

Question:8 What is your view on our proposal to upgrade the A40 between East of Witney to the Eynsham Park... [Comment]	Question:8 What is your view on our proposal to upgrade the A40 between East of Witney to the Eynsham Park... [Comment]	Question:9 What is your view on our proposal to replace the existing Barnard Gate / South Leigh junction... [Comment]	Question:9 What is your view on our proposal to replace the existing Barnard Gate / South Leigh junction... [Comment]	Question:10 What is your view on our proposal to construct eastbound and westbound bus lanes along the A40... [Comment]	Question:10 What is your view on our proposal to construct eastbound and westbound bus lanes along the A40... [Comment]	Question:11 What is your view on our proposal to construct a new eastbound bus lane over the bridge at Duk... [Comment]	Question:11 What is your view on our proposal to construct a new eastbound bus lane over the bridge at Duk... [Comment]	Question:12 What is your view on our proposal to provide a cycle path to connect the A40 to the Oxford Canal... [Comment]	Question:12 What is your view on our proposal to provide a cycle path to connect the A40 to the Oxford Canal... [Comment]	Question:13 What is your view on the cycling and pedestrian facilities proposed along the full length of th... [Comment]	Question:13 What is your view on the cycling and pedestrian facilities proposed along the full length of th... [Comment]	Question:14 What is your view on the proposed speed limits along the full length of the HFZ A40 Smart Cor... [Comment]	Question:14 What is your view on the proposed speed limits along the full length of the HFZ A40 Smart Cor... [Comment]	Question:15 Would you be more or less likely to use bus services to travel to and from Oxford after the prop... [Comment]	Question:15 Would you be more or less likely to use bus services to travel to and from Oxford after the prop... [Comment]	Question:16 Would you be more or less likely to cycle on the A40 after the proposed cycling facilities have... [Comment]	Question:16 Would you be more or less likely to cycle on the A40 after the proposed cycling facilities have... [Comment]	Question:17 Overall, what is your view on A40 HFZ Smart Corridor project as set out in the virtual public... [Comment]	Question:17 Overall, what is your view on A40 HFZ Smart Corridor project as set out in the virtual public... [Comment]
Strongly support		Significant concerns	concern: most traffic does not use the side roads (to get to Barnard Gate / South Leigh) meaning it's not the best for the environment since speed is lost and breaks are used (people have to slow down)  main benefit: in the UNUSUAL occasion a driver is trying to get onto the A40 it can take a while (especially if it's busy)	Don't know		Significant concerns	make an additional lane for all traffic	Don't know		Don't know		Significant concerns	do not lower speed limits. Increase them  obviously small decreases for roundabouts ONLY is ok	I don't travel by bus		I do not cycle on the A40		Don't know	
Significant concerns	Extending the dualling will just move the congestion further down the road, as well as encouraging more traffic. More traffic will sit outside Eynsham and get nowhere faster. This is an old fashioned way of trying to manage traffic, with significant environmental costs with few benefits. OCC should be considering novel approaches to dealing with public transport.	Don't know	I never use this junction.	Support		Support	I am concerned about the bus lanes stopping at Duke's cut. These bus lanes would be made immeasurably more valuable if they extended to Wolvécote roundabout. I am also in favour of a wider and verge with a more significant boundary between cycle lane and bus lanes.	Strongly support		Neutral		Significant concerns	OCC should be focusing on public transport and cycling. Dualling the A40 for more cars is unforgivable in the 21st century.	Would not change current bus use	use the 51 from Eynsham to Oxford so will not be directly impacted.	Would not change cycling habits	I need to cycle on this path regardless. It's pretty awful currently.	Significant concerns	
Significant concerns	Our government has declared a climate emergency and has said that travel by car needs to be reduced and that active travel should be encouraged. It has been shown time and again that road building ultimately increases traffic levels. Your proposals encourage car use. Furthermore, the cycle/footpath proposed, because it is only separated from the traffic by a kerbstone, will not encourage families or more nervous riders to use it. I very much doubt it will encourage any new cyclists, because it is only marginally better than the current cycle path.	Neutral	It may prevent some accidents.	Support		Significant concerns	Making public transport a quicker more convenient option may reduce some car use, but I think the dedicated bus lane should go all the way to Witney	Strongly support		Significant concerns	It is only a minor improvement on the current provision and will not encourage greater cycle use for the reasons previously stated. It could be so much better.	Support	Reducing speed will hopefully reduce congestion, pollution and accidents	Would not change current bus use	rarely use the bus	Would not change cycling habits	already cycle along the A40 on my daily commute. I would not use it with my young children because it would be unpleasant and dangerous for them.	Significant concerns	it encourages car use when we need to reduce it in order to reach our climate commitments.
Strongly support	Single carriage way does not have enough capacity for traffic or public transport. Haven't done for many years.	Strongly support	Makes access from these junctions safer and more reliable. Would question the need for such rerouted access points, would've thought the current locations would suit a roundabout being constructed in between.	Strongly support		Strongly support	In order to create improved journey times and reliability these are vital. Fully support.	Strongly support		Strongly support	Great to link up with existing cycle routes.	Neutral	Can't see why sections need to be reduced unnecessarily. Early 40mph should be questioned.	More likely	improved bus times and less likely to travel by car.	More likely	Use to cycle for work along A40. Would choose to more often for leisure if the paths were better size and maintained properly.	Strongly support	
Strongly support		Strongly support		Strongly support		Support		Support		Neutral		Support		More likely		do not cycle on the A40	Support		
Support	The dual carriageway provision should extend further towards Oxford and the Park & Ride junction (both should). The junction with the Park & Ride itself should not involve signalling the dual carriageway but should have slip roads and overpasses to allow traffic to flow smoothly. The end of the dual carriageway heading East needs better design allowing two lanes of traffic to merge more readily too.  No modelling of likely journey time, reliability of congestion in future with and without the scheme has been provided meaning any meaningful analysis of the scheme is impossible.	Significant concerns	Should be a segregated junction-overpass with slip roads. Adding roundabout to new dual carriageway heavily erodes any potential journey time benefits by making traffic slow down and introducing new areas of collision risk resulting in lower speed limits.	Significant concerns		Significant concerns	Bus lanes should be continuous. Scheme also introduces a 40 mph speed limit for most if not all of the road between Wolvécote and Eynsham slowing down everyone's journeys including buses. Again no modelling of future journey times for different road user groups at different types of day provided to understand whether scheme offers a worthwhile benefit.  Proposed 40mph speed limit is too slow, especially for off peak travel.  Start-start bus lanes even with priority signals for buses will impede traffic flow as a whole slowing down all journeys.  Insufficient protection/segregation between walking/cycling path and main running roads. Physical (ideally natural) barriers required.	Support		Significant concerns	There is no analysis to support this proposal. Significant volumes of traffic on this road are HGVs and through traffic towards the M40. Southbound that will not be able to use the Park & Ride scheme. There should be a direct connection between the A40 and A34 at Dukies Cut.  40mph speed limit is too low for a nationally significant A road.  Start-start bus lanes even with priority signals for buses will impede traffic flow as a whole slowing down all journeys.  Insufficient protection/segregation between walking/cycling path and main running roads. Physical (ideally natural) barriers required.  There needs to be a solution to congestion at Wolvécote roundabout prior to any of these secondary issues being addressed.	Support		More likely		do not cycle on the A40	Significant concerns	No analysis of current or future journeys and impact with or without the scheme this very hard to provide an evidence base for any scheme let alone choosing this over other alternatives.  Analysis also doesn't show specific pinch points. In particular interaction with Wolvécote roundabout is key and a meaningful solution needs to be in place here for any other scheme to successfully operate.  In particular no analysis of what proportion of journeys are not commuter traffic to Oxford and a Park & Ride scheme will not benefit (e.g. HGV and long distance traffic).	
Minor concerns	It is not a solution to the traffic issues just a temporary fix. There will still be congestion, a solution is to reinstate the railway or introduce a guided bus like Cambridge has.	Significant concerns	Congestion will be caused.	Minor concerns		Neutral	If they have to go around roundabouts how will it help. Park and ride for a family of 4 so much more expensive than driving. Park and ride needs to be free. More buses need to be available to get to/from the park and ride to the local villages.	Strongly support		Minor concerns	Shared routes do not work well for either cyclists or pedestrians especially the visually impaired	Neutral	To be effective they need to be enforced	Would not change current bus use	There are no buses from Standlake to Oxford	Would not change cycling habits	I would need cycle paths and lanes to the A40 from Standlake	Significant concerns	Waste of money. Invest in rail
Support		Support		Strongly support		Strongly support		Strongly support		Strongly support		Support		Would not change current bus use		More likely	At the moment it's uncomfortable and unsafe to cycle, but I'd like to cycle more frequently and take the bus less frequently	Strongly support	
Strongly support	Having lived in East Witney (Marley Park) for the past 12 years, I am fully aware of the major issue the stretch of road as always been, as soon as the A40 goes from double to single carriage way. Living just off the Witney East junction, it is on my door step. I have often chosen to taken much longer detours/back road routes, simply to avoid this road.  I have seen other suggested improvements/alternatives to dual carriage way, but these only cater for those using road to travel into Oxford i.e. bus lanes etc. These options will fail as many using the A40 are not traveling to Oxford.  The extended dual carriage way is the only option that will truly resolve this issue. I understand concerns of pollution/environment but the cars are already there and won't be going away. When we all have electric cars within the next 10 years (or less) that concern will	Strongly support	Roundabouts generally improve the flow of traffic and this will help. Traffic lights add to the problem	Neutral		Neutral	Bus lanes are a positive, although only if this does not reduce the car dual carriage way to a single carriage way, as again that otherwise the problem remains  Improving bus services is good, but do not prioritise this over cars because sadly it will fail.  Never forget that the A40 is used slot more than just a journey to Oxford, so the volume of cars will always be there.	Strongly support		Strongly support	Not sure if I would use it, although sounds like a lovely idea. If it was there then perhaps I would on the weekends.	Strongly support		Would not change current bus use	I did not catch what he proposed speed limits. If a minimum of 50 mph then all's good in my eyes	Would not change current bus use	At the moment it's uncomfortable and unsafe to cycle, but I'd like to cycle more frequently and take the bus less frequently	Strongly support	Pleased to see dual carriage way finally being given the credit it needs. This is the only option that will truly solve the major traffic issue/delays.
Significant concerns	Major building works are proposed along the A40 route, for example, Eynsham will triple in size. How will the improvements in the A40 cope with the current commuter jams PLUS the vast increase in road traffic from over ten thousand new houses along the catchment area of the A40? Surely it would be better to re-site the building plans to areas with uncongested trunk roads!	Significant concerns	It would cause further holdup on the already interrupted A40.	Significant concerns		Significant concerns	The bulk of morning commuters from the west go beyond the Duke's Cut entrance to Oxford, and continue to queue along the northern bypass towards the hospitals and car factories. A dual carriageway to Duke's Cut would only act to accommodate the queue in two lanes instead of one! It would not hasten overall progress.  Thus the problem would NOT GO AWAY and would be added to hugely by the increase in traffic from the thousands of new houses planned for along the A40 route.	Significant concerns		Significant concerns	There are already cyclepaths on BOTH sides of the A40. They do not seem to have helped the commuter problem to date!  The reduction to one side of the A40 will only help if there are continuous and uninterrupted cyclepath connections to all commuter destinations, as part of a well-designed Oxford cycle network. This would encourage cyclists to actually use it!	Minor concerns		Would not change current bus use	Because it would not speed buses destined for north-east Oxford.	Less likely	Because the improvements would need to extend to north-east Oxford.	Significant concerns	However good it is, it will not solve the commuter problem, which stems from north-east Oxford. It also will not accommodate the huge increase in commuting from the thousands of new households along the A40 route.
