

35 A40 HIF2 Smart Corridor - Public Transport

Current Bus Services

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



Future Bus Connections

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

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



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

36 A40 HIF2 Smart Corridor - Landscaping Strategy

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

Design Principles

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

Indicative landscape designs

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

Proposed habitat types



Amenity Grass

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



Species Rich Grassland

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



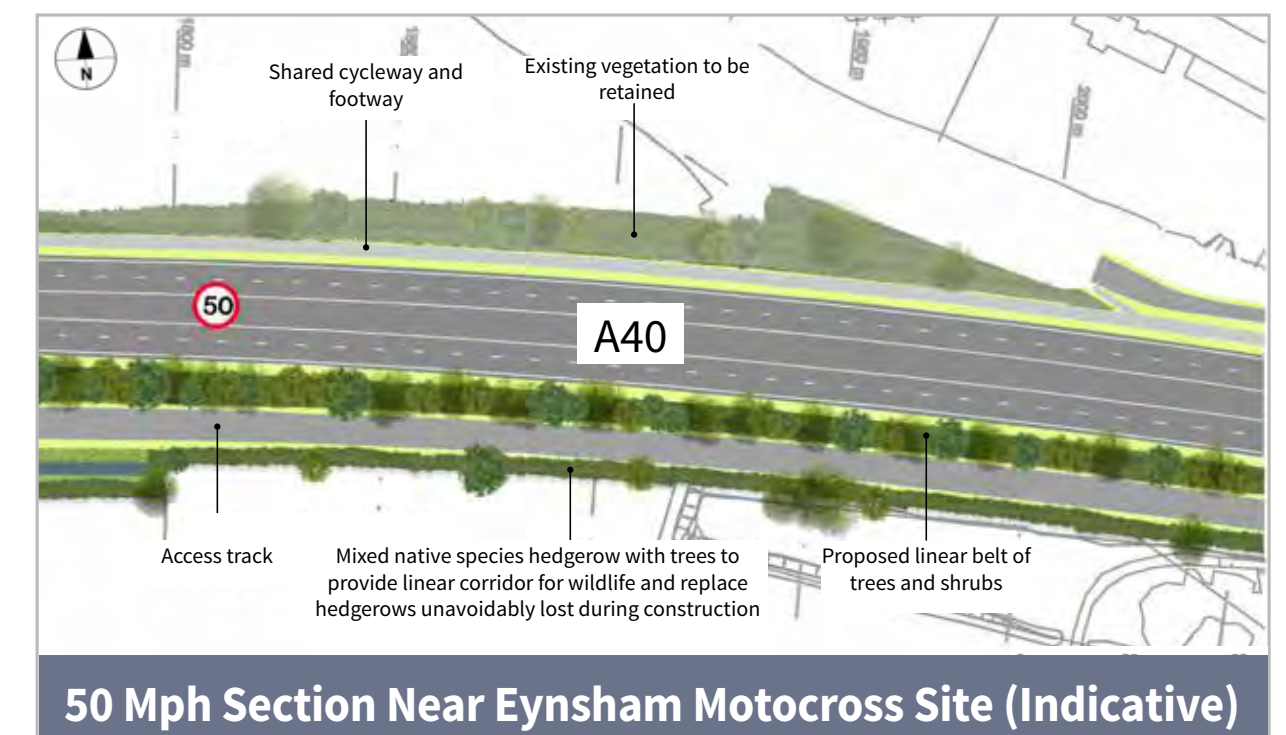
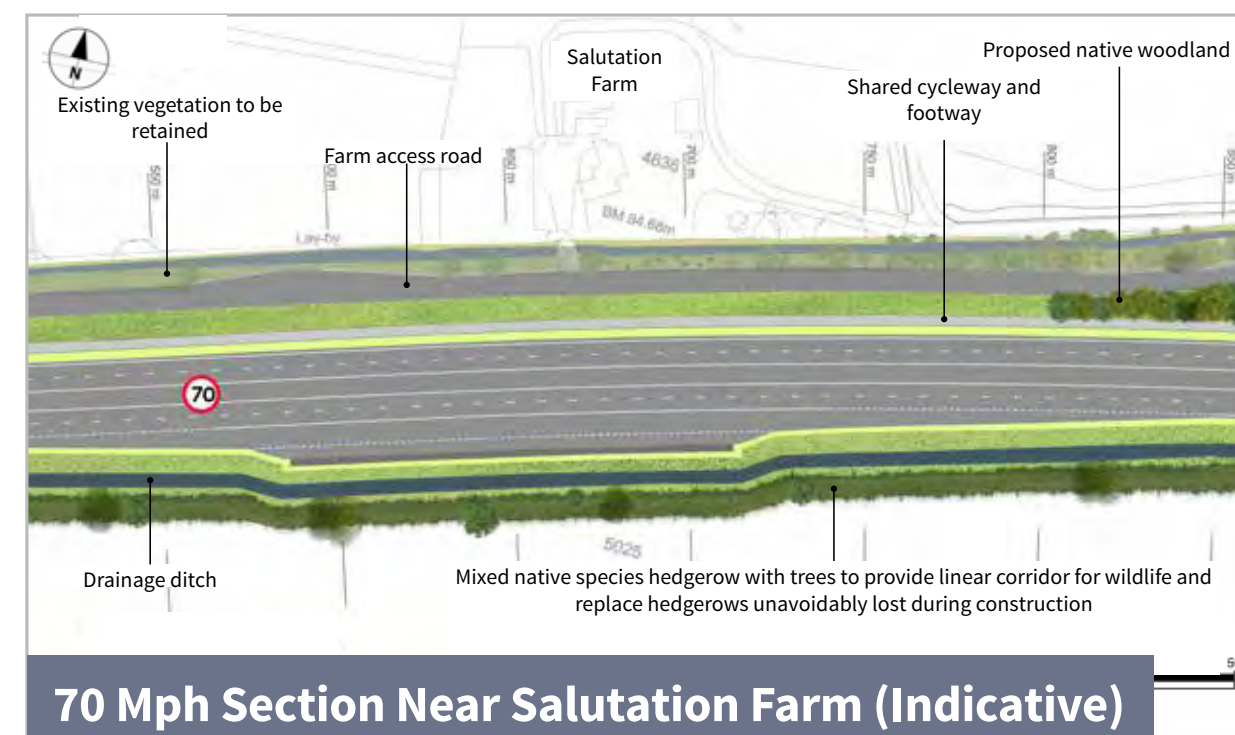
Mixed Native Hedgerows

