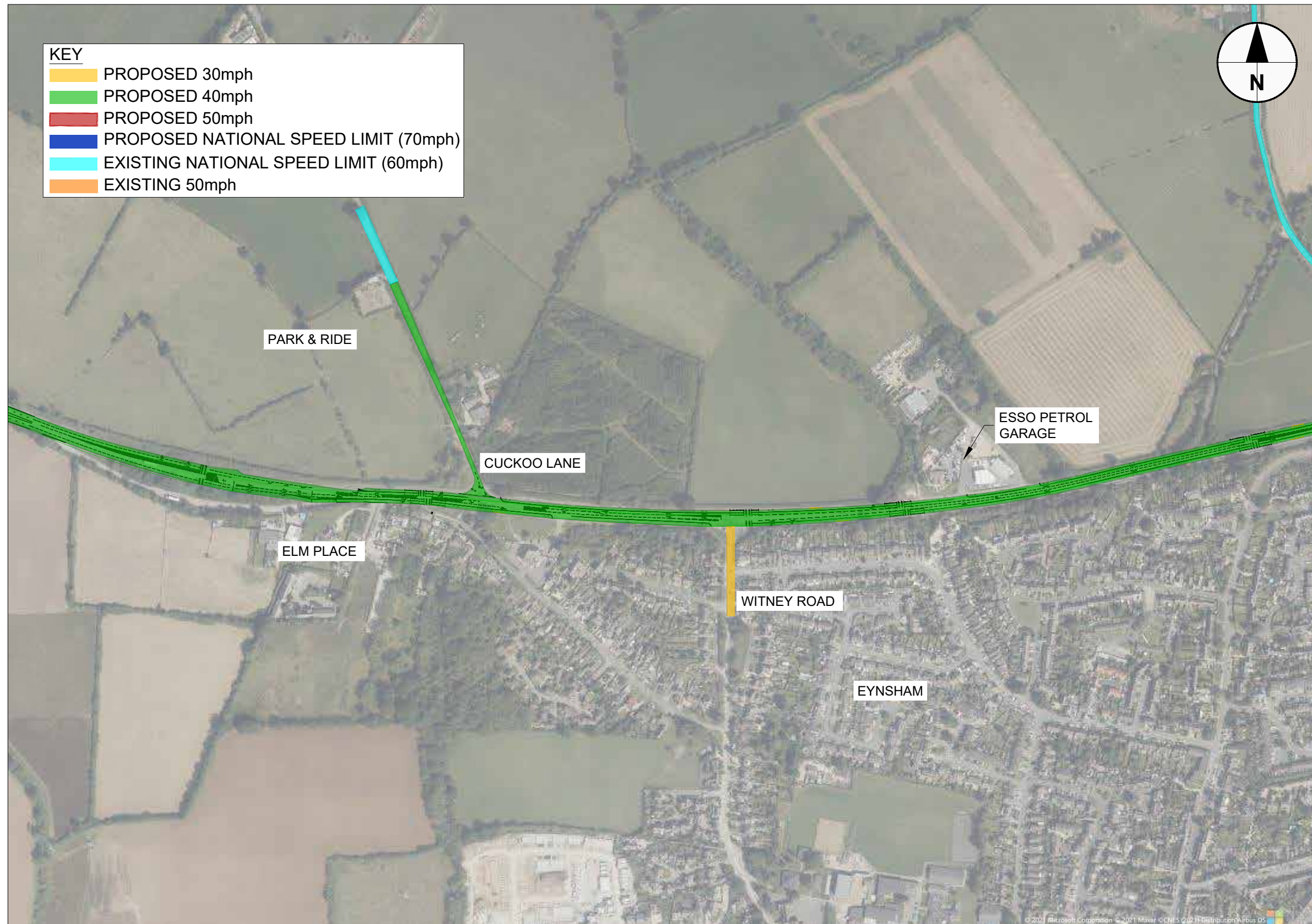
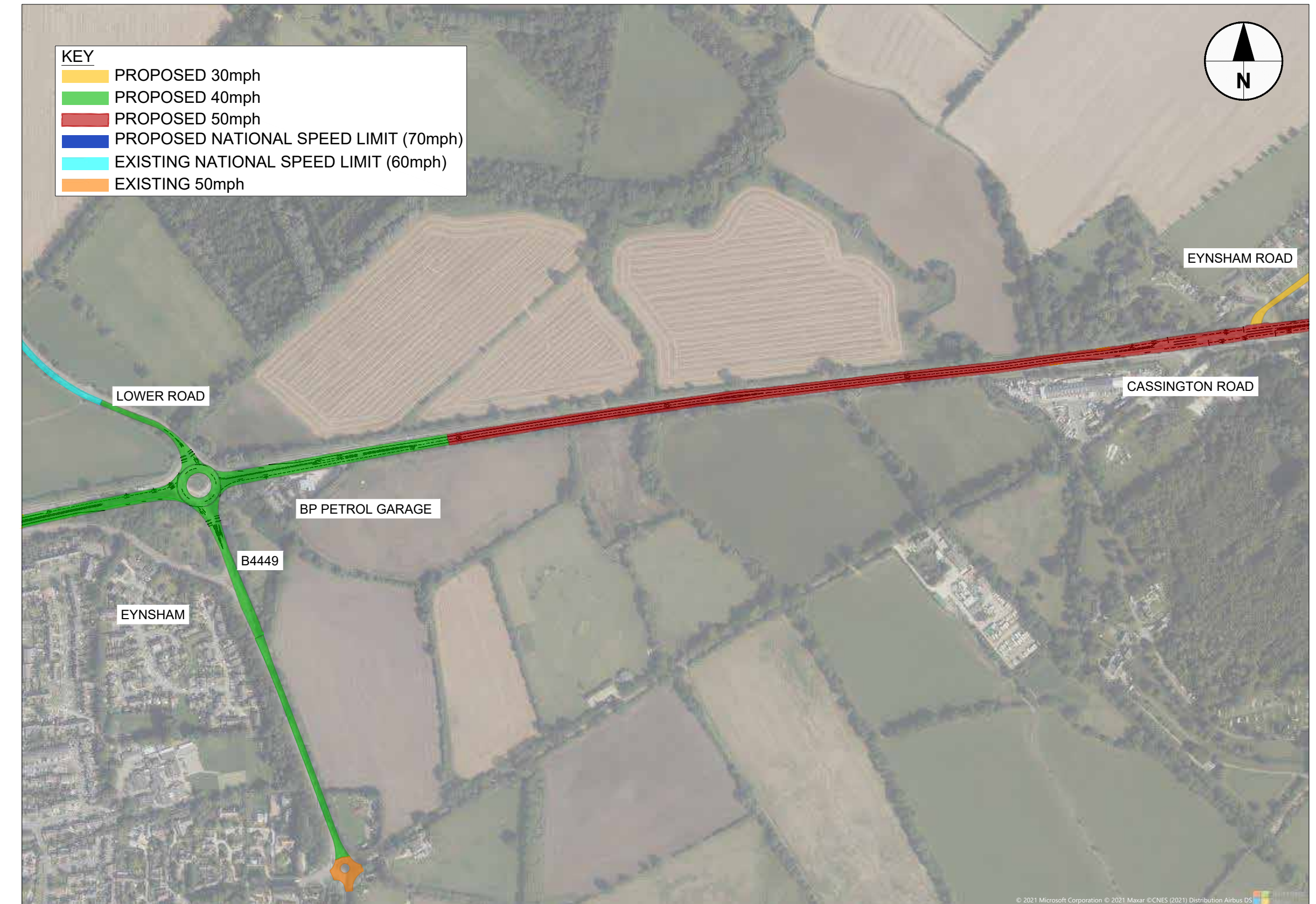