Significant concerns	It seems to be moving congestion further along the road rather than removing it	Minor concerns	I am concerned about the lack of signals for cyclists. They will have to use the crossing points while traffic is able to exit the A40 at speed because of the shallow curve of the road	Strongly support		Strongly support	Bus services need to have advantages over private cars to encourage people to use them more often	Strongly support		Support	A useful link. However, I am a bit confused about the options for cyclists heading east on the north-side path who don't want to drop down on to the canal. Does the cycle path end at that point or can they carry on to the Wolvécote roundabout?	Strongly support		More likely	At 40mph or 50mph the A40 traffic will be slower than many country lanes where the maximum speed limit applies!	More likely	At the moment it is very unpleasant to cycle along the A40	Significant concerns	I think dualling a short section of the road is not the best use of resources
Strongly support	Long over due	Strongly support		Strongly support		Strongly support		Strongly support		Strongly support		Support		More likely		More likely		Strongly support	

Support	The whole stretch needs to be dual carriage way and there needs to be an A34 off ramp to get traffic off the wolvercote roundabout, this is widely shared common sense from residents.	Neutral	Seems Okay. Most traffic will just go straight over, the odd one going to barnard will get there safer. Sounds good.	Significant concerns	Pinch points for traffic created, most of the traffic passing along the road is proven to be going around Oxford, everyone knows it. So the proposal here is to replace a small percentage of vehicles with bus passengers. The money would be better spent integrating the A40 with the A34 to reduce pressure on the roundabout.	Significant concerns	Here's where things get a bit weird. So understand the limited width of the bridge, but this upgrade will be expected to level up travel in west Oxfordshire for decades. Widen the bridge do it properly.	Neutral	A minority of people actually use bikes. Sounds lovely, will make those people happy.	Support	Looks better than before	Don't know	Would not change current bus use	Will see, sometimes you can't take the bus because of dropping kids off, having to do things straight after work, also needing to travel during the day for work. So it will serve the perfect example case but not the outlying scenarios. I am open minded, and welcome the biggest upgrade to the A40 in my lifetime. But it's just not how the everyday person would have imagined it happening.  Plus I used to enjoy going to botley seacourt park and ride and walking into Oxford. It is highly likely I will continue to do this as it saves me the bus fare and gives me a nice walk in.	Would not change cycling habits	Honestly... if I'm going to cycle it will be in the countryside not into work. Don't have showers at the office, cycle along next to all the cars? no thanks	Neutral	Look, it's not how I would do it. I've spoken to hundreds of people about it and people still fail to understand why.  I can see where the limitations are in the existing infrastructure. I can understand that the A34 is nationally managed and A40 is OCC's problem. But the highlight is sapping traffic away from the wolvercote roundabout. A better access to North Oxford and the job opportunities would rank highly.	
Support		Support		Strongly support	Improves public transport reliability. Would support them being only active during the hours of operation of the bus route.	Strongly support	Improves public transport reliability. Would support them being only active during the hours of operation of the bus route.	Strongly support	Good cycle route, important to have strong cycling infrastructure for a green post-COVID recovery. Priority over side roads is good, and being fully segregated from the main carriageway is good. Potentially separating the cycle route from pedestrians (just with a painted line on the shared use pavement) might be beneficial too?	Strongly support	Good cycle route, important to have strong cycling infrastructure for a green post-COVID recovery. Priority over side roads is good, and being fully segregated from the main carriageway is good. Potentially separating the cycle route from pedestrians (just with a painted line on the shared use pavement) might be beneficial too?	Don't know	More likely	More likely	Support				
Significant concerns	I think it will encourage more traffic into the area. It is only being developed to accommodate the over development that is generally happening in West Oxfordshire. I use the A40 everyday, and whilst it is congested I accept that, more lanes will just fill up with more traffic. What you are doing to the environment in West Oxfordshire is disastrous. It seems to be fine to practically ban the motor car from Oxford City Centre but fine to dig the surrounding area with more traffic. If you made parking at the park and ride free and the bus fare minimal you could solve many problems without expanding the road network.	Neutral		Significant concerns	There is no point doing this if the park and ride is unaffordable. Much of the traffic going along the A40 is London traffic, that is extremely noticeable when you see the difference in the volume of traffic on different days. Park and Ride is not going to have an impact on this.	Significant concerns	See my previous comments.	Neutral	I don't object to cyclists so long as they follow the highway code, many don't.	Significant concerns		Significant concerns	Would not change current bus use	I would only use the buses more if it was more economical to do so. Currently it is not.	do not cycle on the A40		Significant concerns	See my previous comments. You are creating a corridor for more traffic to use and not addressing what local people actually want. This plan better facilitates those who do not actually live and work in the area, but pass through to get to London. I would prefer to see the money spent on repairing the infrastructure of the existing road network in West Oxfordshire, which is in a dreadful state of repair.	
Significant concerns	What happens east of Eynsham P & B? A bottleneck, presumably.	Neutral		Support		Support		Neutral		Neutral		Neutral	I don't travel by bus		do not cycle on the A40		Significant concerns		
Significant concerns	The exhibition shows a bleak urban approach to rural West Oxfordshire. It will increase development pressure in the area. There needs to be substantial tree planting to mitigate the visual harm and pollution. The long-standing rookery alongside the A40 near Witney will be obliterated. Although the majority of people who use the A40 for commuting will no doubt support the proposal, congestion on the approaches to Oxford will not go away.	Support	An accident blackspot.	Neutral		Don't know	An accident blackspot.	Don't know	Don't know	Don't know		Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know
Significant concerns	I think this is much too Oxford City Centric. Oxfordshire only really has two main thoroughfares and much of that traffic isn't going to the city. Ok, there isn't room to move the A40, but surely something could be done between the Cassington bridge and the A34 flyover that could provide feeder lanes to and from the A34. Combined with making the A40 a dual carriageway, as was always intended after the suicide lane removal all those years ago. Surely, something like this would aid the easing of traffic, not only at North Oxford, but Barton and Headington also. Also, with the proposed development at Eynsham, something I am also against, the bottleneck at Witney would only be moved, not addressed! Also, a Park and Ride would still mean there would be commuter traffic. Maybe, the reinstatement of the Britas Horrox/Garnton/Witney rail link, if correctly funded.	Strongly support	This has been a major concern for years. But needs far better planning than joyful execution of the Downs Road Roundabout on the A40. There was enough room to put a full junction and what we have is a short sighted dangerous roundabout!	Significant concerns	Too Oxford centric, does not take any consideration for those that have to use the A40 for commuting to other areas other than Oxford. With future developments along the west of Oxford A40, this will not aid traffic flow, but probably make it worse!	Significant concerns	Too Oxford centric, just moving a bottleneck from one place to another!	Support	I am a cyclist and, even though I don't commute to Oxford on one, I think any cycle route that keeps cyclists safe and reduces their commute time is very much welcome.	Neutral		Significant concerns	I do not believe that at present Smart corridors are safe enough when there are breakdowns or incidents. You might as well re-introduce the suicide lane.	Would not change current bus use	I rarely travel by bus to Oxford these days.	do not cycle on the A40	Significant concerns	As I said before, smart corridors are not really up to it at present.	
Significant concerns	A long term, forward thinking approach is needed to improve public transport use and reliance on private car use. It is essential to take this opportunity when we are experiencing a climate emergency to concentrate more on increasing the public transport infrastructure and the inclusion of some form of railway system would go a long way of achieving this goal. Improving car journeys will not improve the situation.	Neutral	It is a very dangerous junction but would a bridge over the road, similar to that at the end of the existing dual carriageway, not be a better option?	Significant concerns	See response to No 8. The space would be put to better use by incorporating some form of rail transport.	Neutral	See No 8 response	Strongly support	anything to improve safe cycle access and therefore increase cycle use into Oxford are safe enough decrease car numbers will be an improvement	Support	See No 12 response	Support	Safety and reduced pollution.	Would not change current bus use	Would continue to use S1 to Botley	do not cycle on the A40	Significant concerns	Improved transport from Carterton/Witney needs to make provision for integrated rail and bus transport other than concentrating on improving the flow of cars. It should be aiming to reduce the use of cars on the route.	
Strongly support	It is in desperate need of upgrading for car drivers too. My journey takes an average of 45 minutes between Witney and Oxford 11 miles. 4 minutes per mile, and I just do not want to waste my valuable time on the bus so I need to drive. I can get from Swanton to Oxford in nearly the same time in the car. I may have to move there.	Strongly support	It would make it safer.	Minor concerns	I think the council is pinning hopes on buses and ignoring car drivers.	Don't know		Strongly support	This would help.	Strongly support	This would help.	Support	It would help.	Would not change current bus use	I need to drive due to location.	Would not change cycling habits	I need to drive due to location.	Support	It may help.
Significant concerns	This is a total waste of money. Its just going to encourage more cars along the A40, especially if they travel from Witney to the Eynsham Park & Ride. The bridge at Hill Farm must not be closed, it is used by the horse riders, cyclists & pedestrians to access safe riding/walking to South Leigh. There is also a public bridleway there so any cycle scheme should include horse riders if there is a new road installed for Hill Farm then horse riders & cyclists should be allowed to use it. This will give EVERY vulnerable road user the opportunity to enjoy safe riding/walking. also don't understand why a cycleway/footway is necessary along side the dual carriageway at Barnard Gate, when its much healthier and safer to use the old road through Barnard Gate, which would be connected by the new proposed road to Hill Farm. Jesse Norman MP, Parliamentary Under-Secretary of State for	Minor concerns	This will create another bottleneck, but would also slow traffic down. There are lots of serious accidents along there so it could possibly help.	Neutral		Neutral	This will create another bottleneck, but would also slow traffic down. There are lots of serious accidents along there so it could possibly help.	Significant concerns	HORSE RIDER HAVE NOT BEEN INCLUDED!! Especially around Eynsham. There are bridleways crossing this road so Pegasus crossings need to be installed. These were included in the Park & Ride/Garden Village plans so the should still be included. People ride and cycle for health & wellbeing, not just for active travel.	Significant concerns	This is only useful for a small minority of people. Why would people want to cycle right next to a busy fast road pollution, dirt and dust are not a healthy combination. They cannot be used by families with children, and dangerous for horse riders. The money would be better spent on quiet green ways that everyone can enjoy without fear.	Neutral	Would not change current bus use	do not cycle on the A40	I would only cycle from Witney to Dukes Cut if the cycleway was a green way. Away from traffic. I would cycle from North Leigh to Hill Farm to Barnard Gate if there was a smaller service road next to the A40. Improve the local bridleways with the grant, this will encourage more people to cycle and walk.	Minor concerns	Alternatives have not been considered properly. This plan pretends to improve cycling but at the same time encourages people to use their cars.		

Significant concerns	In an ageing population with a declining birthrate, and a climate emergency on our doorstep, the proposed plans lack imagination and foresight by prioritising the needs of cars and car drivers. Widening roads will only lead to more cars and not many drivers will bother to use the proposed Park and Ride, particularly when they may need to change buses at Wolvercote. The climate emergency requires a commitment to majorly reducing the need for us all to travel in our own little bubble and the solution surely lies in investing in reliable and affordable, attractive, public transport infrastructure, using trams and trains and, locally, a much needed integrated rail link between Carterton, Witney and Oxford. The proposed plans accommodate a certain section of the population - apart from cycle paths for the	Significant concerns	In an ageing population with a declining birthrate, and a climate emergency on our doorstep, the proposed plans lack imagination and foresight by prioritising the needs of cars and car drivers. Widening roads will only lead to more cars and not many drivers will bother to use the proposed Park and Ride, particularly when they may need to change buses at Wolvercote. The climate emergency requires a commitment to majorly reducing the need for us all to travel in our own little bubble and the solution surely lies in investing in reliable and affordable, attractive, public transport infrastructure, using trams and trains and, locally, a much needed integrated rail link between Carterton, Witney and Oxford. The proposed plans accommodate a certain section of the population - apart from cycle paths for the	Significant concerns	In an ageing population with a declining birthrate, and a climate emergency on our doorstep, the proposed plans lack imagination and foresight by prioritising the needs of cars and car drivers. Widening roads will only lead to more cars and not many drivers will bother to use the proposed Park and Ride, particularly when they may need to change buses at Wolvercote. The climate emergency requires a commitment to majorly reducing the need for us all to travel in our own little bubble and the solution surely lies in investing in reliable and affordable, attractive, public transport infrastructure, using trams and trains and, locally, a much needed integrated rail link between Carterton, Witney and Oxford. The proposed plans accommodate a certain section of the population - apart from cycle paths for the	Significant concerns	In an ageing population with a declining birthrate, and a climate emergency on our doorstep, the proposed plans lack imagination and foresight by prioritising the needs of cars and car drivers. Widening roads will only lead to more cars and not many drivers will bother to use the proposed Park and Ride, particularly when they may need to change buses at Wolvercote. The climate emergency requires a commitment to majorly reducing the need for us all to travel in our own little bubble and the solution surely lies in investing in reliable and affordable, attractive, public transport infrastructure, using trams and trains and, locally, a much needed integrated rail link between Carterton, Witney and Oxford. The proposed plans accommodate a certain section of the population - apart from cycle paths for the	Strongly support		Strongly support		Strongly support		Would not change current bus use		do not cycle on the A40		Significant concerns	In an ageing population with a declining birthrate, and a climate emergency on our doorstep, the proposed plans lack imagination and foresight by prioritising the needs of cars and car drivers. Widening roads will only lead to more cars and not many drivers will bother to use the proposed Park and Ride, particularly when they may need to change buses at Wolvercote. The climate emergency requires a commitment to majorly reducing the need for us all to travel in our own little bubble and the solution surely lies in investing in reliable and affordable, attractive, public transport infrastructure, using trams and trains and, locally, a much needed integrated rail link between Carterton, Witney and Oxford. The proposed plans accommodate a certain section of the population - apart from cycle paths for the
Significant concerns	The majority of the traffic isn't going to Oxford it is going around to London or connecting to the A34. Stopping the dual carriageway at Eynsham makes absolutely zero sense. Dual carriageway to and around Oxford with a slip to the A34 before the Wolvercote roundabout.	Significant concerns	It would create just another bottle neck	Significant concerns	The majority of the traffic isn't going to Oxford it is going around to London or connecting to the A34. Stopping the dual carriageway at Eynsham makes absolutely zero sense. Dual carriageway to and around Oxford with a slip to the A34 before the Wolvercote roundabout. No one is going to get out of their car at Eynsham only to be hindered by London bound traffic. The traffic is not going to Oxford	Significant concerns	Same answers	Strongly support		Strongly support		Significant concerns	You don't need a speed limit where you can't speed	Would not change current bus use		do not cycle on the A40		Significant concerns	The majority of the traffic isn't going to Oxford it is going around to London or connecting to the A34. Stopping the dual carriageway at Eynsham makes absolutely zero sense. Dual carriageway to and around Oxford with a slip to the A34 before the Wolvercote roundabout. This is a major mis reading of the traffic situation. I challenge any one from this survey to come with me at 8 oc in the morning to see exactly where the traffic is con jested.