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



Woodland

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



37 A40 HIF2 Smart Corridor - Landscaping Strategy

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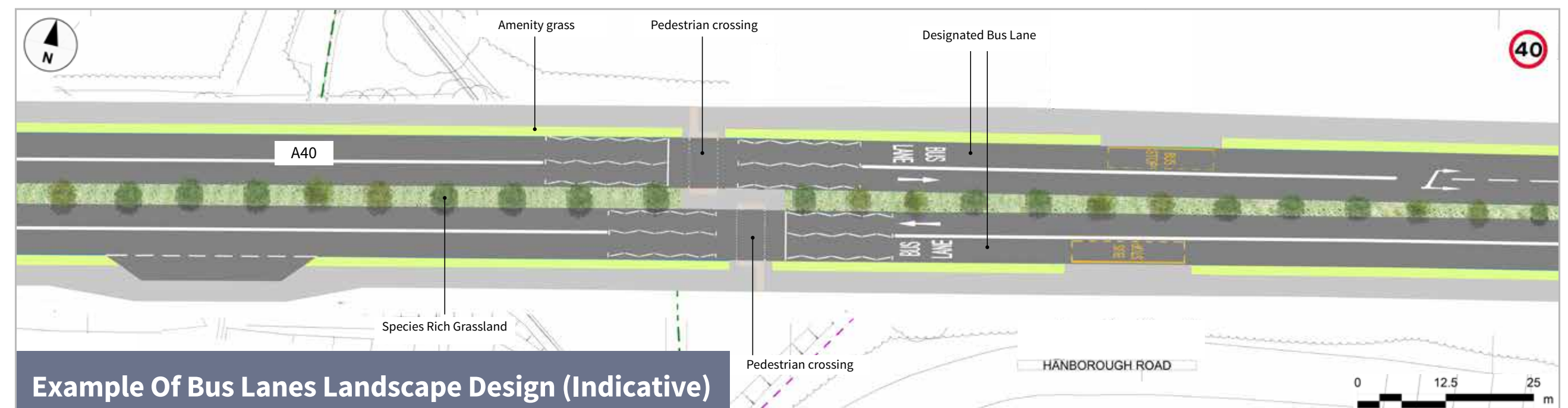
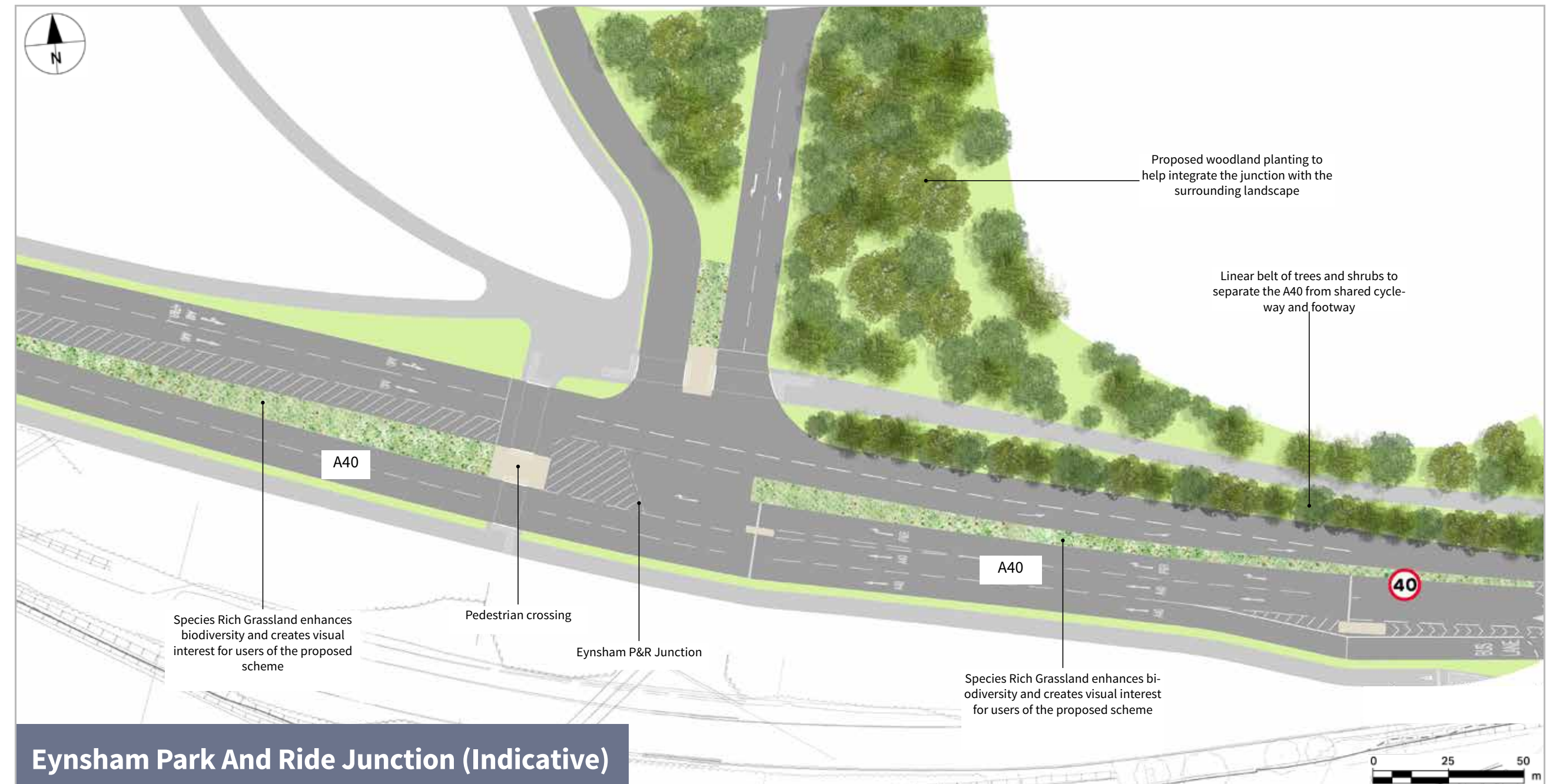
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38 A40 HIF2 Smart Corridor - Flood risk and drainage strategy