16 Scheme 3: A40 Integrated Bus Lanes

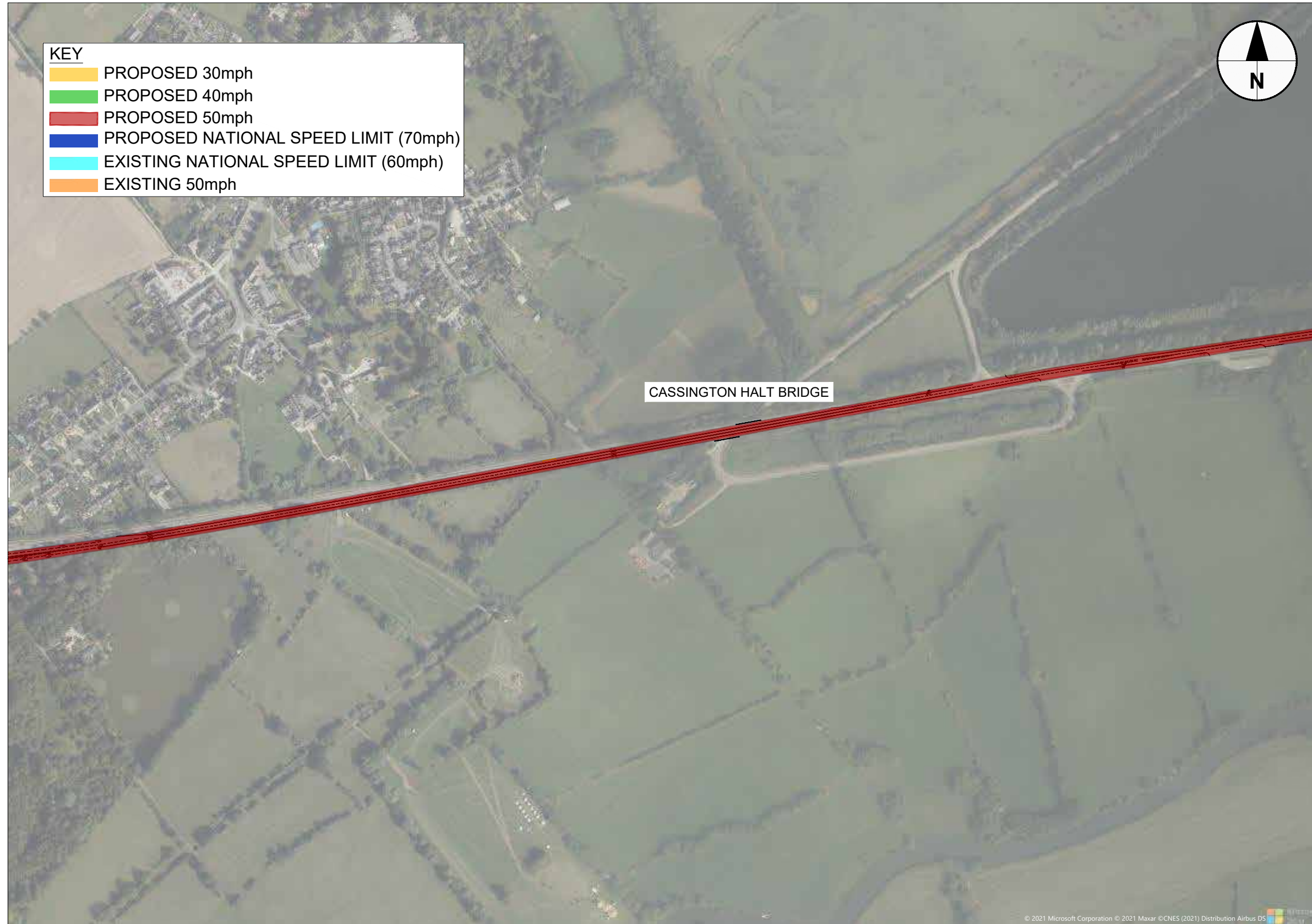


A40 Integrated Bus Lanes Proposed Speed Limits Sheet 1 of 4

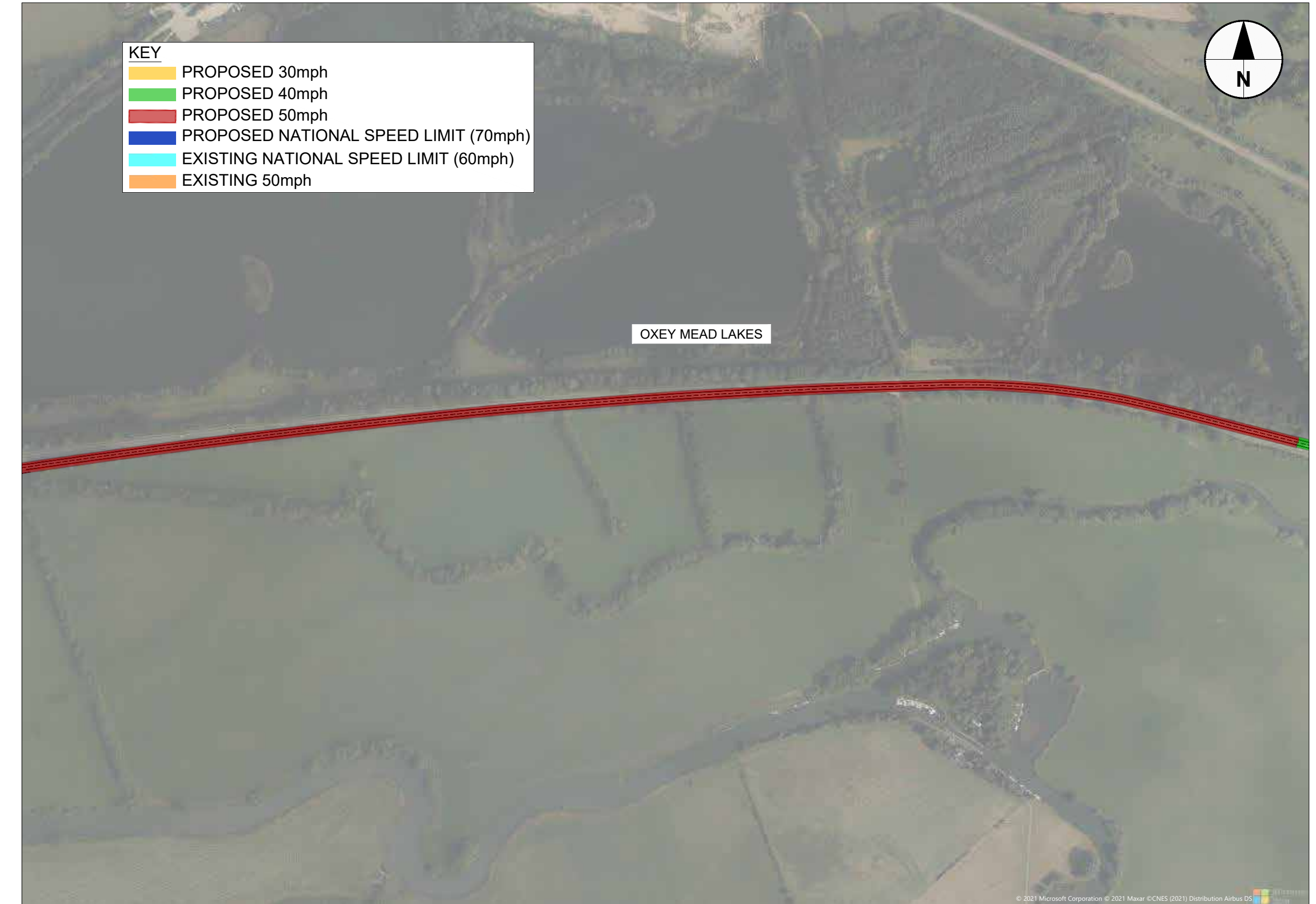


A40 Integrated Bus Lanes Proposed Speed Limits Sheet 2 of 4

17 Scheme 3: A40 Integrated Bus Lanes



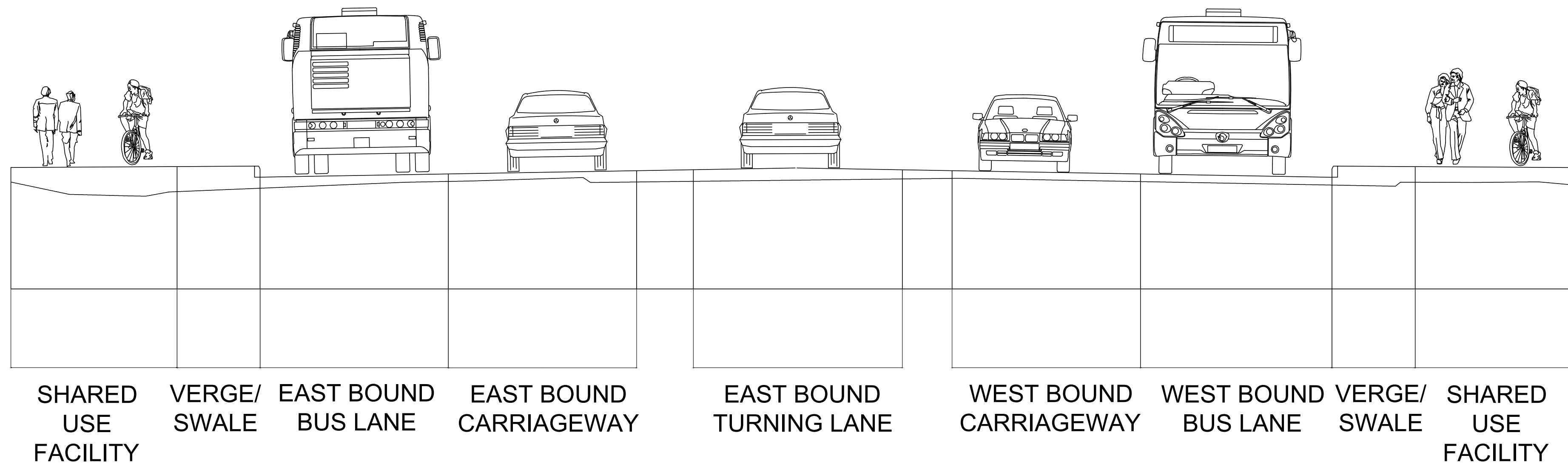
A40 Integrated Bus Lanes Proposed Speed Limits Sheet 3 of 4