Strongly support	The carriageway needs to open up to stop the bottleneck that frequently occurs	Support	Sensible	Minor concerns	Why is there no a slip round from the A40 directly joining the A34 thereby taking much traffic away from the Wolvercote roundabout and one from the A34 directly to the A40 for the same reason? Dedicated cycle route and bus route is good but lets try and remove through traffic from the Oxford area.	Significant concerns	See answers in Question 10	Significant concerns	See answers in question 10	Support	Long overdue	Neutral	A speed which will allow a steady flow of traffic and stop bunching	Would not change current bus use	Occasional user only	do not cycle on the A40		Support	I would support providing you listen to the concerns and take notice of proposed changes
Support	It feels a bit overkill given the small number of houses/businesses it serves, but I understand the need to eliminate T-junctions along the improved A40 for safety and efficiency purposes.	Support	It feels a bit overkill given the small number of houses/businesses it serves, but I understand the need to eliminate T-junctions along the improved A40 for safety and efficiency purposes.	Significant concerns	There is no option for cyclists to cross the A40 immediately prior to Duke's Cut, where the northern shared use facility diverts to NCNS and continues along the A40 as a footway only. The feasibility of a controlled crossing here to allow cyclists to transfer to the southern shared facility should be investigated. If no crossing is implemented then there should be clear signage at the toucan crossing across the A40 west of Eynsham Road in Cassington directing cyclists on the northern shared facility to cross over to the southern shared facility if they wish to continue into Oxford along the A40. Under the current proposals, I anticipate cyclists cycling on the footway along Duke's Cut (endangering pedestrians) or chancing a crossing of the A40. There should be some kind of crossing (preferably a toucan crossing) across the A40 at Horsemere Lane to allow	Significant concerns	There is no option for cyclists to cross the A40 immediately prior to Duke's Cut, where the northern shared use facility diverts to NCNS and continues along the A40 as a footway only. The feasibility of a controlled crossing here to allow cyclists to transfer to the southern shared facility should be investigated. If no crossing is implemented then there should be clear signage at the toucan crossing across the A40 west of Eynsham Road in Cassington directing cyclists on the northern shared facility to cross over to the southern shared facility if they wish to continue into Oxford along the A40. Under the current proposals, I anticipate cyclists cycling on the footway along Duke's Cut (endangering pedestrians) or chancing a crossing of the A40. There should be some kind of crossing (preferably a toucan crossing) across the A40 at Horsemere Lane to allow	Significant concerns	There is no option for cyclists to cross the A40 immediately prior to Duke's Cut, where the northern shared use facility diverts to NCNS and continues along the A40 as a footway only. The feasibility of a controlled crossing here to allow cyclists to transfer to the southern shared facility should be investigated. If no crossing is implemented then there should be clear signage at the toucan crossing across the A40 west of Eynsham Road in Cassington directing cyclists on the northern shared facility to cross over to the southern shared facility if they wish to continue into Oxford along the A40. Under the current proposals, I anticipate cyclists cycling on the footway along Duke's Cut (endangering pedestrians) or chancing a crossing of the A40. There should be some kind of crossing (preferably a toucan crossing) across the A40 at Horsemere Lane to allow	Significant concerns	There is no option for cyclists to cross the A40 immediately prior to Duke's Cut, where the northern shared use facility diverts to NCNS and continues along the A40 as a footway only. The feasibility of a controlled crossing here to allow cyclists to transfer to the southern shared facility should be investigated. If no crossing is implemented then there should be clear signage at the toucan crossing across the A40 west of Eynsham Road in Cassington directing cyclists on the northern shared facility to cross over to the southern shared facility if they wish to continue into Oxford along the A40. Under the current proposals, I anticipate cyclists cycling on the footway along Duke's Cut (endangering pedestrians) or chancing a crossing of the A40. There should be some kind of crossing (preferably a toucan crossing) across the A40 at Horsemere Lane to allow	Neutral	I don't travel by bus	Would not change current bus use		do not cycle on the A40		Support	There is no option for cyclists to cross the A40 immediately prior to Duke's Cut, where the northern shared use facility diverts to NCNS and continues along the A40 as a footway only. The feasibility of a controlled crossing here to allow cyclists to transfer to the southern shared facility should be investigated. If no crossing is implemented then there should be clear signage at the toucan crossing across the A40 west of Eynsham Road in Cassington directing cyclists on the northern shared facility to cross over to the southern shared facility if they wish to continue into Oxford along the A40. Under the current proposals, I anticipate cyclists cycling on the footway along Duke's Cut (endangering pedestrians) or chancing a crossing of the A40. There should be some kind of crossing (preferably a toucan crossing) across the A40 at Horsemere Lane to allow
Neutral	Don't think it will make much difference, will just move the traffic jam along	Support	Dangerous junction	Support	definitely support bus priority	Support	as before	Strongly support	Don't cycle myself but support cycle	Significant concerns	Need plenty of (pedestrian/light controlled) crossings across A40 around Eynsham. We use the local footpaths a lot and crossing the A40 is currently a problem. Specifically footpath that crosses A40 south of Eynsham Mill, and route from Eynsham pub to Eynsham Millers Wood. Also nearer Witney, where Windrush Way crosses A40. It'd be a nice experience if the cycle/pedestrian path could be set back from the road a bit, eg behind a hedge.	Minor concerns	Should be 30mph past Eynsham village (which will of course be between current Eynsham village and new Salt Cross Garden village)	More likely		do not cycle on the A40		Support	Support, but it will not improve things much.
Neutral		Neutral		Strongly support		Strongly support		Strongly support		Strongly support		Neutral	More likely			More likely		Support	
Minor concerns	Why is there no provisions in the system to install access to the A34 north and south from the east bound traffic. This would remove congestion at the Wolvercote round about, but allow eastern traffic on the A40 to pass through.	Significant concerns	Traffic from Witney will back up the dual carriageway back to the south leigh slip road from Witney, causing more congestion.	Minor concerns	After Dukes Cut the buses will have to join the main traffic into Oxford	Neutral	Buses will have to join the main stream of traffic into Oxford	Support		Support	Cycle improvements, will not encourage people to cycle from Witney or Cassington	Neutral	I don't travel by bus			do not cycle on the A40		Minor concerns	I question whether people traveling from West Oxfordshire and Witney will use the park and ride facilities.
Significant concerns	Park & ride should start in Carterton then Witney with priority bus route from these points. Developer roundabouts i.e. Motorcross site, should be included during any works, not left to a later date. No benefit for the majority of traffic that is passing through Oxford and want easy access to A34/A40. Wider shared pathways required or priority cyclist only, with easier crossings for them and less holes up for traffic.	Significant concerns	Eynsham roundabout since it's construction as caused considerable traffic jams, this Roundabout that will have even less access requirements will once again hold up a busy road. On heavy congestion this will be used as an escape road via South Leigh from East & West. Along with forcing traffic via North Leigh / Long Hanborough.	Minor concerns	Roundabouts with pedestrian crossings will create congestion for the main A40. Slip roads & underpasses should be considered. Better flow of traffic will lesson traffic fumes.	Neutral		Support	Please make these wide enough for practical use.	Support	Better and improve cycling facilities are required.	Neutral	Would be happy to achieve a constant 30 MPH along this route.	More likely	If it improved quicker travel I would be happy to use the bus more.	do not cycle on the A40	do not cycle.	Significant concerns	I cannot see any significant improvement with the additional housing being built. I just see more congestion.
Significant concerns	Why have all the so called improvements not worked in the past then? What makes you think this so called improvement will work when you allow the population to continue it's Ponzi growth?	Significant concerns	Why have all the so called improvements not worked in the past then? What makes you think this so called improvement will work when you allow the population to continue it's Ponzi growth?	Significant concerns	Why have all the so called improvements not worked in the past then? What makes you think this so called improvement will work when you allow the population to continue it's Ponzi growth?	Significant concerns	Why have all the so called improvements not worked in the past then? What makes you think this so called improvement will work when you allow the population to continue it's Ponzi growth?	Strongly support		Strongly support		Strongly support	I don't travel by bus	COVID	do not cycle on the A40		Significant concerns	Why have all the so called improvements not worked in the past then? What makes you think this so called improvement will work when you allow the population to continue it's Ponzi growth?	
Strongly support	I fail to see the need for such a large roundabout scheme for an access point which serves so few vehicles. Surely a simple single carriage exit in both directions and a 2 lane tunnel under or 2 lane bridge over the A40 would be more appropriate, traffic flow would then be maintained all the way to the Eynsham park and ride roundabout	Significant concerns	I do not agree with the objective to ONLY increase public transport efficiency; your objective should be to improve traffic flow for all road users and therefore either a smart lane 3 way carriageway (prioritising traffic INTO Oxford in the morning and OUT in the evening) or a full dual carriageway all the way between Witney and Oxford would be more appropriate. This scheme will be redundant by the time its built and will not improve journey times for most road users. A link from Dukes cut to the pear tree roundabout also makes 100 times more sense given a vast amount of vehicles using this road will take this route from the Wolvercote roundabout! Diverting them early would massively improve the efficiency of the Wolvercote roundabout.	Significant concerns	I do not agree with the objective to ONLY increase public transport efficiency; your objective should be to improve traffic flow for all road users and therefore either a smart lane 3 way carriageway (prioritising traffic INTO Oxford in the morning and OUT in the evening) or a full dual carriageway all the way between Witney and Oxford would be more appropriate. This scheme will be redundant by the time its built and will not improve journey times for most road users. A link from Dukes cut to the pear tree roundabout also makes 100 times more sense given a vast amount of vehicles using this road will take this route from the Wolvercote roundabout! Diverting them early would massively improve the efficiency of the Wolvercote roundabout.	Significant concerns	Dual carriageway the whole route and do the job properly first time!!	Strongly support		Support		Neutral	Spped limits will be pointless as the traffic won't flow any better than now during peak times so will crawl below 30 anyway!	Would not change current bus use		Less likely		Significant concerns	As stated earlier the ONLY solution for the Majority of road users is a full dual carriageway scheme.
Support	Would depend on the amount of cross-flow traffic generated, too much would just result in more tailbacks, in rush hour the current road backs up all the way to the Witney bypass.	Neutral		Significant concerns	A lot of the people I have spoken to are, like me, NOT going into Oxford, therefore a park and ride with extra bus lanes is just a complete waste of space. Improving links to the A34/A40 to remove the bottleneck of the Wolvercote roundabout would be far preferable.	Significant concerns	Again, if you are traveling too far to use a bike, or are not going into Oxford, this is a complete waste of space.	Neutral		Neutral	Whilst I support anything that would make cyclists safer, there are many of us who have no option but to use cars, either because of medical reasons or because public transport does not go where we want to go / takes too many changes or / too much time.	Neutral	Slowing traffic beyond a certain point produces more congestion than the improvements in safety	I don't travel by bus	The buses do not go where I want to go, I do not go into Oxford, merely around or past it.	do not cycle on the A40	I have health problems that preclude cycling for in excess of 16 miles.	Significant concerns	As previously stated, I'm not going into Oxford, as far as I can see, all this scheme will do is make my journey worse.

