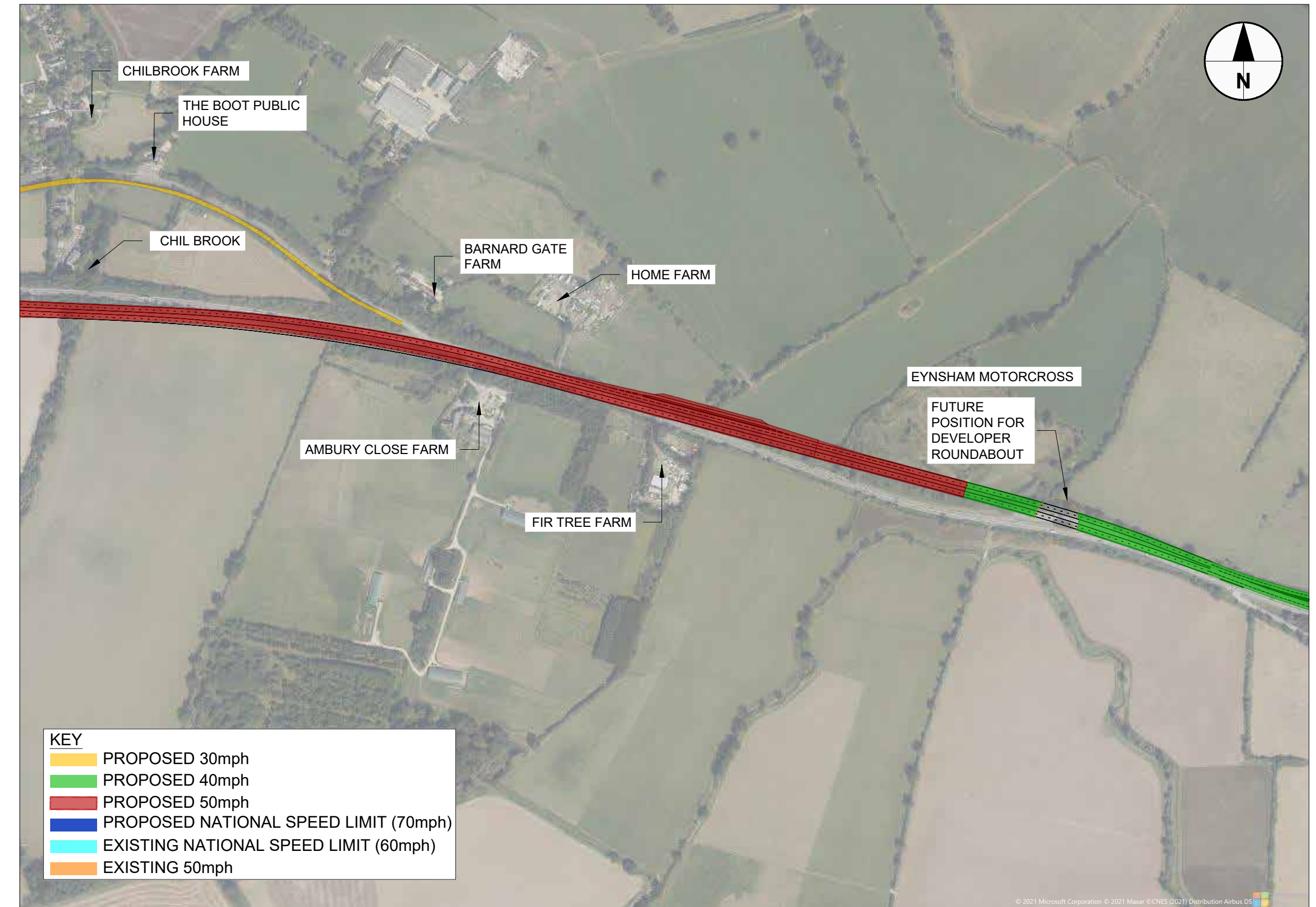


Overview Plan of A40 Dual Carriageway Extension

8 Scheme 1: A40 Dual Carriageway Extension

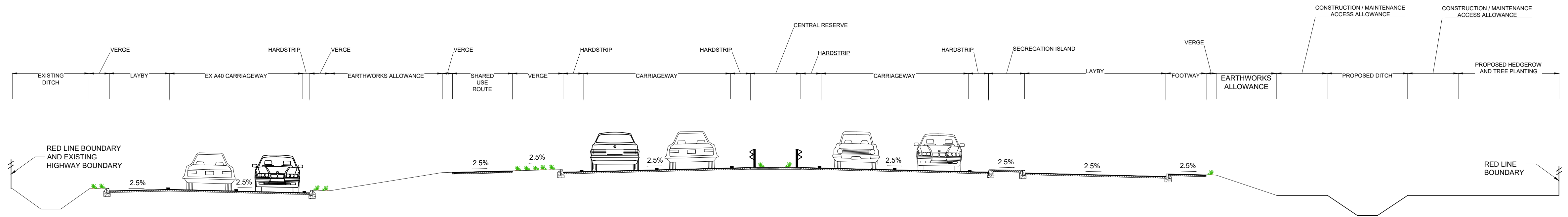


A40 Dual Carriageway Extension Proposed Speed Limits Sheet 1 of 2