A40 Integrated Bus Lanes Proposed Speed Limits Sheet 4 of 4

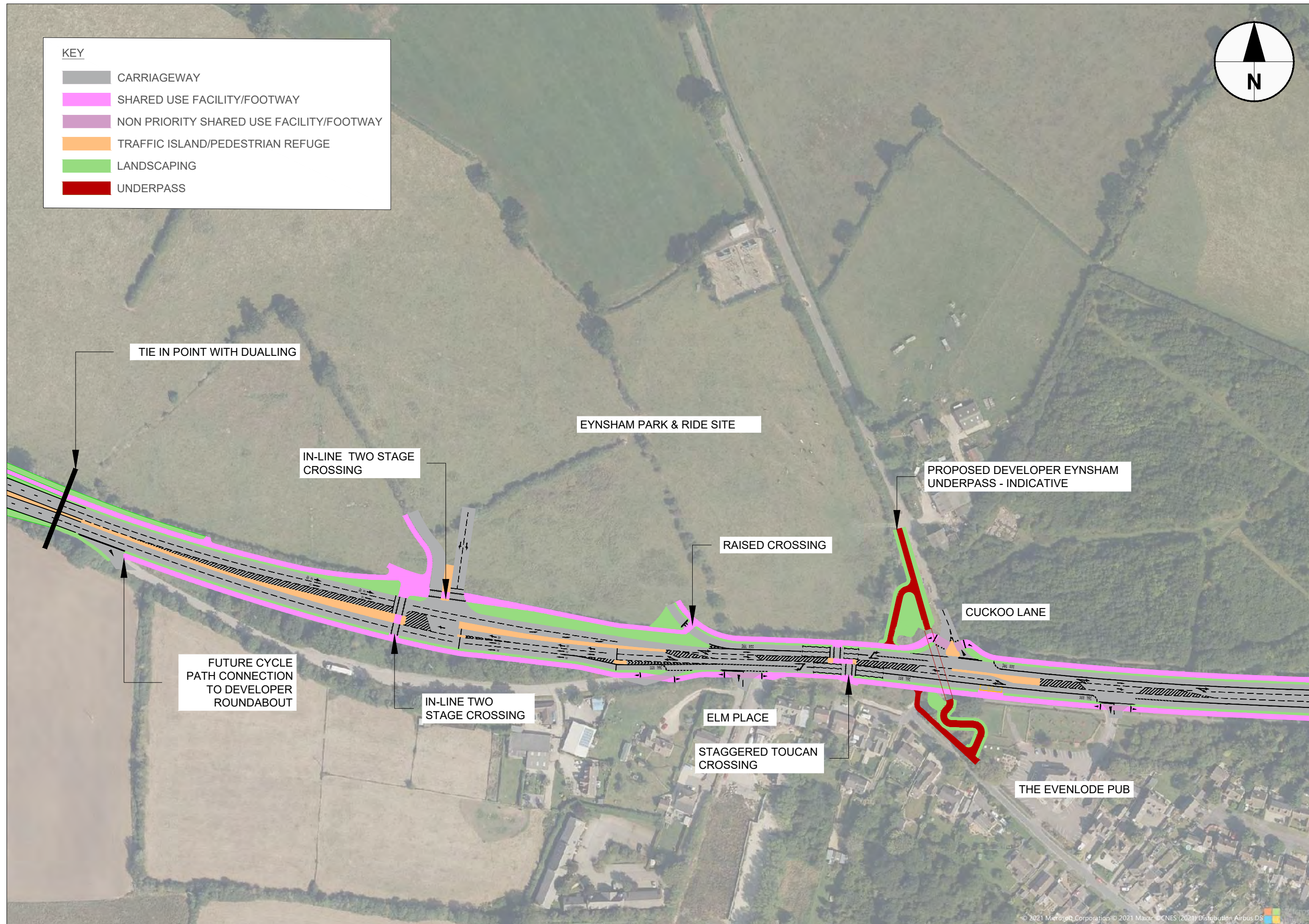
18 Scheme 3: A40 Integrated Bus Lanes

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

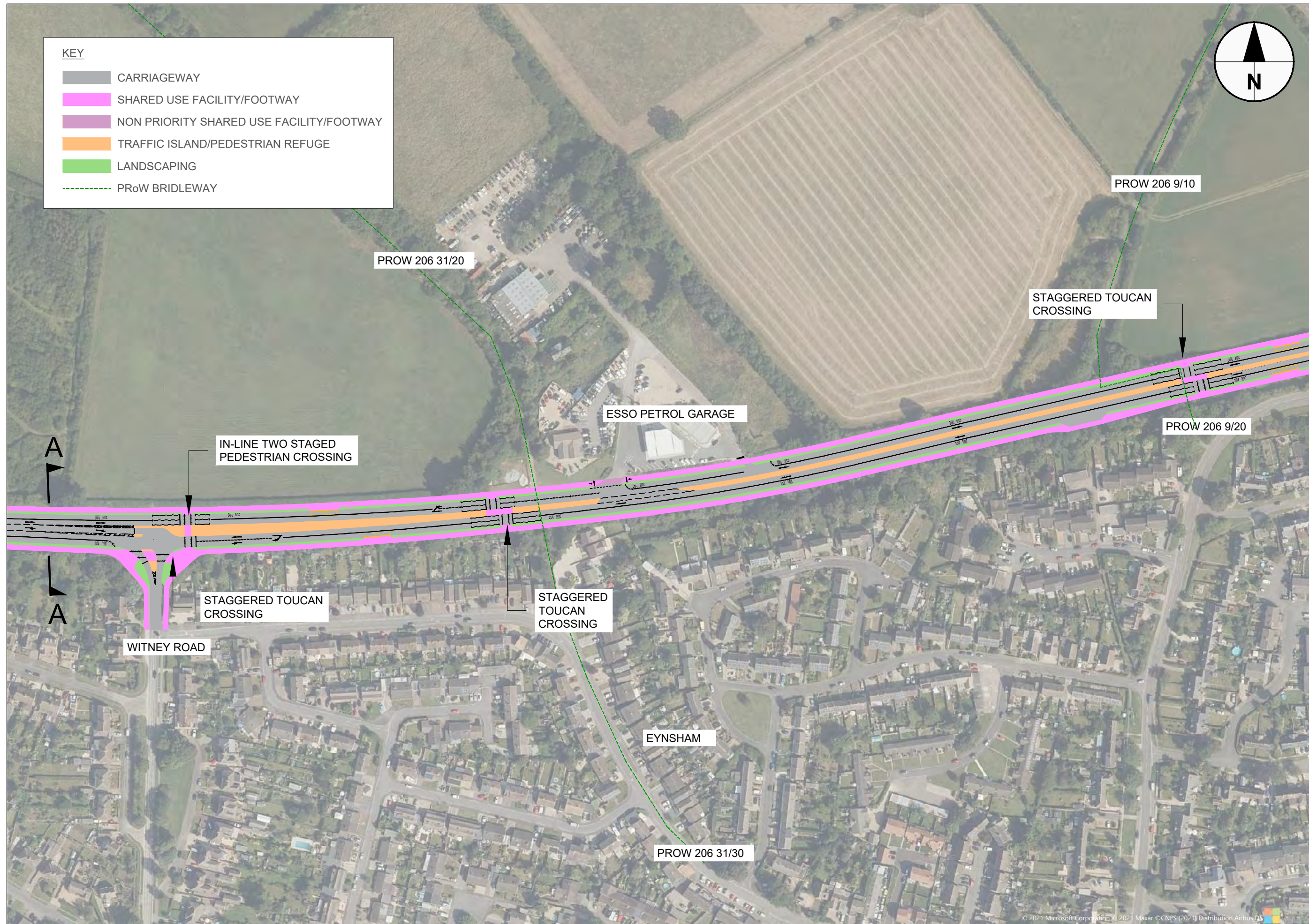


Proposed A40 Integrated Bus Lanes Cross Section A-A

19 Scheme 3: A40 Integrated Bus Lanes



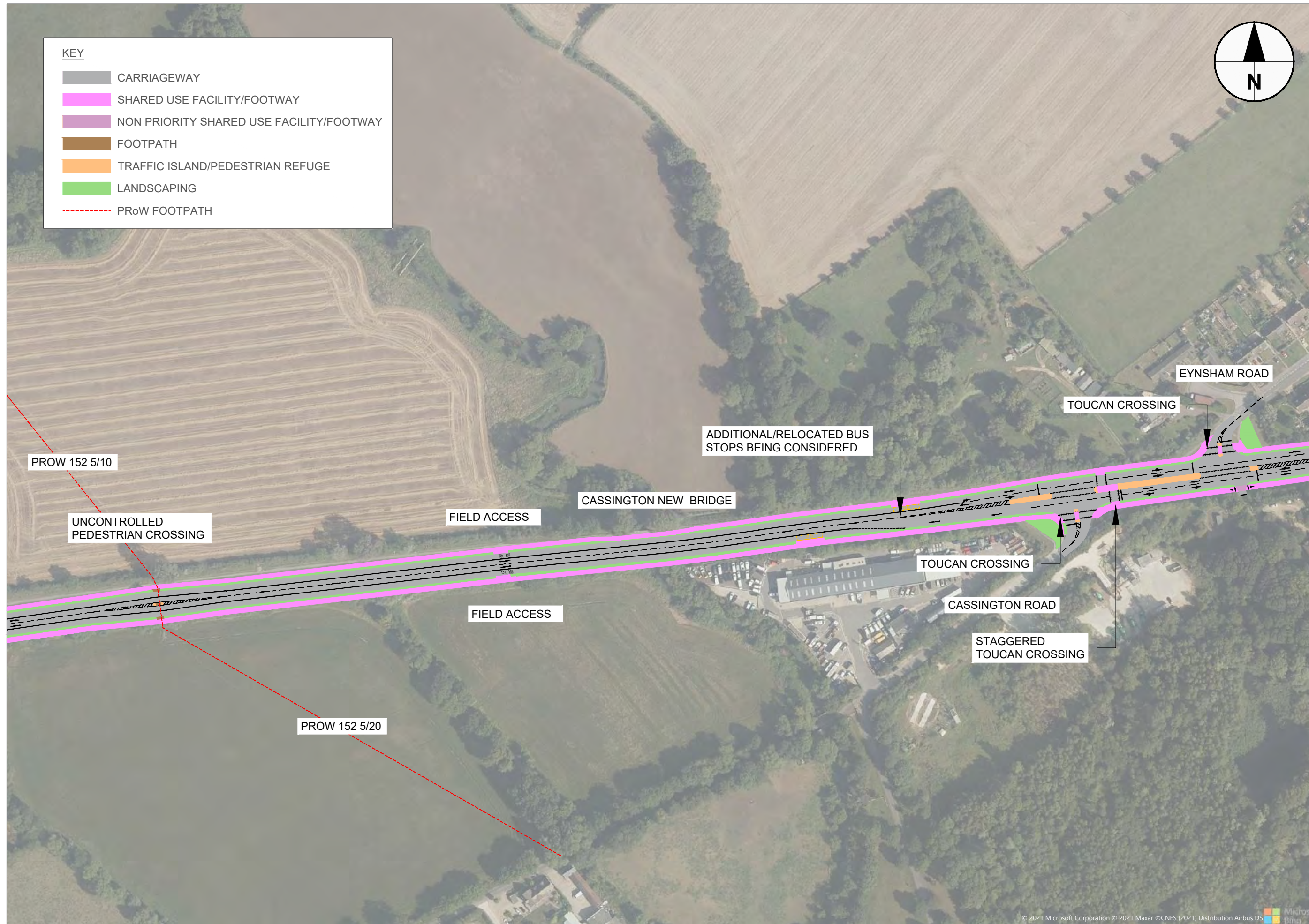
20 Scheme 3: A40 Integrated Bus Lanes



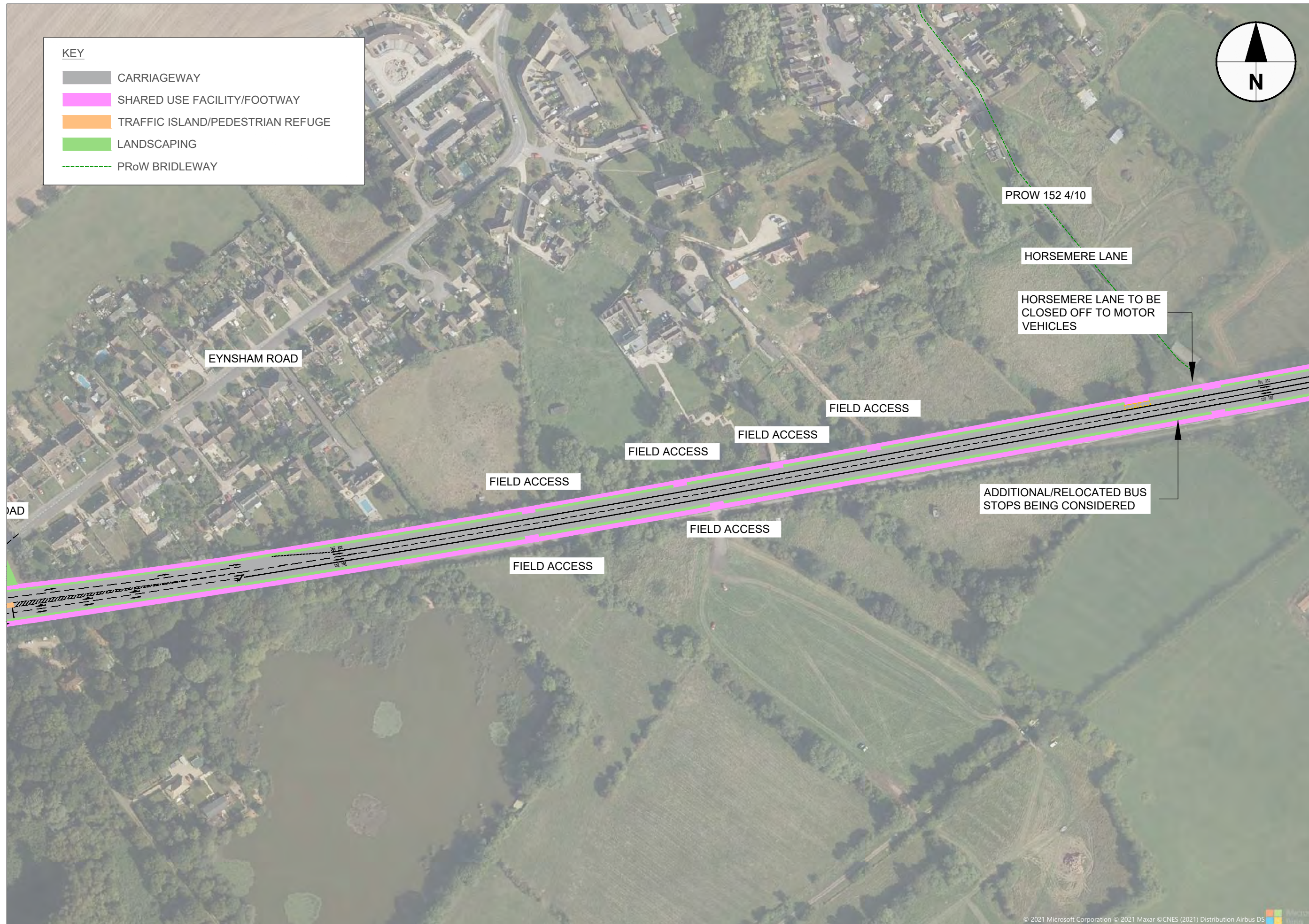