Strongly support	This is the solution to the problem of additional traffic, but it does just push the traffic and tailbacks away from Witney towards Eynsham.	Strongly support	This will enable the back roads to be used for shortcuts/alternate routes if the A40 is busy for locals who know the roads, at the moment the issue is that it is very dangerous to try and go west from the northern access so few people use it, having the roundabout will mean an additional route is available if the A40 is busy during rush hours, as you are not increasing the dual carriageway all the way to Oxford, this will become a nice rat run.	Minor concerns	I understand why there is a huge drive for buses to be used rather than cars, but I think you are being a bit over the top. CO2 is 19 and electric cars have changed everything. I will try to avoid uninvested public transport like busRS and trains due to the spread of the virus. If I had to go into Oxford I would use a cycle park and ride to minimise my time on the bus. I drive an electric car but you have made no provisions for me or to incentivise others to go electric. Buses used are so polluting with their big Diesel engines that I think they need to be removed from the roads. Electric vehicles should be allowed to use the bus lanes if you are so determined to have the bus lanes. My preferred option would be for you to Dual carriageway the entire road between Oxford and Witney, this would reduce the times for the buses as capacity would be doubled for all road users. At no time do you talk about through traffic. How does this	Significant concerns	It's a waste of money. Either end the bus lane before the bridge and get them to merge with the traffic for the duration of the bridge until the other side where the new bus lane starts. Or better still add an additional lane for all road users to split the flow of traffic so we can get past Oxford to where we need/want to get to (not Oxford)	Minor concerns	Linking as many of the cycle routes as possible is a great idea. But, how many people do you expect to take a leisurely bike along side a 4 lane, 2 bus + 2 car, main road to get there? The amount of pollution you inhale from the ride between Cassington and this new addition will do more damage to your lungs than the fitness does you good! Build cycle lanes away from the most polluting areas and people will use them. So is it value for money?	Significant concerns	Other than the few people who are riding to work and back in Oxford, the pollution created by the vehicles makes this area unsuitable for any leisurely cycling and walking. Spend the money on cycle lanes and paths that can be used to link towns and villages where the pollution is a lot lower. Link Witney to Carterton via cycle path. Not Witney to Oxford.	Minor concerns	If the road is suitable and there are fewer side roads joining the A40 there is no need to reduce the speed limits. They should be kept as high as safe to do so to allow people to be on their way.	Would not change current bus use	Covid-19 has removed any want to get on a bus. The ventilation and closeness of people is too risky. I would rather shop locally in Witney. Drive to an out of town retail area in Swindon, Oxford outskirts or Banbury or just order on the internet. Same with trains at the moment. It's time to switch to focusing on mass electric individual transport and ditch the polluting diesel buses.	do not cycle on the A40	The pollution is horrendous. Why would you cycle next to all the fumes? Including from the buses.	Minor concerns	The extension of the dual carriageway is good, the roundabouts are fine and limiting the roads joining the main road will improve safety. The bus lanes is a waste of time and money, the dual carriageway should be continued all the way to Oxford to increase road capacity for all users. This should be combined with a mass push to electric vehicles to reduce pollution. Public transport will never recover from Covid-19. By the time this project is complete, 2024, 30-40% of all new road vehicles will be electric and that figure will keep going up. You are behind the times again. Look to the future more.
Significant concerns	At present traffic flows freely along this stretch of road in both directions, so while it would be nice I can't see it being an effective use of the money available.	Significant concerns	Any alterations/obstructions to traffic flow on this already free flowing section will have a negative impact on traffic flow.	Significant concerns	The proposed bus lanes will not affect a reduction in traffic flow, as the majority of vehicle movements along the A40 are through traffic and not Oxford commuters. Also by not having a continuous west bound bus lane through to the Wolvercote roundabout those few commuters who choose to use the F&R will soon abandon it due to the time it will take to get through, not only the traffic light controlled Wolvercote roundabout but also the two additional sets of traffic lights, that you've conveniently forgot to mention on the A40 as part of the Oxford North development. The A40 should be connected directly to the A34 at Pear tree roundabout, that would ease traffic congestion.	Significant concerns	It shows on the animated graphics that the eastbound bus lane will cross what takes cut railway and canal bridges in its own dedicated lane. Is this correct? as the railway bridge is very narrow! How do you intend to widen this ancient structure, with all the disruption to the railway that that will inevitably incur? or as I suspect you will, merge the bus lane at that point with the southbound carriageway using bus priority traffic lights? These were clearly visible on the original drawings that were put out for consultation before the covid outbreak.	Significant concerns	If it means, as I suspect it will, a set of pelican crossings to gain access to the canal towpath, then I reject it on economic grounds. As I feel the cost would far out way its use.	Significant concerns	All very good but it is not addressing the problem of reducing the volume of traffic on the A40. Most of which is not Oxford commuter traffic.	Neutral	Less likely	There is not a bus service from Long Hanborough to Eynsham anymore so I would not use any service on the A40. And on a cold winters morning I'm certainly not going to defrost my car to travel the 4 miles to wait for a bus, and then have to do the same in the evening!	do not cycle on the A40	Significant concerns	Looks a good idea on paper but I'm afraid it will not address the problem of congestion on the A40. The A40 is a through trunk road with at present 32000 vehicle movements a day and only a very small percentage of that are commuters to Oxford. The main cause of the congestion at present are the traffic lights at Eynsham and Cassington and the Wolvercote roundabout. Adding additional lights and roundabouts will only add to the problem. what you have failed to mention is that all this traffic (and it will get worse as you build the 5,965 additional houses + business parks along the route) will terminate at a roundabout in a residential part of Oxford, that as we speak, is having 480 homes and businesses built(Oxford North) next to it. And that will include another two sets of traffic lights between Dukes Cut and Wolvercote roundabout. The A40 should be directly connected to the A34 at pear tree roundabout if any		
Strongly support	Needs dual carriageway all to Oxford as is the main route from the M5 to Oxford (and beyond).	Significant concerns	Will slow the road down like you already have with the roundabout by Carbridge. Which should have been a slip on and off. It's a dangerous roundabout and is too tight, so it's a repeat, another mistake.	Significant concerns	The traffic will simply build there instead of Witney. You are moving the problem and won't resolve. Buses are too infrequent and not a viable option if onward travel is to say, London. Which will be using the A40 as the only route linking the M5 to the M40 if you live in Oxfordshire.	Significant concerns	As before. Creates traffic and people don't want to go on buses as don't allow frequency, flexibility, or the travel I need to go on to London.	Neutral	You need to look at links all along the A40. Carterton has no safe link to Witney so wouldn't benefit me.	Support	Better than a bus Lane	Neutral	Dual carriageway speeds would allow the best option. As it should get people quickly through.	Less likely	As buses aren't frequent so negates the need for a bus Lane. Nor do buses go where I need them to go. Bus lanes will simply force cars to queue and not resolve.	More likely	More likely to cycle, however Carterton needs a link to enable me to get there.	Minor concerns	Dual carriageway I support and feel supporting the bus lanes for more dual carriageway to cater for the issue of cars queuing. How about a link from the A40 to the A34 missing out Wolvercote. As that would solve the congestion at that end. Park and Ride and a bus lane, you are assuming people are going to Oxford, which many aren't so wouldn't solve the traffic issues.
Strongly support	This will remove them both neck at the bridge where it becomes one lane	Significant concerns	Creating a roundabout at this junction will cause traffic flow to slow and if it is designed as poorly as the new roundabout near Carbridge there will be a significant number of accidents. Surely a roundabout either side with slip roads (such as at Micheldever on the A34 would be a better solution)	Significant concerns	In all honesty how many people will actually use the buses or the park and ride? Firstly you have Coronavirus, secondly buses are expensive and don't get you to where you want to go. A better solution would be a camera controlled 2+ lane as seen in Bristol. Then any vehicle can use the lane as long as there is more than just the driver rather than the odd bus every hour.	Significant concerns	I've lived in Carterton for 8 years and only for a bus to Oxford once. The rest of the time I have used the A40 to drive beyond Oxford. Bus lanes are not the answer. Either dual it for everyone to use or construct 2+ lanes.	Minor concerns	I cannot cycle it of Carterton to the A40 safely. So this does not affect me at all until you sort that out.	Significant concerns	I live in Carterton... Tell me how I get out of Carterton to the East of Witney to use this without being killed in the Curbridge Rd or the road to to Mister Lovell	Significant concerns	National the whole way. A nice simple clear dual carriageway without roundabouts or traffic lights.	don't travel by bus	Buses from Carterton to Oxford take hours and are over priced. Buses don't go to other places that I actually travel to. Have you tried carrying all your shopping on a bus? Does the driver sanitise the seat every time someone gets off?	do not cycle on the A40	I cannot get to the A40 by bicycle from Carterton. So not remotely helpful	Significant concerns	You are moving the bottle neck to the Eynsham roundabout. Dual the entire road without obstruction from roundabouts and traffic lights all the way to Wolvercote and put a link road to the A34 straight from the A40. Bus lanes are pointless when the road is used for cars travelling from Cheltenham to London. I feel you believe that people ONLY travel to Oxford on the A40 and I'm afraid you are wrong.
Support	The flow of traffic is such that a dual carriageway is needed. The proposed Eynsham Park and Ride site should reduce traffic flow east of it to a level for which a single carriageway will be adequate for the foreseeable future.	Support	The existing junction is dangerous. However, grade separation is probably not necessary.	Significant concerns	At the Eynsham Roundabout, bus link movements are such that traffic flow on A40 east of the roundabout is less than traffic flow west of it. When looking to reduce bus journey times, a bus lane should only be introduced if the lack of capacity downstream can not be overcome. Overcoming the lack of capacity downstream benefits all vehicles; bus lanes benefit buses only (and taxis if allowed to use them). That's why, for the A40 between Eynsham Roundabout and Wolvercote roundabout, I consider bus lanes to be inappropriate. I would much prefer an A40/A44 link road to give some relief to the Wolvercote roundabout, and an appropriate improvement to the Eynsham Roundabout.	Significant concerns	There will be no need for the bus lane if a new link road is built from immediately east of Duke's Cut bridges to the A44 Loop Farm Roundabout. That link would reduce traffic at the Wolvercote Roundabout and benefit all motor vehicles, not just buses.	Minor concerns	Because of the constraints, extra careful detailed design will be required.	Strongly support	The existing shared cycleway/footways are too narrow.	Strongly support	Current speed limits allow vehicles to go too fast.	Would not change current bus use	I have been able to avoid using buses during periods of congestion.	do not cycle on the A40	I don't own a bicycle.	Significant concerns	I support the A40 Dual Carriageway Extension and the bus lanes from Eynsham Park & Ride to Eynsham Roundabout, and the cycleway/footways. However I consider the bus lanes from Eynsham Roundabout to east of Dukes Cut to be the wrong way of overcoming the problems. They will benefit buses, but not other motor vehicles. An A40-A44 link road would relieve eastbound congestion; improvement of the Eynsham Roundabout would relieve westbound congestion. What plans are there for an A40/A44 link road to relieve the Wolvercote Roundabout?
Minor concerns	I worry that widening the road will encourage more traffic and more commuting from Witney to Oxford (increasing congestion in other places and contributing to pollution and CO2 emissions). I would prefer keeping capacity for private cars the same and investing in buses/train/cycling infrastructure as a way of reducing traffic load on the roads.	Support	I do not use this junction, but I could see why it would be unpleasant for users who live in Bernard Gate.	Strongly support	A very good idea, bus travel from Witney to Oxford is a nightmare, and dedicated bus lanes will improve journey times and encourage public transport use. I think these bus lanes should extend all the way to Witney one day, if possible.	Strongly support	A good idea.	Strongly support	Very good idea, connecting cycle routes is very important.	Strongly support	Good, having good quality 3m+ paths will be useful, and connecting to the tow path will help for long-range cycle journeys and longer commutes.	Support	More likely	More likely	More likely	More likely	Support	Supportive of all measures other than the dual carriageway extension. The rationale of having bus lanes from Oxford to Eynsham that are then cut from Eynsham to Witney doesn't seem clear to me - why not bus lanes all the way to Witney?	
Strongly support	Capacity improvement is needed along the A40 between Oxford and Witney. This is a part of that route, so support it strongly.	Neutral	Part of me thinks "not ANOTHER roundabout on the A40 to slow me down" but I see it could be safer.	Support	For my purposes, I would prefer it dulled all the way to A34. However, I can see the big problem is commuters (green and more in the future) needing to get from Witney to Oxford each day. If you had a dual carriageway to the Wolvercote Roundabout, it will cause chaos and you've not really got anywhere else to put the traffic once it gets to Oxford. Therefore, I can see why you'd have this combination of Park and Ride and buses into town. The bus lanes will be essential in getting people to use the Park & Ride.	Support	For my purposes, a dual carriageway to the A34 would be best. But I can see the main issue is commuters to and from Witney. If you built a dual carriageway all the way to the Wolvercote Roundabout, it would be gridlocked in the morning peak. And you have nowhere else to send the traffic because all the ways into Oxford are constrained. You would need the bus lane in order to tempt people to use the Park & Ride. There's no point building the park and ride unless there's an uninterrupted bus lane all the way to Wolvercote Roundabout.	Neutral	Creating more connections sounds good to me, but I live too far away to use it.	Support	If you build a high-quality, safe route for cycles, I can see some people using that for commuting, especially in the summer. It's too far from where I live and travel to for me personally to use.	Neutral	I didn't look at the speed limits in detail. Some of them looked a bit low to me (as a car driver). However, I can see that if you've got cars, buses and cycles all moving around, I accept that there will have to be some speed limits that feel too low.	I don't travel by bus	do not cycle on the A40	Support	I support it because I can see it is the best way to increase commuting capacity in this location. If there's any way to get rid of some of the signalised peed/cycle crossings on your plans and replace them with cycleway bridges, that would be great. There's too much stop-start on the A40 as it is. And if any of the junctions could be grade separated, that would also be great for the same reason. Don't give up on the idea of building a railway between Witney and Oxford - if you start the wheels turning now, by the time it's built, it will be needed - even with this thing built. What would really help me is a direct connection between the A40 and the Peartree Roundabout.		