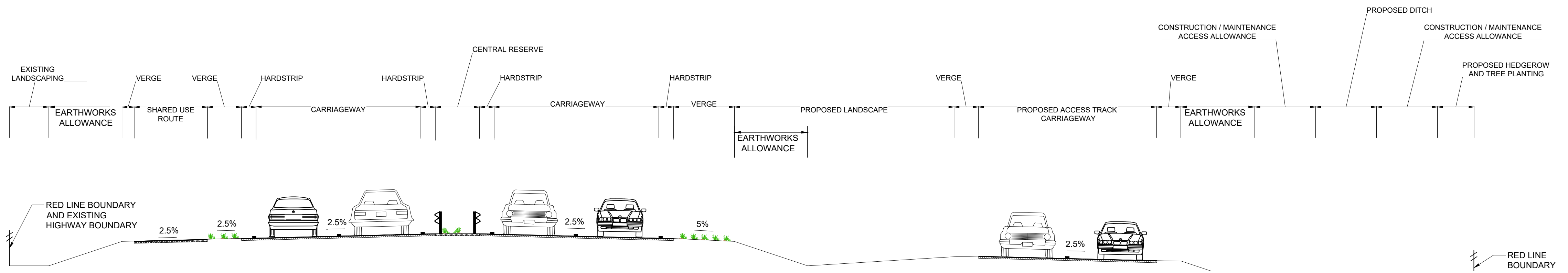
A40 Dual Carriageway Extension Proposed Speed Limits Sheet 2 of 2

9 Scheme 1: A40 Dual Carriageway Extension



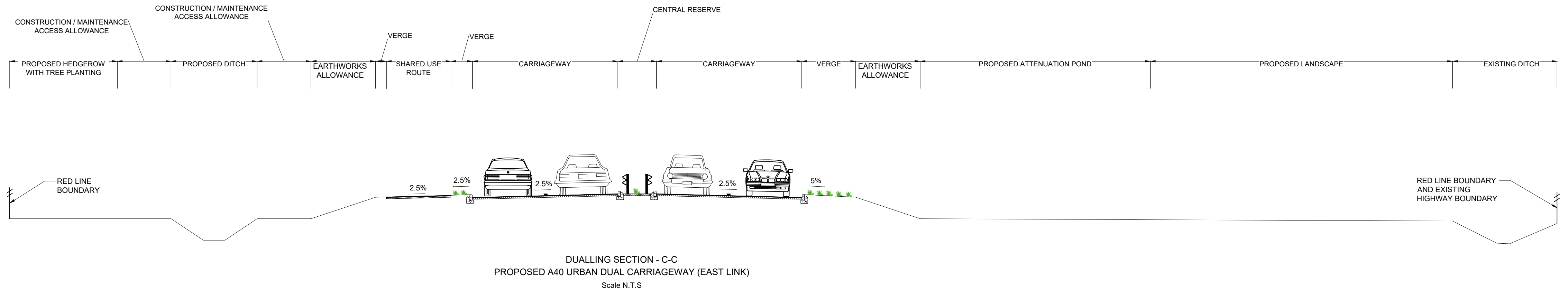
DUALLING SECTION - A-A
PROPOSED A40 RURAL DUAL CARRIAGEWAY (WEST LINK)
Scale N.T.S