21 Scheme 3: A40 Integrated Bus Lanes



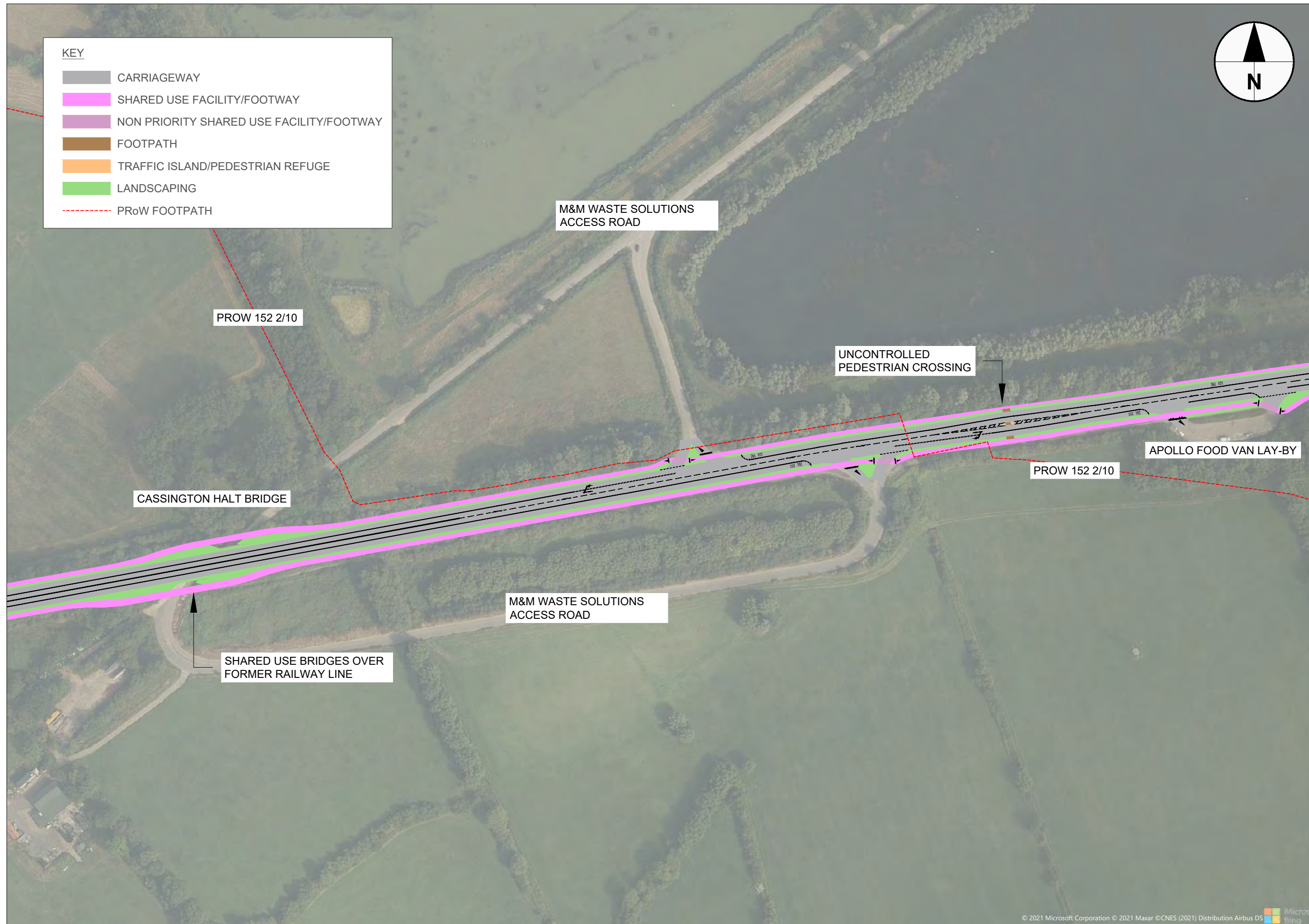
22 Scheme 3: A40 Integrated Bus Lanes



23 Scheme 3: A40 Integrated Bus Lanes



24 Scheme 3: A40 Integrated Bus Lanes



25 Scheme 3: A40 Integrated Bus Lanes



26 Scheme 3: A40 Integrated Bus Lanes



27 Scheme 3: A40 Integrated Bus Lanes



28 Scheme 4: Overview Plan of Duke's Cut

Scheme overview

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

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