Significant concerns	I am very concerned that you not made any provision for allowing room for the proposed Railway being proposed by the Witney to Oxford Transport Group. Your whole scheme for the new Salt Cross Village plus all the other new houses in West Oxfordshire will not be viable without this railway providing another source of transport to take people out of their private cars. Now that the leader of the council has been defeated in the local elections the way must be clear to allow for this Railway. We know that he opposed it. Please do not lose this opportunity to have a viable mix of bus, Railway and cycle in the future on this route.	Neutral		Strongly support		Strongly support		Strongly support		Support		More likely		do not cycle on the A40	Significant concerns	I have outlined them above in an earlier response. They concern the lack of provision for the proposed Railway planned by the Witney to Oxford Transport Group.			

Significant concerns	Although I am pleased to see an extension of the dual carriageway, sadly, I think it will only move the morning commute misery 2.1 miles East. For those of us living West of Oxford, with little option but to use a car for our daily business, we all want to see dual carriageway with as few lights and roundabouts as possible all the way to the M40.	Neutral	Not sure how this will improve things and if it is anything like the poorly designed and lit roundabout recently put in at Curbridge, the only people that will benefit is crash recovery firms and car repair centres.	Neutral	On the odd occasion I use the bus to Oxford, this will be of benefit, but I'd still rather see greater investment for all road users, especially car drivers from West of Oxford that have only seen increasing misery as they try to go about their daily business.	Neutral	See previous response regarding bus lanes.	Neutral	As a keen cyclist, I believe we are well-catered for. However, the surface of the main cycle route alongside the A40 for the most part is somewhere between bumpy and dangerous. If it were my investment, I'd improve the current cycle paths before starting new ones.	Significant concerns	I think my biggest issue is the focus on pedestrians and cyclists. In my 16-years of living in Carterton I have never heard anyone mention the difficulties of cycling or walking in, around and towards Oxford. I also have heard few complaints about our public transport. What I hear and experience almost daily is the miserable and worsening delays caused to car drivers. For some of us we have no option but to drive due to the requirements of our business. It must be great if you're based in Oxford 5 days per week at a fixed place of business, in that case, I'd use public transport. But for many jobs the only option is a car or van.	Minor concerns	For the 15-miles I have to travel regularly between Carterton & Oxford the speed limits are irrelevant as my average speed at peak times is 15-20 miles per hour. All the proposed limits are in excess of this, but in all likelihood will be impossible to achieve at peak times except on the dual carriageway sections. All off-peak times I simply can not understand why the speed limits are being reduced.	Would not change current bus use	I always use a bus if I can achieve my objectives without using a car. These proposals will make no changes to this criterion.	Would not change cycling habits	Cycling is already good in Oxfordshire, this will make no difference.	Significant concerns	I think it's very trendy but does little to reduce the slight inflicted on the essential car & van driving residents of West Oxfordshire by the A40. The #2 Smart Corridor Project is just another kick in the teeth for us.
Support		Support		Significant concerns	It is known that the effect of this will be to seriously slow down all other traffic, and I do not believe there is going to be sufficient demand for or provision of new bus services to make the imposition on private vehicle and commercial traffic worthwhile.	Significant concerns	As with the rest of the project, this is going to be very disruptive to non bus traffic, for very little benefit, given the level of demand and provision of buses.	Strongly support		Minor concerns	I am concerned about the number of crossings and the way these are and are not controlled.	Minor concerns	Basically, lower speed limits will increase journey times. That will not make much difference during the normal working day, but will be a great frustration in quiet periods and at night.	Would not change current bus use		do not cycle on the A40		Significant concerns	
Support	The volume of traffic on the A40 has demanded a dual carriage way all the way to Wolvercote for the past 20 years	Neutral	Flowing the traffic makes total sense however, this study has not analysed where the 30,000 vehicles per day are actually trying to go. It isn't into Oxford. I would suggest (as a user of the road) that the vast majority just want to get to the M40 or around Oxford. These schemes will do nothing to help them	Significant concerns	As before, the vast majority of traffic doesn't want to get into Oxford and would do anything to avoid the bottleneck if an alternative was available. A slip road on the ring road before the Wolvercote roundabout would be preferable.	Significant concerns	Again, where is the analysis that A40 traffic is trying to get into Oxford? This option satiates a demand for a pro and ride to avoid the bottleneck of traffic density surely you must have studied the flow and where the vehicles are trying to get to?	Neutral	I have never tried to cycle to get to the M40 so I don't see how this would be helpful	Significant concerns	As with all responses, this will not help us trying to get to the M40 or around Oxford. This option satiates a governmental "green" box ticking exercise but will not ease traffic flow.	Significant concerns	This is laughable. Have any councillors tried to use the A40 recently? The speed limit is currently 60 but we're stuck to hit 15.....	I don't travel by bus	I don't travel into Oxford.....	do not cycle on the A40	I don't try to get into Oxford on the A40. All these questions appear to have a bias that everyone is trying to get into the city, this is a false planning assumption which has potentially skewed the solution. ESO to make the traffic situation exactly the same (much like the "improvements" made 3 or 4 years ago!!!!)	Significant concerns	This does not address the point of where are people actually trying to get. The assumption is that all traffic is trying to get into Oxford. This is a false planning assumption which has potentially skewed the solution. ESO to make the traffic situation exactly the same (much like the "improvements" made 3 or 4 years ago!!!!)
Support	The A40 is a Highways Agency trunk route and a main artery from Gloucester and Cheltenham that is currently chaotic at busy times of the day because of the final roundabout into Oxford eastbound and the numerous traffic lights heading westbound. The dual carriageway addresses a minor part of the problem without really addressing the underlying problems.	Minor concerns	The basic idea of a roundabout is not a bad one but the side comment that there may be a case for installing pedestrian crossing lights undermines the whole idea. I realise that it is a cheaper solution when compared with a bridge or subway but the lights undermine the whole idea of improved traffic flow. Having said that, bearing in mind the nature of the land and the possibility of flood water a subway would have problems of its own.	Minor concerns	Whilst this may be an excellent idea to encourage the future occupiers of the new developments to use the bus into Oxford rather than their car it brings with it considerable downsides. Buses are frequent along the route already and it would be good to speed them up for the reasons mentioned but for overall traffic flow improvement a continuation of the dual carriageway would move double the amount of traffic to the benefit of everyone except for the fact that the biggest issue on the route is not addressed. Heading eastbound even now traffic backs up for miles in the mornings approaching the first roundabout in Oxford and I don't see any proposal to deal with that issue. In fact in numerous places the low hanging fruit is being plucked and the trickier propositions left to rot.	Significant concerns	Dukes Cut is the prime example of addressing a symptom and not a cause. I have to bear in mind that this is not a Highways Agency scheme to improve a trunk route but a local council scheme, funded by developers, to get new occupiers onto the bus rather than into their cars. The scheme will get buses to the front of the queue with no improvement for the rest of traffic or possibly a slight detriment. Unfortunately this parochial view results in a failure to take the major steps needed to address the problems at the roundabout concerned. In an ideal world (for traffic) there would be a flyover for A40 traffic to simply go over the top but that will not happen without severe impact on the houses just beyond the roundabout. What is more achievable is a dilution of the level of traffic and there are ways to achieve this. At Duke's Cut there could be a slip road that heads north to the A34 intersection that	Support	I am a complete supporter of segregating cycle paths from roads wherever possible and this proposal removes the unnecessary hazard of road crossing after Dukes Cut.	Neutral	The existing facilities are well used at the moment and I see no excuse for reducing or removing them. The canal towpath conversion will serve to enhance the facility. I am only neutral in my support because I will not be cycling to Oxford from Gloucestershire.	Significant concerns	There is little case that can be made for reducing the speed limits on much of the route although possibly on the approach to roundabouts and any pedestrian/cycle crossing that might be in place as a hazard to all. The existing situation sees traffic either slowing at the limit speed out of the rush hours or crawling during the rush. There might be an argument that the dual carriageway will bring traffic onto the back of the queue quicker so they would need something to slow them down. This a problem initiated by the scheme proposed but might be better addressed with variable speed limits.	Would not change current bus use	The only bus use available to me is the 853 which Stagecoach have taken over from Swanbrook. Previously some of its timings ran through Churchdown travelling between Gloucester, Cheltenham and Oxford but now it is simply Cheltenham to Oxford. It is not frequent in the sparsely populated landscape and now involves a change of bus in Cheltenham for me.	do not cycle on the A40	The focus of the scheme is wrong in that it should give a high priority to getting traffic off the ends of the stretch of road so that it flows better along the length of it. I am not speaking simply as a car driver but with a view to HGV traffic as well. Instead it is a scheme of two parts, firstly adding a hardly significant bit of dual carriageway that it extremely easy to do and secondly the move buses faster along the jams that will remain on the rest of the route. As a significant part of the cost is being met by developers rather than being properly funded by the Highways Agency this is not really surprising.		
Support		Support		Strongly support		Strongly support		Support	Good idea but tow path needs an upgrade as well.	Strongly support		Don't know	More likely	More likely	More likely	Strongly support			
Support	Aside from possible pedestrian crossing at Barnard Gate, this will help flow of traffic. However I am concerned that the current bottleneck heading toward Barnard Gate at the end of the current dual carriageway will simply be moved down to the park and ride scheme unless the right turn to Eynsham (Whitney Rd) is reduced as a choke point. I also am concerned that the extra toucan crossing will make the traffic jams worse as more people will walk across to park and ride. Finally I hope that the Lower Rd /about is made quicker	Support	As long as it remains a two lane /about and not reduced to one lane in each direction	Support	As long as the road (east bound) before the BMW garage is not squeezed then this should not slow traffic from today's times	Minor concerns	As long as the road (east bound) before the BMW garage is not squeezed then this should not slow traffic from today's times	Neutral		Significant concerns	Unless there is an underpass at Eynsham I am concerned that the congestion will be even worse as people cross the A40 to get to park and ride	Neutral	I don't travel by bus	My children will be happier to use the bus between Carterton and Oxford, but I will always use the car	do not cycle on the A40		Support	I support all the aspects that might cut congestion and reduce travel times. My main concern, which I am interested to hear more about on the webinar, is on the effectiveness of the changes to lower the /about and, importantly, the Cassington Junction. The congestion caused at Cassington Highways/Eynsham /about in the afternoon is awful and is even more annoying considering how little traffic there is coming out of Cassington.	
Strongly support		Strongly support		Significant concerns	better to make dual carriageway open to all vehicles	Significant concerns	better to make dual carriageway open to all vehicles	Neutral		Neutral		Significant concerns	unnecessary to restrict speed limits by so much - keep to national speed limits as much as possible in the interests of business	Would not change current bus use	Would not change current bus use	Would not change cycling habits		Minor concerns	
Support	This section of road is a significant bottleneck even now during the weekends. During the carriage way will help with the congestion. The change is from my point of view a positive one in general particularly for access to Witney for shopping, entertainment and eating out. On the negative side increasing the flow of traffic may in fact encourage more journeys both from local traffic and also long-distance HGVs.	Minor concerns	My concern would be that this roundabout may reduce the flow of traffic, thus hampering the gains from diverting east of Eynsham.	Significant concerns	I am in support of public transport in general and often cycle to Long Hanborough where my main office is. However, my concerns with the emphasis here on the bus lanes are as follows: (i) With >5000 houses potentially being built in East Witney, Eynsham and elsewhere along the corridor I find it hard to believe that the 10,000+ people in these houses will mainly use public transport. I suspect that the buses will be inadequate as infrastructure to transport a large increase in people travelling from west to east and back again into Oxford and elsewhere given much of this housing is overspill from the city. The Park and Ride is totally inadequate faced with this massive scale of development. (ii) I believe one way to significantly reduce the reliance on private vehicles for transport is the introduction of a railway, tram system or guided bus (in order of preference) along the route of the	Significant concerns	My main concerns are as outlined in the previous section with regards to the inadequacy of the bus lanes and buses to cater for the increased housing proposed along the A40 Corridor. Further, I have several other concerns regards this section of the scheme: Widening of the road and the cycle way will take land from the north of the A40. This will have an impact on biodiversity. Some of this land to the north of Cassington is identified as being in good condition for restoration to lowland meadows. It is also likely it will include removing much of the existing trees and hedges running along the north side of the A40 both of which reduce pollution and noise from the road. I would like to be reassured that any expansion of the carriageway would come with significant landscaping to reduce traffic noise and pollution impacts on Cassington and also to restore	Strongly support	This is great idea and will allow cyclists to cycle into Oxford without the hazard of the Pear Tree Roundabout which is extremely dangerous for cyclists traversing it or crossing at the lights (I have nearly been hit twice by vehicles speeding through reds at this junction).	Neutral	On the positive side I am very pleased that cycle and pedestrian routes are to be improved both on the north and south side of the A40. I note that there is no screening or protection for cyclists from the traffic on the carriageway which is unfortunate as the pollution and noise are unpleasant, so cyclists like me will be wearing a face mask. This route is very important in encouraging people out of their cars and onto bikes for commuting to and from Oxford (from Cassington - 25 minutes). The link to NCH is also extremely commendable and offers the possibility of avoiding the pear Tree roundabout to get into Oxford as well as family cycling during the weekend. The down side is the "uncontrolled crossing" for one of the few walking routes from Cassington to the countryside. This particular walk allows access to Dony Mead and other lowland meadows and flood	Strongly support	The speed limit is set too high for much of this route at present so lowering it will increase safety and probably allow traffic to flow better. How will it be enforced though?	Would not change current bus use	If I need to travel to Oxford it is generally by bike or, if I have the family with me, by car. I do occasionally use the bus. The main issue with the current buses that stop at the Cassington bus stop is that the service stops early in the evening. If the buses extend operating times as a result of improvements this will encourage me to use the bus more often.	Would not change cycling habits	I have used the existing route for the last 10 years. It has its problems and the widening of the cycle tracks will help with some of these. The verges will still need to be maintained (better than now I hope).	Significant concerns	As stated in the questionnaire earlier I have significant concerns that this scheme is inadequate to handle the increase in traffic that will result from the building of >5000 homes along the A40 corridor. More is needed, including or instead in my view a railway from Carterton / Witney to Eynsham, Cassington and Vinton, running into Oxford. Further measures to reduce traffic may also be needed with the present proposed scheme of without a railway to get people out of their cars. Specific concerns include the increasing pollution and noise from the A40 which may be exacerbated both by increased traffic and destruction of vegetation screening the road. Also, the "uncontrolled" crossing of the public right of way is dangerous and actually will discourage people from exercise and enjoying the countryside.