Proposed A40 Dual Carriageway Extension Cross Section A-A



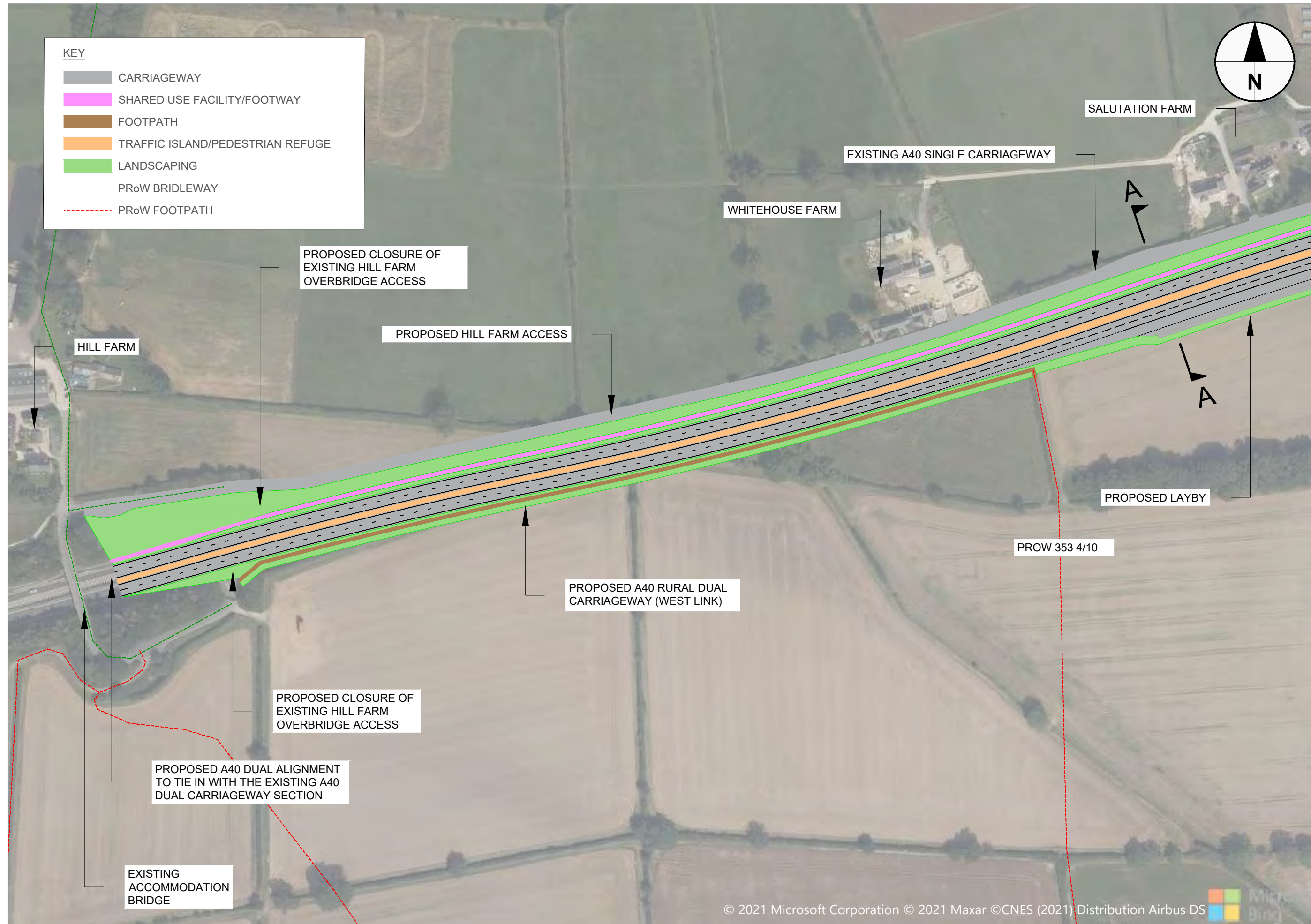
Proposed A40 Dual Carriageway Extension Cross Section B-B