Objectives

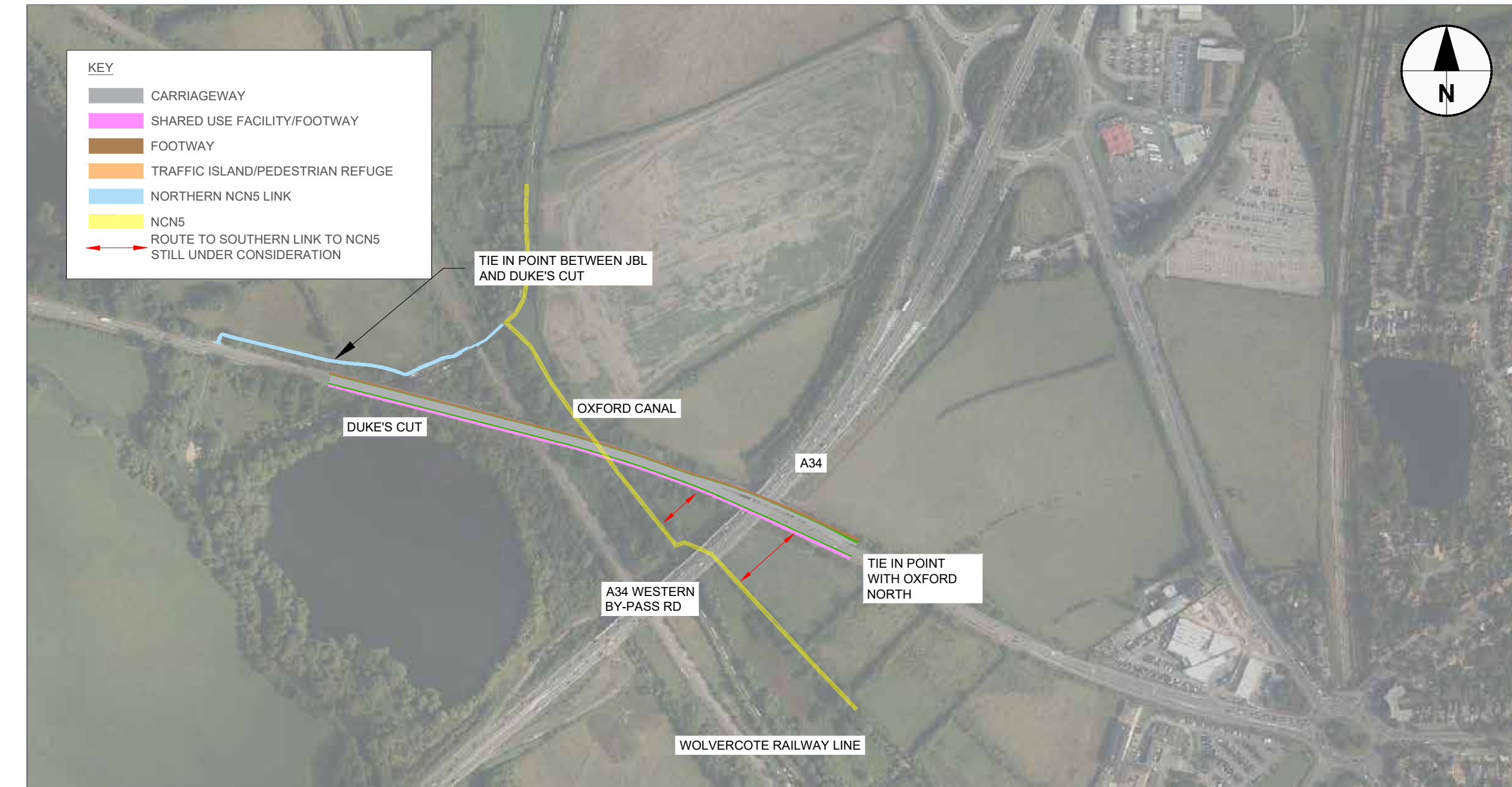
The A40 Duke's Cut proposals aim to improve public transport reliability and frequency by contributing to the creation of a continuous eastbound bus lane between Wolvercote and Eynsham Park and Ride. The improvements to pedestrian and cycle paths aim to make travelling along this route safer, more accessible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

How is it being funded?