Significant concerns	My major concern is that by only lengthening the dual carriageway to Eynsham that it will merely push the chokepoint to Eynsham and that there will still be daily lengthy tailbacks up to Oxford. Especially as there will be more private vehicles on the road as the large scale housing projects are built along the A40 it is not merely inconvenience of traveling when there are such tailbacks of stationary traffic. It is no fun wondering if you will make a medical appointment you have waited two years for because of traffic issues, despite leaving an hour early. This is a reality for those of us using the A40. There is also the serious impact to air quality when vehicles have their engines on whilst stationary or are hopping between stationary and 1st gear in queues of traffic. The ideal is for us to all have electric vehicles but this won't happen in the anticipated timescales. In addition I am concerned that the	Minor concerns	This seems a good place to slow the traffic down as it enters Eynsham. I would hope that pedestrians and cyclists crossing this and the other roundabouts are thought of in the planning. At peak times crossing the road at the Eynsham roundabout is difficult, and dangerous	Significant concerns	Dukes Cut will become another chokepoint. Stopping planes at this location will not ease current traffic issues, let alone when the multitude of private vehicles that come from the large scale housing projects along the A40 are built or the increase in buses from the Park and Ride. Again any chokepoint causes stationary or slow moving tailbacks which impacts on daily life for those of us using the A40, and poor air quality for those of us living by the A40 or using the pathways as cyclists, pedestrians and mobility scooter users.	Minor concerns	Replacement of uncut verges, hedgerows and mature trees must be part of the plan to help with the climate, our local air quality and wildlife.	Support	An extra cycle route to connect to Oxford is a good idea. Certainly given the poor air quality along the A40. My only concern is the safety of using this route at night.	Strongly support	Given how poor the air quality is currently, and how this is made worse by stationary tailbacks of vehicles then replacement of uncut verges, hedgerows and mature trees must be part of the plan to help with the climate, our local air quality and wildlife.	Support	Currently I may as well be sat in my own car if I am to be sat in tailbacks on the A40, and bus service which flows more easily and more quickly would be of benefit. Though given there is no Sunday Service and no evening service currently along the first part of the A40 this would need to be improved too.	More likely	do not cycle on the A40	I am physically unable to cycle.	Significant concerns	The retaining of a chokepoint at Dukes Cut is of major concern, and I believe limit the extent of the use of the project.	
Significant concerns	I don't think this will solve traffic congestion and the focus should be on a bi-directional bus lane to encourage bus users, rather than encouraging car drivers	Neutral		Strongly support	You should go further and introduce a bi-directional bus lane from Carterton to Oxford	Strongly support	You should go further and introduce a bi-directional bus lane from Carterton to Oxford	Strongly support	Current cycle path is very poor and whole thing needs updating	Strongly support	Cycling provision is v poor and needs vast investment to make more attractive and easier to use	Neutral	Would not change current bus use	More likely	More likely	Support	While I support it on the whole, I think it needs to be more ambitious and introduce a bi-directional bus lane from Carterton to Oxford		

Support		Neutral		Support		Support		Strongly support		Minor concerns	I'm concerned that there is no controlled crossing on the Lower Rd for cyclists. Vehicle's exit the roundabout at speed at its particularly challenging to cross. Where the cycle lane is right next to the road/bus lane this is a concern due to safety. Ideally the cycle/footpath would be some distance away from the road to reduce the impact of air pollution on health. Due to the length of the cycle path between Witney and Oxford most cyclists are more on the serious end of commuting, and there for use clip-in pedals. This is a huge pain where cycle paths require continuous stopping etc. Please consider how many times an individual would need to do this along the whole route, this can impact on the decision to cycle or take the car.	Neutral		More likely	I work in Headington, it ultimately has to be more efficient and cheaper to travel by bus than it does car, otherwise individuals will not convert.	More likely	Please see previous comments on cycling. The current paths are terrible, but some concerns over proposed design.	Support	
Significant concerns	The data for putting a park and ride at Eynsham just doesn't stack up. Most people using the A40 are not travelling to central Oxford.	Significant concerns	This will significantly slow traffic on already busy stretch of road.	Significant concerns	As I have already said the data just doesn't stack up. The majority of A40 users are not travelling to central Oxford.	Significant concerns	See answer to question 10	Significant concerns	There would need to be significant improvements to the canal towpath as it isn't currently wide enough in an number of places for a cyclist and wheelchair user to pass safely. I know this from experience.	Neutral		Would not change current bus use	Why would I change the current bus service from Eynsham to Oxford is very good	do not cycle on the A40			Significant concerns	a complete waste of money and a missed opportunity for a more innovative project. The Council have stopped listening to residents who will be most affected by these plans. Please take a step back and re-assess the data.	
Significant concerns	Destroying valuable land and 1. Some alterations to the A40 to safely accommodate new junctions and accesses are required. 2. The upgrades of cycle tracks and footway are broadly welcomed. 3. The proposal to widen the A40 to provide 2 lanes for general traffic between Witney and Eynsham is not supported for the following reasons: • Contrary to the overall objectives, it will encourage more use of cars and increase emissions along the corridor. • It will increase traffic movements, emissions and congestion over a much wider area. • It will undermine the relative attractiveness of public transport and cycling and the objective of increasing their use. • It will involve unnecessary land acquisition and construction (with its attendant embedded carbon). • It will increase costs. • It will be ineffective at reducing congestion as the capacity constraints will remain at the	Support	Enhanced Safety	Strongly support	Essential to protect public transport from congestion and encourage modal transfer from cars both for existing road users and also trips undertaken by new residents and businesses.	Support	The proposal is supported as far as it goes, but the scheme here needs to be much more ambitious as follows: • There needs to be a dedicated bus/public transport lane in both directions to minimise delays to public transport and maximise its attractiveness, while in the longer term potentially accommodating some form of mass transit vehicle, possibly on rails. • The major source of delay to public transport on the A40 corridor is on the approach to the Wolvercote roundabout. Every effort should be made to ensure the bus lane does not stop short of this roundabout and effective priority for public transport incorporated into the Northern Gateway development.	Strongly support	Essential to maximise cycle trips on the corridor.	Support	To maximise walking and cycling on the corridor.	Support	Broody happy with the balance of speed and road safety.	Would not change current bus use	Journey times will be shorter and timetables more reliable.	do not cycle on the A40		Significant concerns	1. Surely its best to increase use of public transport. 2. Elements of the proposals are not however consistent with them. In particular the dualling between Witney and Eynsham is not supported for the following reasons: • Contrary to the overall objectives, it will encourage more use of cars and increase emissions along the corridor. • It will increase traffic movements, emissions and congestion over a much wider area. • It will undermine the relative attractiveness of public transport and cycling and the objective of increasing their use. • It will involve unnecessary land acquisition and construction (with its attendant embedded carbon). • It will increase costs. • It will be ineffective at reducing congestion as the capacity constraints will remain at the junctions closer to Oxford (and where general traffic lanes reduce
Strongly support		Strongly support		Significant concerns	This does not address the key problem that you're trying to simply share out road space. This is old fashioned and short sighted - invest instead in a rail link to Witney, ideally integrated with a light rail, eg. to Abingdon to give a genuine alternative means of travel. Invest in proper off road surfaced cycle paths, copying for example the Science Vale scheme to give a real alternative to using the roads	Significant concerns	As per previous answer, this idea does not address the congestion problem, you should be bolder in creating viable alternative routes like rail and light rail and away from road cycle routes between towns	Significant concerns	The key concern is that if this is built, it must be mandatory to use - there is limited space for different modes of transport in this corridor, all of which have their uses, but each should be segregated. Assuming this is built then cycling should be prohibited in the adjacent bus and general vehicle lanes.	Significant concerns	This is very welcome if, and only if, it is mandatory to use with a prohibition on cycling in the adjacent bus and general vehicle lanes	Significant concerns	The A40 is a trunk route and so the bus should be in favour of the national speed limit unless there is a good reason not to apply it	Would not change current bus use	In general bus travel doesn't solve congestion problems. I'd use a rail or tram alternative very readily.	More likely	Proper segregated facilities, ideally mandatory to use, reduce conflict over road space and allow everyone to progress their journey safely.	Don't know	
Significant concerns	The problem with this part of the improvements is that it will simply move the beginning of the bottleneck eastwards and intensify it between Eynsham and the Park & Ride/garden village, where the road will become single carriageway in both directions again for all traffic except buses, and where in addition the greatest amount of traffic will be leaving or joining the A40 from the north and south. Furthermore, contrary to your claims at the webinar, by putting in two new roundabouts (including the developer roundabout) close to a highly complex signalised junction at the Park & Ride, not to mention a series of Toucan crossings, you will be adding more time to the journey for traffic other than buses than you suggest will be saved. Even for buses, it will not be much (if any) better at Eynsham, since they will have to leave the A40 and go into the Park & Ride.	Minor concerns	It looks as though the new roundabout will make it safer for people joining the A40 at Barnard Gate and South Leigh. However, it will not make it quicker to turn left (although it will be quicker to turn right). Currently, the traffic sometimes slows down to let people out here, but usually they just have to wait. With a roundabout they will still have to wait, either for a big enough gap, as now, or for someone to turn right to leave the A40 here, which will allow them to make a dash for it. This won't be like the Eynsham roundabout, where many vehicles turn left or right here it happens rarely. Furthermore, the traffic will now be travelling even faster in the approach to the roundabout, because of the dualling, and although it will have to slow down for the roundabout, it will not be in a position to relinquish its priority and let someone out, because this	Neutral		Neutral		Support		Support		Significant concerns	The speed limits are still too high to be safe. From the Barnard Gate/South Leigh roundabout to the 'Developer roundabout', the speed limit should be 40 mph. From the 'Developer roundabout' through the Park & Ride to Eynsham roundabout, the speed limit should be 30 mph. This will be an urban zone with many complicated turn-offs, stoppages and enforced lane changes. There will be serious accidents if speed limits are not further reduced. Furthermore, retaining a national speed limit for most of the already dangerous Lower Road is reckless. From at least Church Hanborough to Eynsham roundabout, it should be 40 mph, rather than just for the last 100 metres or so. You have received a well supported petition about this.	More likely	do not cycle on the A40	Significant concerns	I do not believe that the 'improvements' will make any appreciable positive difference, except for bus users, for whom bus lanes alone would suffice. The interpolation of a Park & Ride next to a completely new settlement of 2,000 homes, science park, shops and other urban facilities -- not to mention the extra traffic from West Eynsham and new developments in Witney and elsewhere to the west and north -- will quickly clog up any relative increase in capacity and undermine any advantages the bus lanes might bring. As many people have said at along (and they have been largely ignored throughout), placing a Park & Ride and garden village to the north of Eynsham presents insurmountable obstacles to improvements on the A40. If a Park & Ride is needed at all, it should be placed closer to Witney, leaving dual carriageway and/or bus lanes all the way to Oxford as planned; and a garden village is not required to meet consistently inflated		
Strongly support	The A40 ought to be dual carriageway from Oxford to Burford.	Significant concerns	Some roundabouts are overly disruptive to the dominant traffic flows. Slip roads preferred.	Significant concerns	I would prefer to see a full length dual carriageway all the way to the A34 together with a slip road onto the A34(N) from the A40(I). That would alleviate traffic congestion at the Wolvercote roundabout and should have been included when the A34 bridges over river, rail and canal were replaced. A corresponding slip road (A34(N) to A40(W)) should also be considered.	Significant concerns	See response to Q10.	Support		Neutral		Minor concerns	This is a nationally significant through route for longer distance traffic, it should be built in such a way as to facilitate such traffic flows (slip roads and overbridges / underpasses) rather than impede it with numerous roundabouts, traffic lights etc.	I don't travel by bus	do not cycle on the A40	Significant concerns	The focus appears to be facilitating housebuilding rather than recognising that the A40 is a strategic through route for the nationwide movement of goods and people.		