10 Scheme 1: A40 Dual Carriageway Extension

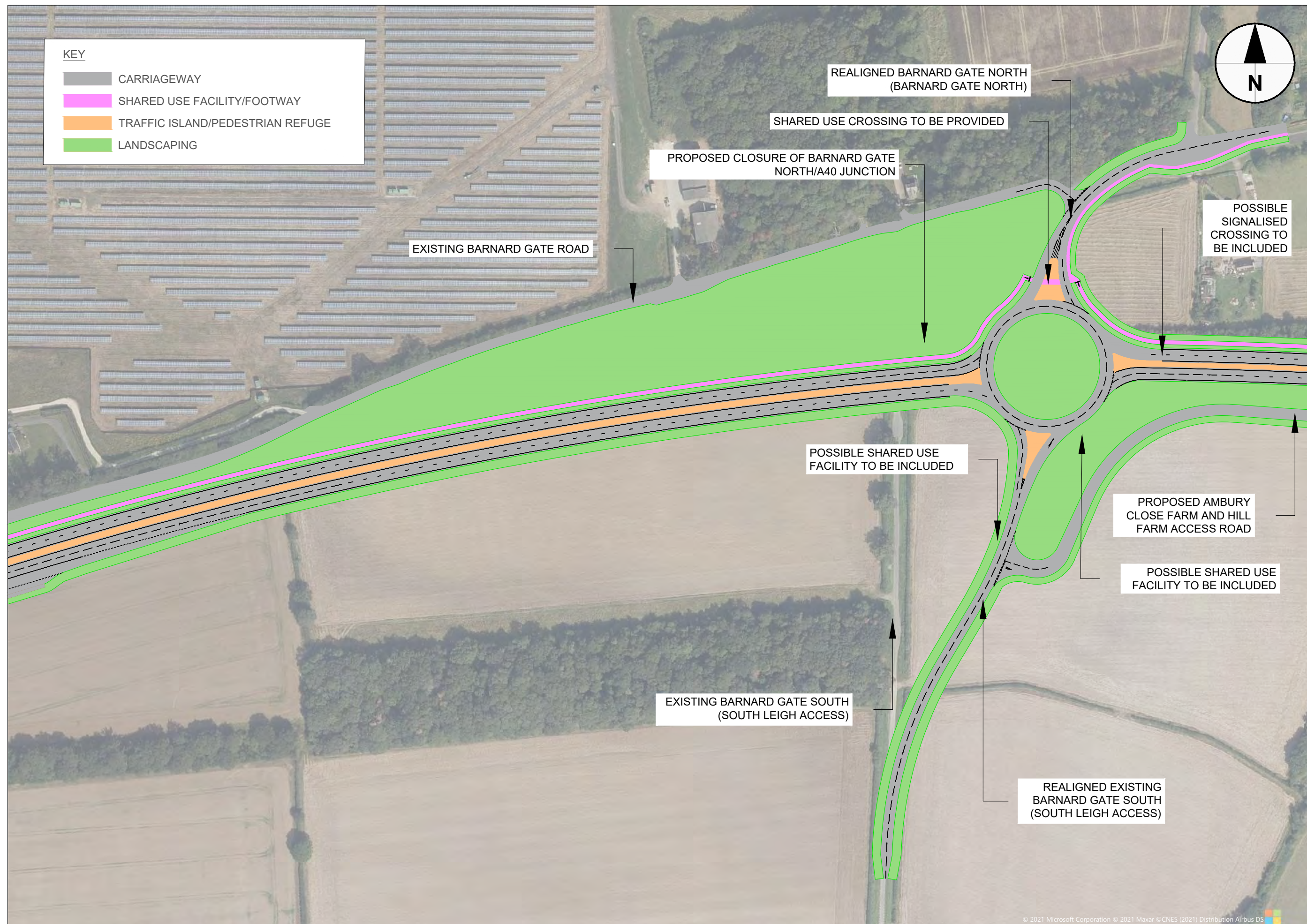


Proposed A40 Dual Carriageway