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

Timetable

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

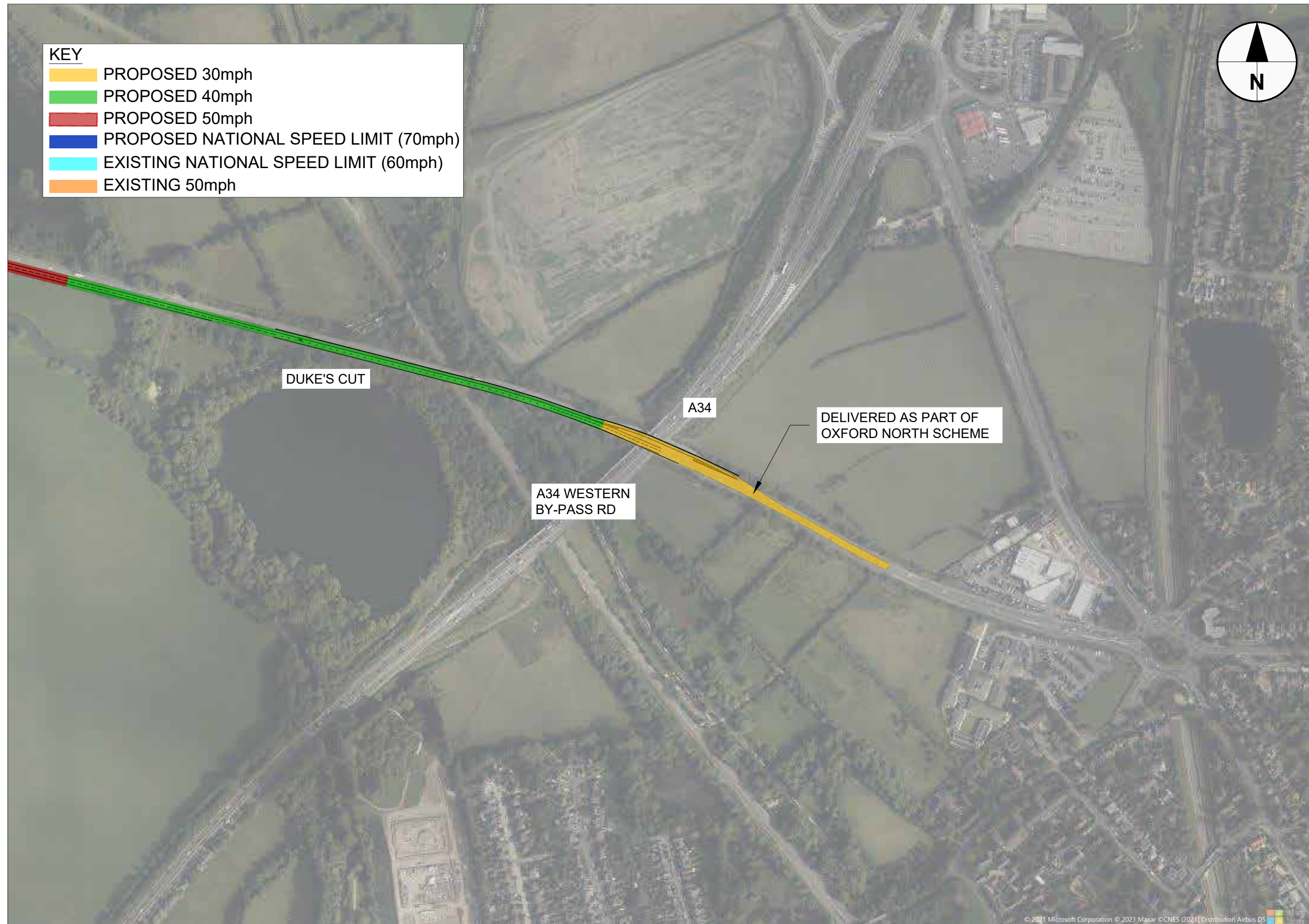


Overview Plan of Duke's Cut

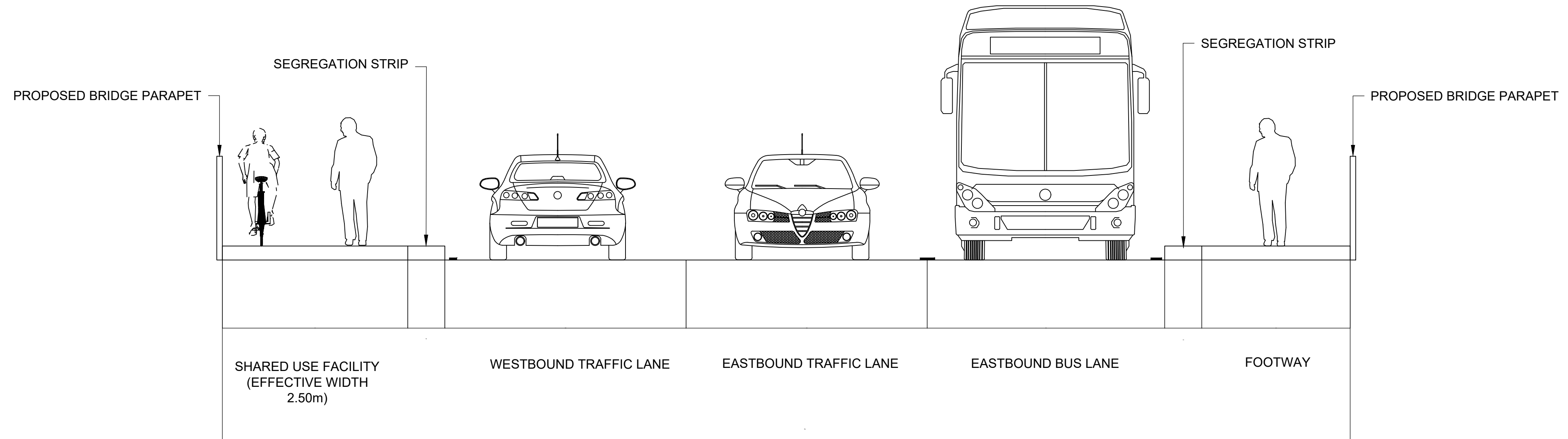


Artists impression of the proposed eastbound bus lane at Duke's Cut

29 Scheme 4: A40 Duke's Cut

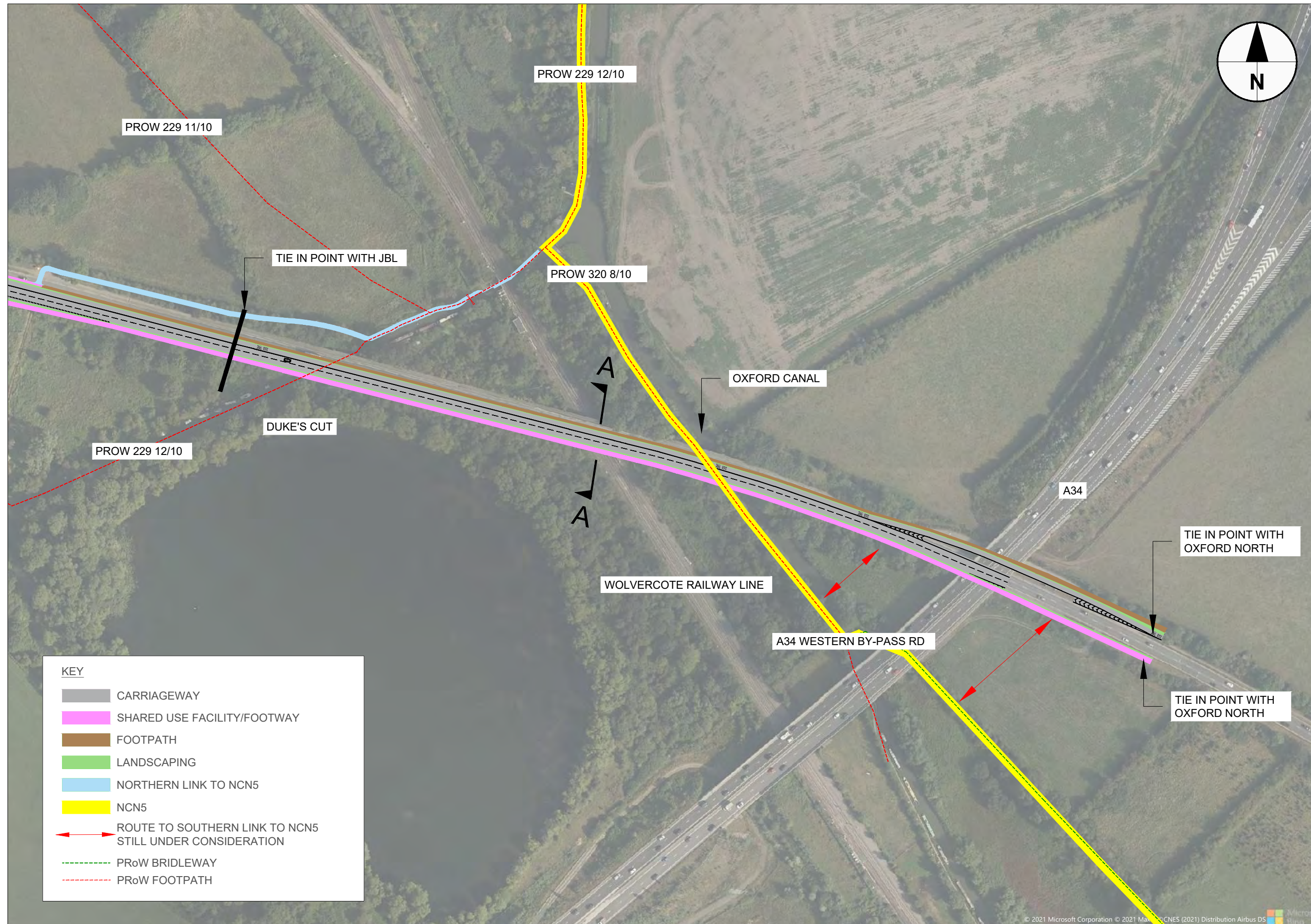


30 Scheme 4: A40 Duke's Cut



DUKE'S CUT SECTION A - A
PROPOSED WOLVERCOTE BRIDGE
SCALE: N.T.S

31 Scheme 4: A40 Duke's Cut



32 A40 HIF2 Smart Corridor - Active Travel

Planning for High Growth in Active Travel

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

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

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

Designing for Active Travel

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

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

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

Upgraded Connections