Significant concerns	This scheme does not make any realistic attempt to improve traffic on the A40. The net effect will be for more traffic to "rat run" through my village. The A40 is the major axis route to West Oxfordshire and you are treating an urban road rather than looking to be a trunk route, which is required.	Neutral		Significant concerns	South Leigh floods regularly and we need alternative routes out of the village as at times Station Road is impassable. If the A40 is to be dualled some mechanisms are required for joining it. I do not want a roundabout because it impedes the traffic flow and hence contributes to traffic seeking alternative routes. As the A40 scheme does not attempt to deal with the traffic this will become an easy exit from the traffic queues. A bridge and slips would be far better and accommodate cyclists.	Significant concerns	The bus lanes undermine the true requirements for the A40 - it needs to be upgraded. The A40 does not cope with the current volumes of traffic and will not accommodate the extra volumes due to the new housing in the area. The notion that the park and ride and buses will make any significant difference is simply wrong. 800 cars (even several times over) to allow for reuse for short trips will not tickle the daily traffic movements.	Strongly support	This results in narrower carriageways for road users and no passing room for breakdowns. The scheme does not look planned for cyclists or pedestrians either.	Significant concerns	The A40 is not a pleasant cycle route and no-one would choose it for pleasure. There will be little separation between the carriageway and the pedestrians/cyclists. There should be cycle routes developed to provide a healthy and pleasant way of getting around, rather than lip service to the idea, tacked on to the margins of a busy road.	Significant concerns	The A40 is the main route into West Oxfordshire and you are treating as an urban road. During peak time no one reaches the speed limit, so introducing speed limits will not reduce congestion. Why introduce speed limits when there is the freedom to move more quickly?	I don't travel by bus	do not cycle on the A40	Significant concerns	This scheme does not address the traffic problems and only seems intent on encouraging bus travel. This will not resolve the issue without a massive enlargement of the bus routes, offering comparable convenience and costs as motoring. Even if A40 north of the proposed new development at Eynsham to a new junction on A34.		
Significant concerns	We will have cars travelling at speed to come to the same bottleneck that currently exists to the west of Witney. Speed limits should be reduced by further 10 mph on those proposed.	Strongly support	Currently a very dangerous junction.	Significant concerns	Not sure this will help. Pretty uncertain that the park and ride will be utilised as most traffic on A40 going west around Oxford and north and south on A34. I think it is a waste of money, the A40 should be diverted to a created junction on the A34, this should start to the West of Eynsham. Alternatively, full support should be given to the proposed rail connection, this at least would reduce the pollution on the A40 and maybe go some way to support the national government aim to reduce harmful pollution.	Neutral	I have no opinion as I believe the bus lanes are a waste of time.	Support	We should be encouraging cycling, although it must be unpleasant due to the amount of pollution on the A40.	Support		Significant concerns	As mentioned previously all proposed speed limits should be reduced by a further 10 mph.	Would not change current bus use	I currently use the S1 to travel to Oxford and Witney, this is an excellent service so no requirement for me to use buses along A40.	Would not change cycling habits	I wouldn't cycle along the A40, I travelled along the A40 by bicycle (some 10 years ago, the exhaust fumes made it so unpleasant I stopped cycling. With addition of an extra 3000+ homes along the A40, the exhaust fumes and associated damaging pollution will only increase.	Significant concerns	Sorry, I cannot see any advantage of a park and ride, bus lanes or improvements for cyclists! We need to explore other alternatives and invest the money spent on what will surely be a waste, on other options. rail link, reduce exhaust fumes and pollution. Down A40 north of the proposed new development at Eynsham to a new junction on A34.
Minor concerns	Motorcycle shared use in bus lanes	Minor concerns	Probably cause more traffic restrictions	Minor concerns	No cycle barrier to keep cycling safe	Minor concerns	Unable to view virtual exhibition	Minor concerns	To path not wide enough	Minor concerns	Poor visibility in wet weather	Neutral	Virtual exhibition unreadable	I don't travel by bus		More likely	If it was safer	Neutral	Virtual exhibition unreadable
Strongly support	Will ease traffic congestion	Strongly support	This is a notoriously dangerous junction; something needs to be done soon before there are more fatalities	Support	The success of this depends on the take-up of the park & ride, which will depend on the reliability, cost & frequency of service. If these are observed this will help ease congestion, maybe in tandem with a rail line. I'm concerned that by not making this section (Eynsham to Duke's Cut) into dual carriageway for cars there will be a bottleneck & very slow traffic. I wonder whether dual carriageway plus cycle lane plus railway line might be a better long-term option?	Support	If having a bus lane it needs to be as complete as possible, otherwise buses will slow down traffic	Support	This could be useful, more important would be to ensure a good wide-enough cycle path right along the A40 from Witney to the Wolvercote roundabout	Strongly support	Yes, yes, yes! This would encourage more people to cycle (and maybe walk), which would reduce air in an environmentally friendly way. Not exactly sure where Duke's Cut is, not clear from the map I looked at, but vital that the cycle path looks right through to the Wolvercote/Woodstock Road roundabout and doesn't just stop at the canal/A34 bridge.	Neutral	Not entirely convinced that the speeds need to be lowered as much as proposed in places, but no strong feelings.	Don't know	Would need to work out whether this is better for getting into Oxford than the current S1 from Eynsham. S1 is convenient but expensive, so if the A40 buses went into Oxford centre and were cheap & frequent I might user them occasionally.	More likely	I already cycle regularly along the A40, a well-maintained cycle route would encourage me to increase this usage still more.	Strongly support	Something needs to be done & this ticks many boxes for me. My main concern is whether the park & ride buses will have enough take-up to significantly reduce traffic - it will need to be cheap enough & frequent enough. Integrated thinking with a possible rail line is also needed. If this could also be combined with a much-needed community path from Eynsham to Botley I would be extremely happy!

Significant concerns	The proposal for dual carriageway is welcome but the concern is that the new traffic lights at the new P&R will cause significant delays to the free moving traffic. As is currently the case on the A40, the use of traffic lights on such an important arterial route causes major congestion and long lines of slow moving and standing traffic, increasing journey times and pollution levels	Neutral		Significant concerns	What number of the 30000 car journeys stated on this road are from local traffic (ie Witney to Oxford)? the A40 is a major trunk route and the majority of traffic is likely to be long distance through journeys from London to the Cotswolds and beyond. The dualling of the road instead of one lane plus bus lane would provide a more effective way of reducing congestion. Forcing all cars and large numbers of HGVs into a single lane while maintaining an under occupied bus lane seems madness.	Neutral		Support		Significant concerns	currently very low numbers use the existing cycle paths and it is unlikely that there will be a huge increase in numbers of people cycling or walking - the distances are too far for pedestrians.	Minor concerns	the purpose should be to facilitate quicker travel for ALL users - why are we slowing down car users unnecessarily?	I don't travel by bus		do not cycle on the A40		The A 40 is a major trunk road carrying long distance traffic and should not be treated as a local access route to Oxford	Significant concerns	Insufficient consideration seems to have been given to the main users of the road which are cars and HGVs as most traffic is long distance journeys. Preference seems to be given to peripheral modes of transport which are used by a minority of local residents. Priority should be given to moving vehicle traffic quickly through the area eg by dualling the entire route west of Oxford.
Strongly support	believe it will help the flow of traffic. It is a shame that it cannot proceed to the Lower Road Roundabout.	Strongly support	This junction has become busier over the past few years. As there have been a number of accidents here, this is a welcome idea.	Support	Would prefer a rail option. This is about access to Oxford not helping through traffic towards London. When I was using the A40 daily, I was travelling to Wheatley. Using buses to get into and then out of Oxford took twice as long as using a car.	Support	See response to q10.	Strongly support	I support any proposals to increase safe cycleways.	Strongly support	See response to q12.	Neutral		Would not change current bus use	either use bus, train from Harborough or park and ride and bus to travel into Oxford.	More likely	It looks safer.	Support	I support the dual carriageway extension and the A40 Dukeys Cut scheme. Not so sure about integrated bus lanes scheme. I am worried that emergency vehicles would have problems on this stretch of the road. At the moment, it is easy for traffic to move out of the way of emergency vehicles. When I was using the A40 daily, there was 3 or 4 emergency vehicles travelling this route a week. Also not sure about the narrowing of the road for cars especially at night with glare from headlights.	
Significant concerns	It is a lot of money and environmental damage for very little gain, and goes against the Carbon cutting agenda.	Significant concerns		Strongly support	Improve bus reliability and usage	Strongly support	This is essential for the whole project	Strongly support	Good for active travel	Strongly support	Great for active travel	Strongly support	I support as it will improve safety and boost traffic flow, preventing bunching.	More likely	Greater Reliability and predictable times	Would not change cycling habits			Significant concerns	The bus Lane is positive, but the dual carriageway is clearly not good for the environment
Significant concerns	Induces more traffic and moved bottle neck further down the line	Support	It's safer and manages speed on the road	Support	Less destructive than a dual carriageway	Support	More efficient and desirable bus service	Strongly support	This would save a lot of time.	Significant concerns	Currently very inadequate and poorly maintained	Support	Support any safe speed limits to keep traffic at safe levels, reducing noise pollution	Would not change current bus use	Would more likely use a rail service	More likely		Support	Support but disappointing still no rail link to Eynsham, Witney and Carterton. Would be much more desirable and it was voted most favourably during the consultations last time	
Significant concerns	Bus & segregated cycle lanes should be the priority, not easing congestion for cars. If there is room for another car lane, there is room for a properly segregated cycle lane (not a glorified shared use pavement)	Significant concerns	Cyclists are expected to stop and give way to motors at each exit, causing danger and inconvenience. This sends the message that cyclists are a nuisance who don't have the right to safe and useful direct routes.	Support	It sounds good but I still don't know what an 'integrated bus lane' is	Support	Anything to free up buses from waiting in traffic jams is good	Support	Great idea but the devil is in the detail. If it's basically a pavement which gives way at every junction it will be a missed opportunity.	Support	I support cycle paths which are separated from the main road by a verge. However they will be useless if they disappear/give way at junctions, and no clear information was provided in the exhibition about this detail.	Support		More likely	The more reliable buses are, the more likely I would be to use them.	More likely		Support	Good to see segregated bus and cycle routes being proposed. Shame about the lack of detail on whether these will actually be any good or not	
Significant concerns	Witney Oxford Transport would prefer the funds to be allocated towards public transport and in particular a rail link	Strongly support		Support		Support		Support		Support		Support		More likely		do not cycle on the A40		Significant concerns	Concern about the dualling of the A40 for reasons stated	
Strongly support		Support		Minor concerns	I am concerned that people will not move to buses and the traffic flow will just worsen.	Minor concerns	The bottleneck will not be fixed.	Support		Neutral		Don't know		I don't travel by bus		do not cycle on the A40		Minor concerns		
Significant concerns	A complete waste of money which will merely move the current congestion 2 miles further east. An A40 dual carriageway from the Witney bypass to the M40 is the necessary solution. If this cannot be afforded then the A40/A44 Loop Farm Link must be built from the west of Duke's Cut, to relieve the chronic congestion which the Oxford North development site will undoubtedly cause. Bus lanes are an irrelevance and will merely delay all other vehicles, causing further congestion. The whole project should be put on hold until the feasibility of a railway connecting Carterton / Witney / Eynsham / Yarnton to Oxford / Oxford Parkway has been fully investigated and suitable land provision secured.	Significant concerns	Although this would improve safety for those travelling from Barnard Gate to Witney, it will probably increase the number who choose this route from the A4095 to avoid the Eynsham roundabout.	Significant concerns	It sounds good but I still don't know what an 'integrated bus lane' is	Significant concerns	I strongly oppose this as it would increase congestion for all other traffic. A total waste of money!	Don't know		Significant concerns	Adequate provision already exists. No-one is going to walk 12 miles from Witney to Oxford and few would choose to cycle such a distance, particularly with any shopping or in inclement weather.	Don't know		I don't travel by bus		do not cycle on the A40		Significant concerns	I totally oppose this wholly Oxford-centric proposal. Instead the A40/A44 Loop Farm Link should be prioritised, then a railway connection built from Carterton / Witney / Eynsham / Yarnton to Oxford / Oxford Parkway.	