Extension Cross Section C-C

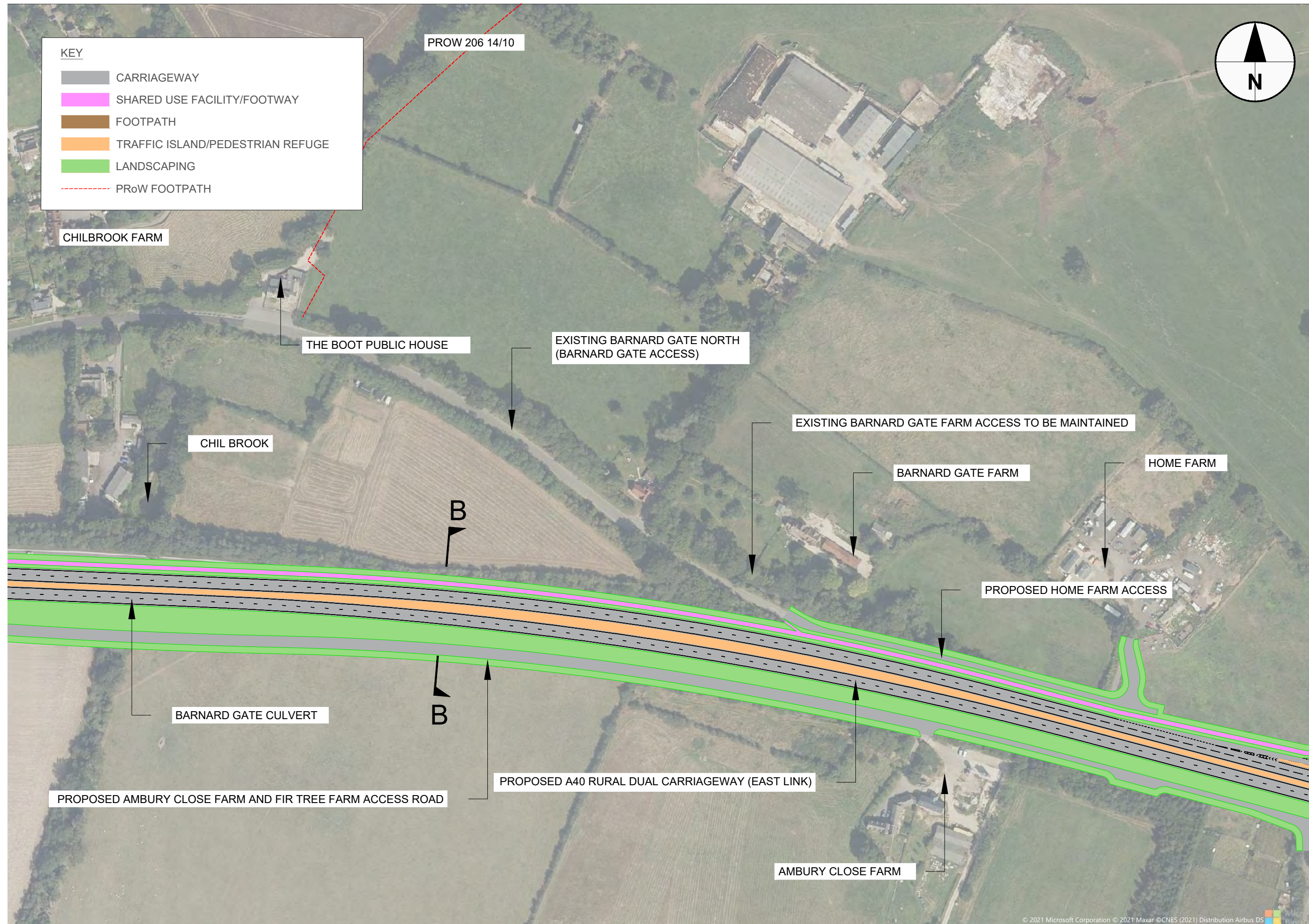
11 Scheme 1: A40 Dual Carriageway Extension