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

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

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

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

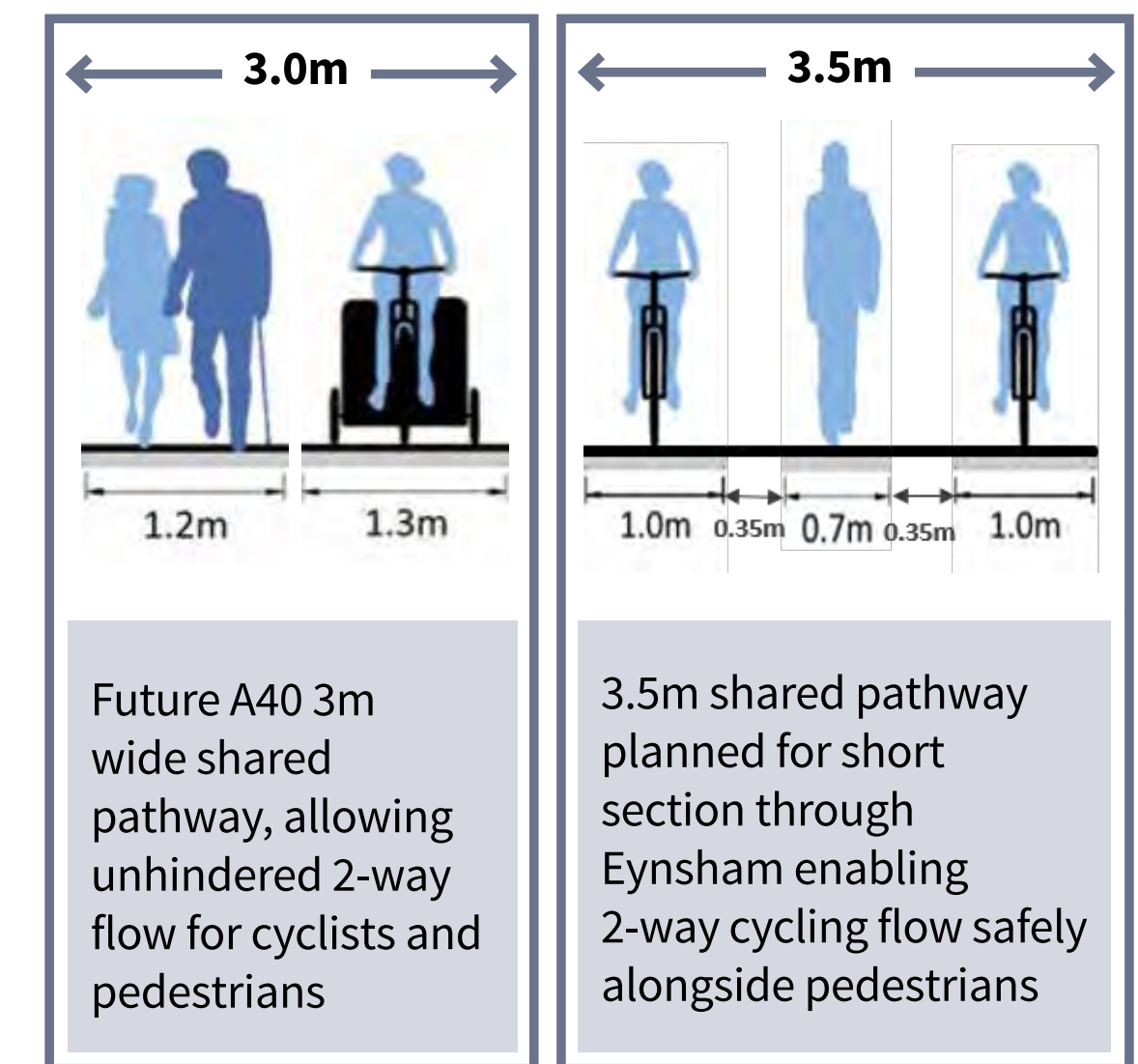


Artist impression of toucan crossing looking east towards Eynsham Esso petrol station

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

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

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



33 A40 HIF2 Smart Corridor - Active Travel

Active Travel Crossing Points

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



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

Side Road Crossings

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

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

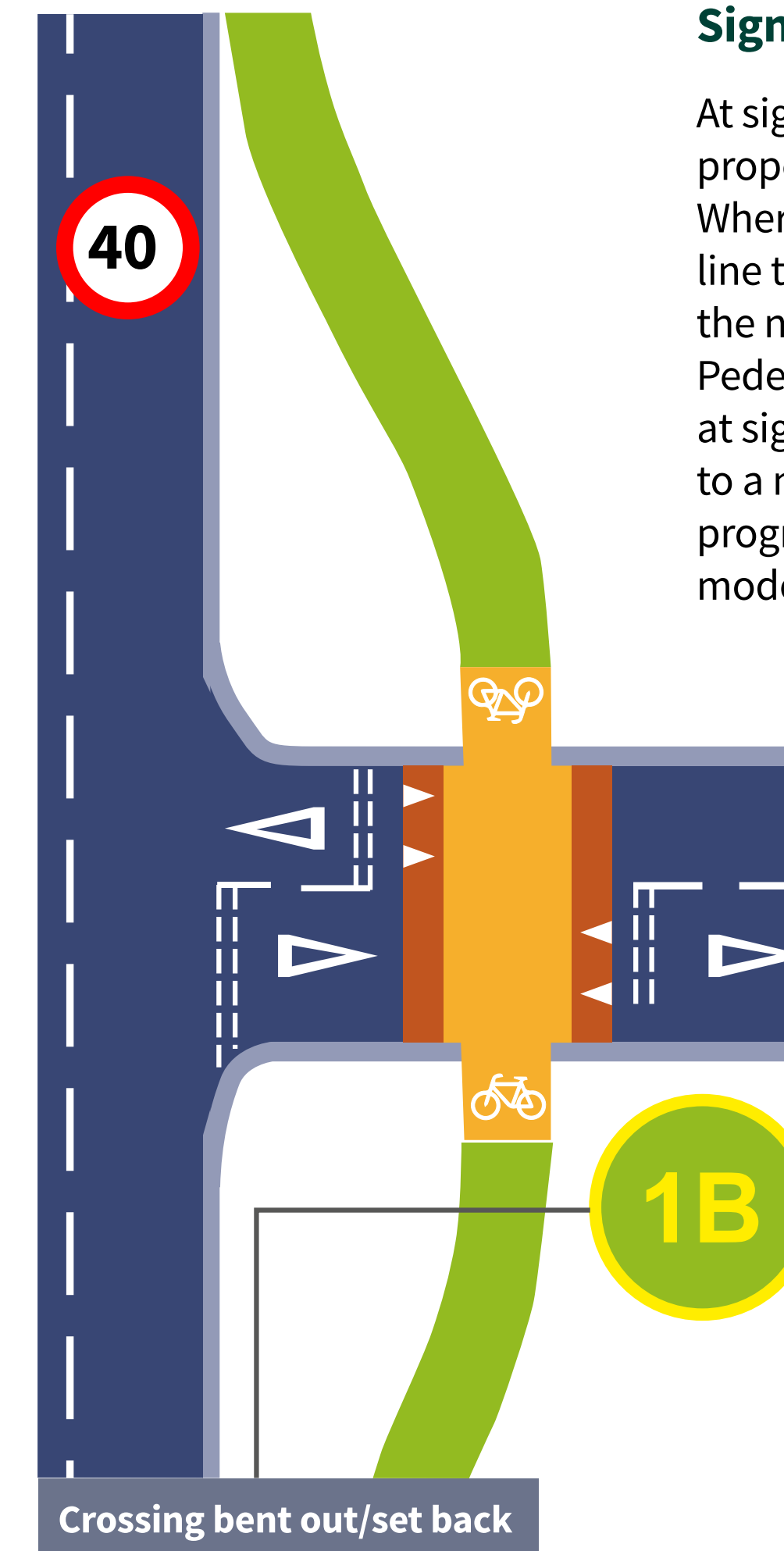
Where the required set back from the A40 at side roads cannot be achieved, safety considerations imply that priority to shared path users cannot always be achieved. However, the design will be future-proofed to ensure that full priority to shared path users is possible.

All shared path crossings at side roads will include:

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

Signalised Crossings

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



Crossing bent out/set back

34 A40 HIF2 Smart Corridor - Improvements at Eynsham

A40 at Eynsham and Public realm

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

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

A40 Crossings at Eynsham

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

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

Grade Separated Crossing

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

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

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



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