Significant concerns	Something must be done to improve the A40, we have lived in Eynsham for 35 years and have seen ever increasing traffic, travel times, delays and accident levels. We aren't against reasonable amounts of new housing here, but sensible infrastructure improvement will be the key to life quality for the 10's of thousands of people who live, will live here and travel here. But this proposal currently has various flaws, most important is that the Witney park and ride should be in Witney, not Eynsham. (will your next proposal be for example Eynsham surgery in Burford?) if you complete as proposed, drivers from Witney and further west will carry on in their cars into Oxford, once they have driven that far they won't park and wait for a bus for a stretch remaining drive into the city. Also, it has been reported that 28,000 eastbound cars use the A40 every day (westbound park and ride at High Cogges be more useful than Eynsham?)	Don't know	Another A40 blockage?	Significant concerns	Bus lanes a great idea but if they must go all the way to the Woodstock Rd roundabout	Strongly support	Also westbound needed	Strongly support	Safe cycle lanes needed here	Don't know		Don't know	Less likely	We already use the 51 into Oxford (don't use the A40)	do not cycle on the A40		Significant concerns	Already listed earlier		
Strongly support		Significant concerns	already fatal accidents at the new roundabout on A40	Strongly support	but would be better if park and ride was nearer witney	Strongly support		Strongly support		Strongly support		Don't know	More likely	More likely	do not cycle on the A40		Support	but a park and ride at witney would be better. It is important to also set aside land for the potential of a rail link. For all of the reasons set out above		
Significant concerns	see no point in dualling this road nor in adding bus lanes which have been a demonstrable failure. All that will happen is greater congestion (and pollution) at the Wolvercote roundabout as well as along the length of the road. It would also mean the destruction of hedgerows, verges and natural habitats. Far better to rebuild the railway from Witney to Oxford offering fast travel, adequate car and cycle parking at the stations. Sufficient rolling stock in the sets and frequent services at peak hours. Split hours shifts for the drivers to save providing empty trains during non-peak times	Significant concerns	Simply slows down the traffic	Significant concerns	Bus lanes achieve nothing. Other traffic is simply pushed into one lane and slowed down	Significant concerns	Bus lanes are a waste of money	Significant concerns	Cycle lanes restrict motorised traffic. Cycle lanes on a busy road with motorised traffic is inviting accidents	Significant concerns	Just creating hazards	Significant concerns	I don't travel by bus		do not cycle on the A40		Significant concerns			
Significant concerns	A disgusting waste of public funds that is not going to solve a significant problem with traffic congestion in the area. The naive approach assumes that the use of buses will be better for the environment. It is flawed and assumes that people will not drive but use public transport. The sporadic coverage of public transport in the area still requires people to drive to somewhere to access this sparse public transport, thus negating the whole environmental argument. And this does not cover the huge amount of people that enter the area and do not have immediate access to the public transport for this area. Over the top there is a question of the current pandemic and the proximity of large amounts of people on public transport and the willingness of the public transport companies to cover the possible additional customers, which is highly unlikely given the likelihood of the companies trying to maximise profits against costs.	Significant concerns	Appears to be likely to have a large impact on the surrounding landscape for little or no benefit.	Significant concerns	The cost of these bus lanes are at the expense of solving the issue of congestion on the A40. This is a significant impact on both the environment and the landscape for little or no benefit to any of the users of the A40 other than the bus company themselves. Although that may be the point. This entire scheme does not alter anything other than providing a bus lane that will accommodate the two buses that pass along every hour. The congestion will still remain after the works are done and will have cost a huge amount of public funds to complete. And it does not take into account the length of time the works will take and the massive disruption to the traffic during that time. And also does not appear to take into account the environmental and landscape impact.	Significant concerns	The cost of these bus lanes are at the expense of solving the issue of congestion on the A40. This is a significant impact on both the environment and the landscape for little or no benefit to any of the users of the A40 other than the bus company themselves. Although that may be the point. This entire scheme does not alter anything other than providing a bus lane that will accommodate the two buses that pass along every hour. The congestion will still remain after the works are done and will have cost a huge amount of public funds to complete. And it does not take into account the length of time the works will take and the massive disruption to the traffic during that time. And also does not appear to take into account the environmental and landscape impact.	Neutral	Whilst I do not cycle, I feel that it is important to remove cyclist from a fast moving road such as the A40. Therefore, whilst I do not have strong views on this proposal, removing the possibility of dangers for road users and cyclists cannot be a bad thing.	Neutral		Neutral		I don't travel by bus		do not cycle on the A40		Significant concerns	I have spent a significant length of time already setting out my concerns with regard to this development and the waste of public funds and the fact that this will not address the congestion problem. Whilst I feel strongly about my views on this development I am aware that nothing I can say will alter the fact that this development will be carried out. Again, it appears that the public consultation needs to be seen to be done and not done to be seen, especially given reports in the press that works have already started, and that works at the Wolvercote Roundabout have started this process.	

Significant concerns	The dualing of the A40 will not be an improvement. The road is already over-congested and building thousands more new houses will make it worse. There will therefore be two lanes of stationary traffic on the new dualled bit, instead of one. The traffic is already stationary on the dualled A40 going eastbound on the approach to the single lane, not just at 'rush hour' times. The A40 is congested at all times of day and any day of the week. The bottleneck will remain at Woodstock Road roundabout to the north of Oxford.	Support	Only support this on the grounds of safety. This is a very dangerous junction. However, it would need to be made so that cars travelling east and west bound have to slow right down on approach.	Support	Construction of bus lanes will improve journey times for buses and therefore might encourage increased bus use. But it might not be enough to do so. Many people who live Carterton to Oxford are not needing to travel into central Oxford itself, where the buses mainly go. There needs to be an increase of connectivity here. The buses to the hospitals circuit are good, and to Headington Brooks. However, many people who work 'locally' are working south of Oxford on Science or other office parks or Unipart, or BMW for example, and those people will not find it convenient to get the bus. And then there are people who work further afield who are simply trying to connect to the A34 and M40 northbound and the M40 south to London. Buses will not help those either.	Support	It will help buses to travel more quickly. And therefore increase bus use slightly perhaps. Although for all the reasons in answer to Q10 the bus use might not increase much.	Strongly support	This may encourage more cycling to work etc in Oxford, and would be much safer than the road via Farmoor and Botley. However, the number of cyclists may not increase much.	Neutral	All good, but I am concerned about width of road, width of provision, speed of traffic, safety of pedestrians and cyclists. Also, currently it is not pleasant to walk or cycle along the A40 as the pollution of the current volume of traffic is too high. So, with increased traffic due to housing developing, you may find that noone wishes to cycle or walk along the road. It is impossible to breathe sometimes now.	Significant concerns	The speed limit from east Witney to beyond Caslington needs to be maximum 30 mph. There will be significant people movement from north of the A40 to south at Eynsham and vice versa, including children and young people due to the provision of education sites. Anything higher than 30 mph will be very dangerous. It is already a stupid idea to have Salt Cross built north of the A40 when the village of Eynsham is immediately south of it.	Would not change current bus use	Travel into Oxford occasionally by bus S1 etc via Botley. It would need to be significantly quicker journey to use bus along A40.	Would not change cycling habits	The air is far too polluted by traffic already to cycle any more to Oxford and from Oxford along the A40. It is difficult to breathe sometimes.	Significant concerns	As previous answers and significantly concerns about the speed of traffic. Also there MUST NOT BE an underpass. This is a ludicrous idea and other parts of the country are taking them out/closing them because they are dangerous, frightening, unused due to fear, places that noone wants to go even in daytime. Old fashioned and not in right place either. Need a significant amount of traffic light operated crossings from one side of A40 to other north to south from Eynsham to Salt Cross.
Significant concerns	The dualing of the A40 will not be an improvement. The road is already over-congested and building thousands more new houses will make it worse. There will therefore be two lanes of stationary traffic on the new dualled bit, instead of one. The traffic is already stationary on the dualled A40 going eastbound on the approach to the single lane, not just at 'rush hour' times. The A40 is congested at all times of day and any day of the week. The bottleneck will remain at Woodstock Road roundabout to the north of Oxford.	Support	Only support this on the grounds of safety. This is a very dangerous junction. However, it would need to be made so that cars travelling east and west bound have to slow right down on approach.	Support	Construction of bus lanes will improve journey times for buses and therefore might encourage increased bus use. But it might not be enough to do so. Many people who live Carterton to Oxford are not needing to travel into central Oxford itself, where the buses mainly go. There needs to be an increase of connectivity here. The buses to the hospitals circuit are good, and to Headington Brooks. However, many people who work 'locally' are working south of Oxford on Science or other office parks or Unipart, or BMW for example, and those people will not find it convenient to get the bus. And then there are people who work further afield who are simply trying to connect to the A34 and M40 northbound and the M40 south to London. Buses will not help those either.	Support	It will help buses to travel more quickly. And therefore increase bus use slightly perhaps. Although for all the reasons in answer to Q10 the bus use might not increase much.	Strongly support	This may encourage more cycling to work etc in Oxford, and would be much safer than the road via Farmoor and Botley. However, the number of cyclists may not increase much.	Neutral	All good, but I am concerned about width of road, width of provision, speed of traffic, safety of pedestrians and cyclists. Also, currently it is not pleasant to walk or cycle along the A40 as the pollution of the current volume of traffic is too high. So, with increased traffic due to housing developing, you may find that noone wishes to cycle or walk along the road. It is impossible to breathe sometimes now.	Significant concerns	The speed limit from east Witney to beyond Caslington needs to be maximum 30 mph. There will be significant people movement from north of the A40 to south at Eynsham and vice versa, including children and young people due to the provision of education sites. Anything higher than 30 mph will be very dangerous. It is already a stupid idea to have Salt Cross built north of the A40 when the village of Eynsham is immediately south of it.	Would not change current bus use	Travel into Oxford occasionally by bus S1 etc via Botley. It would need to be significantly quicker journey to use bus along A40.	Would not change cycling habits	The air is far too polluted by traffic already to cycle any more to Oxford and from Oxford along the A40. It is difficult to breathe sometimes.	Significant concerns	As previous answers and significantly concerns about the speed of traffic. Also there MUST NOT BE an underpass. This is a ludicrous idea and other parts of the country are taking them out/closing them because they are dangerous, frightening, unused due to fear, places that noone wants to go even in daytime. Old fashioned and not in right place either. Need a significant amount of traffic light operated crossings from one side of A40 to other north to south from Eynsham to Salt Cross.
Strongly support		Strongly support		Significant concerns	There is no additional capacity for cars between Eynsham and Oxford. This is a serious concern as the bottle neck is being moved from Barnard Gate to Eynsham. A lot of people who use the A40 are not going to Oxford, but a trying to access A34 or M40. Adding a slip Road for A34 from the A40 would massive reduce traffic onto the pear tree roundabout.	Support		Support		Support		Support		Less likely		I do not cycle on the A40		Significant concerns	
Significant concerns	Doesn't solve the issue of traffic flow. Just moves the bottleneck further down the road and closer to Eynsham	Minor concerns	Would lights be better. Just a single road with limited traffic flow. Is Roundabout there to open up more areas for houses. Roundabout takes up more land and loss of biodiversity	Support	Encourages more use of public transport. However don't think that Park and Ride will be heavily used. Better to have bus lane from Witney with a stop at Eynsham	Support	Encourages more use of public transport.	Strongly support	Active transport. Great. Anything that support cycling is good	Strongly support	Big improvement over the existing cycle lane	Minor concerns	I think that the section through Eynsham should be 30mph given the amount of pedestrian crossing that will take place. Rest of the proposal is good	Would not change current bus use	Will continue to use the S1 to get to Oxford	More likely	Better path so more likely to use it	Support	Would be good to see the active travel arrangement for Harborough station and Botley road included so we have a fully integrated solution Do not support the PR&A think it will not be heavily used. Does little for other road users for which the congestion is a major problem
Strongly support	Road needs widening, currently that road is at a stand still at rush hour	Support	Barnard gate is a hot spot for accidents so hopefully this would reduce this	Support		Support		Neutral		Neutral		Support		Would not change current bus use		I do not cycle on the A40		Strongly support	
Strongly support		Strongly support		Significant concerns	Whilst the park & ride is a laudable concept, in reality most travellers will not use it but continue their journeys to Oxford in their cars. Dualing the road from Witney will just move the rush hour queue two miles nearer to Oxford. The dualing should run all the way to Oxford.	Support	People will not the park & ride.	Neutral		Neutral		Significant concerns	Nobody obeys the 20mph limits in the villages and certainly will not on the A40.	Would not change current bus use		I do not cycle on the A40		Significant concerns	The park & ride will not be used