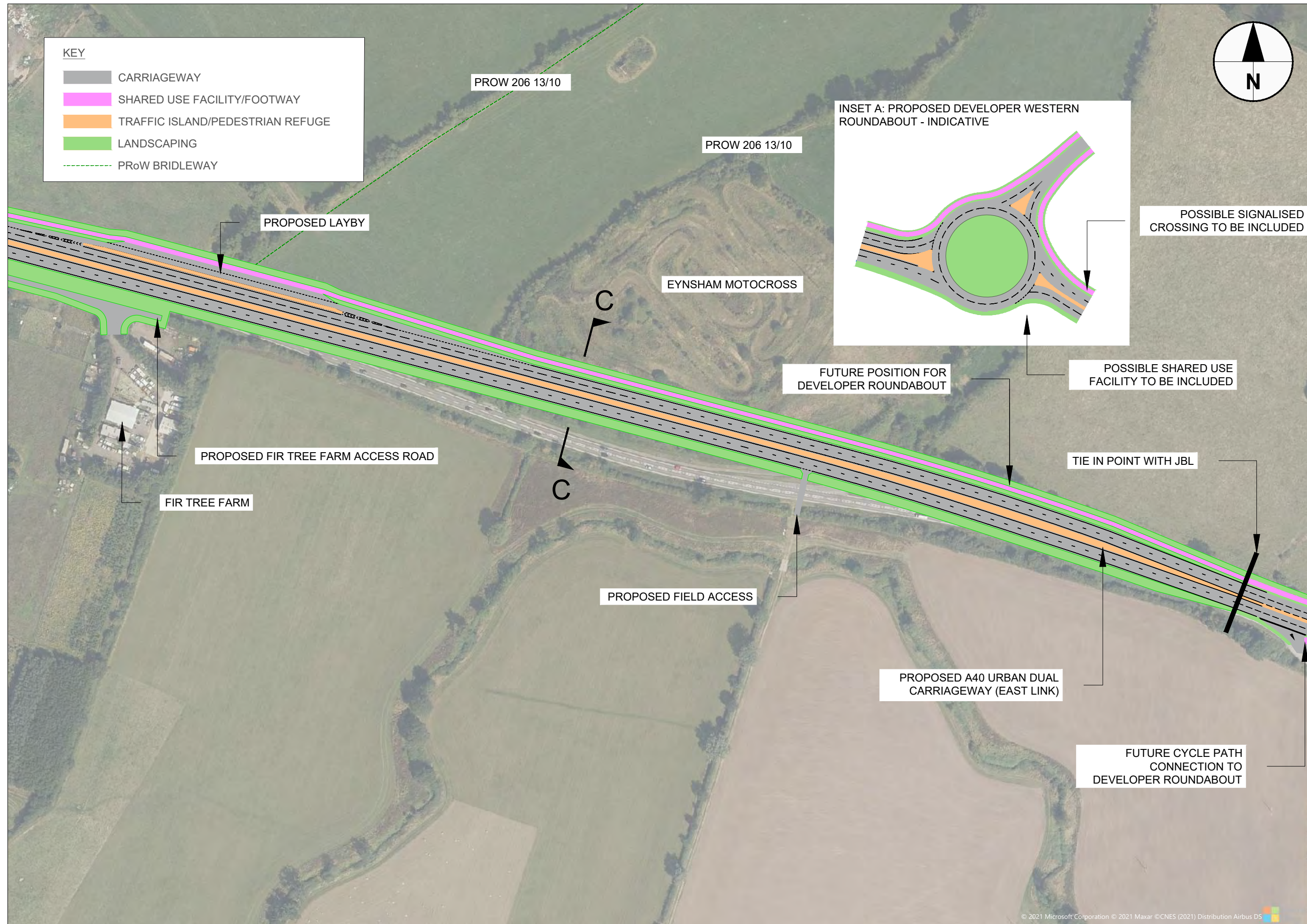
12 Scheme 1: A40 Dual Carriageway Extension



13 Scheme 1: A40 Dual Carriageway Extension



14 Scheme 1: A40 Dual Carriageway Extension



15 Scheme 3: A40 Integrated Bus Lanes

Scheme overview

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

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

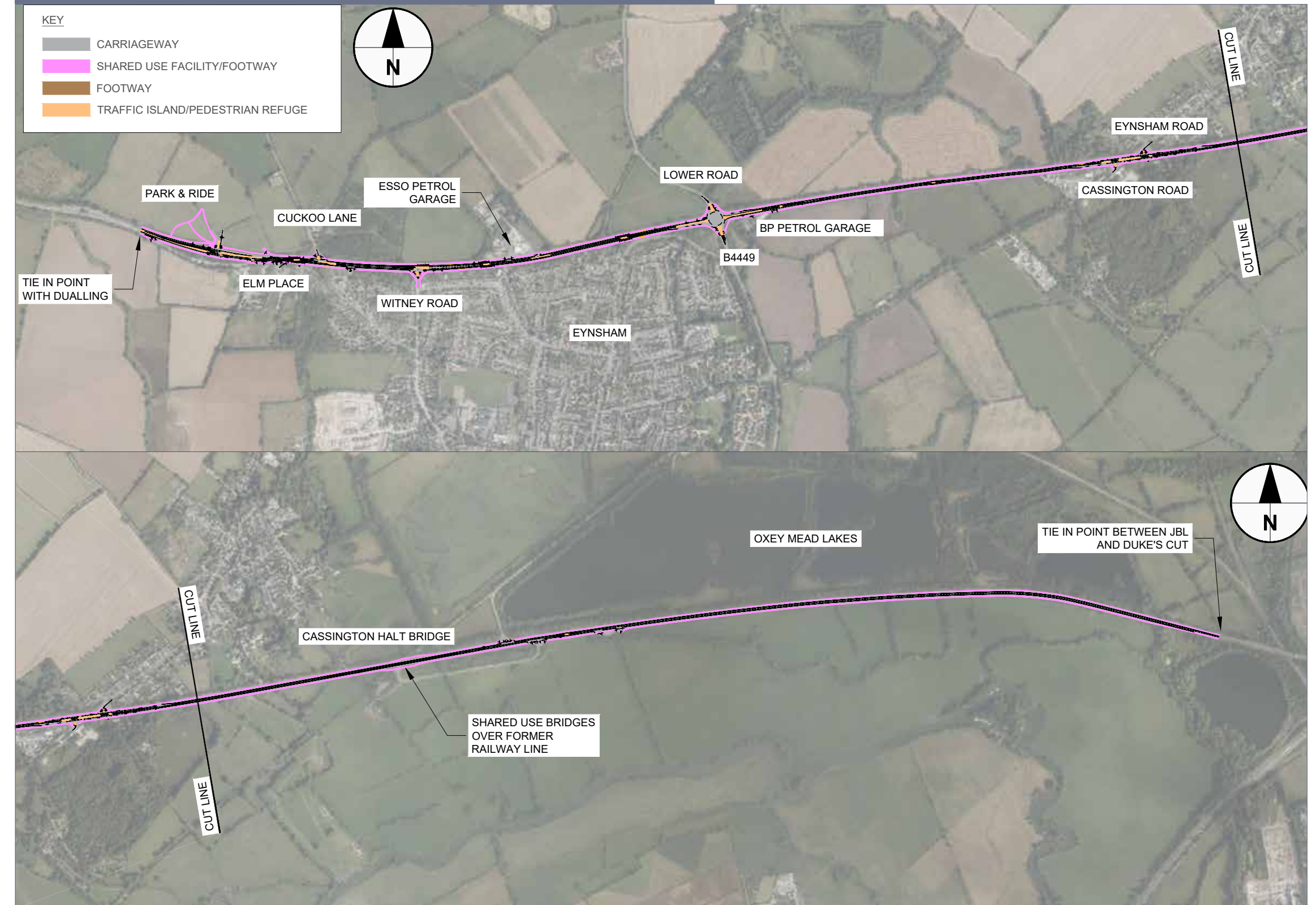


Artists impression of proposed toucan crossing and bus lanes looking East towards Eynsham Esso petrol station

Objectives

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

Overview Plan of the Integrated Bus Lanes



How is it being funded?

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

Timetable

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