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

Drainage Design Principles

Discharge Rates

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

Attenuation

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

Sustainability

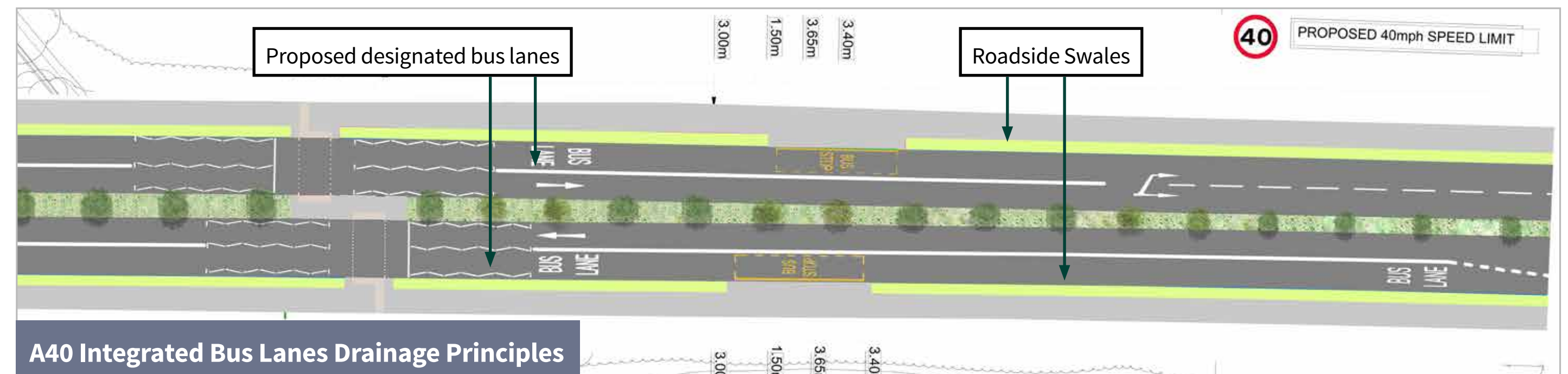
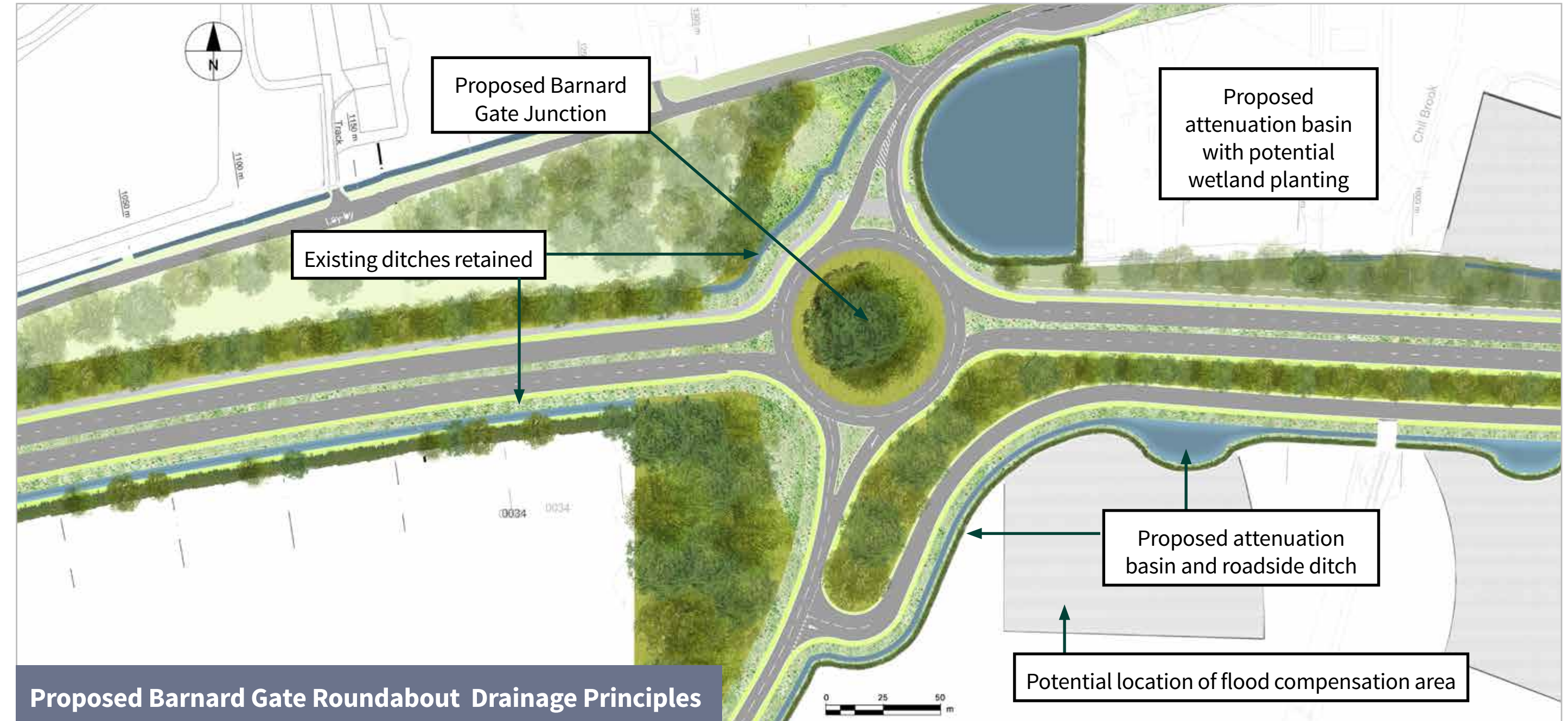
The Sustainable Drainage System (SuDS) potential of these drainage features will be maximised through considered design and coordination with landscaping to ensure benefits in biodiversity and water quality are realised alongside their primary attenuation requirements.

Existing ditches

Existing roadside ditches to be maintained wherever possible.

Flood Risk Principles

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



39 A40 HIF2 Smart Corridor - Environment

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

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

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

Progress

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

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

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

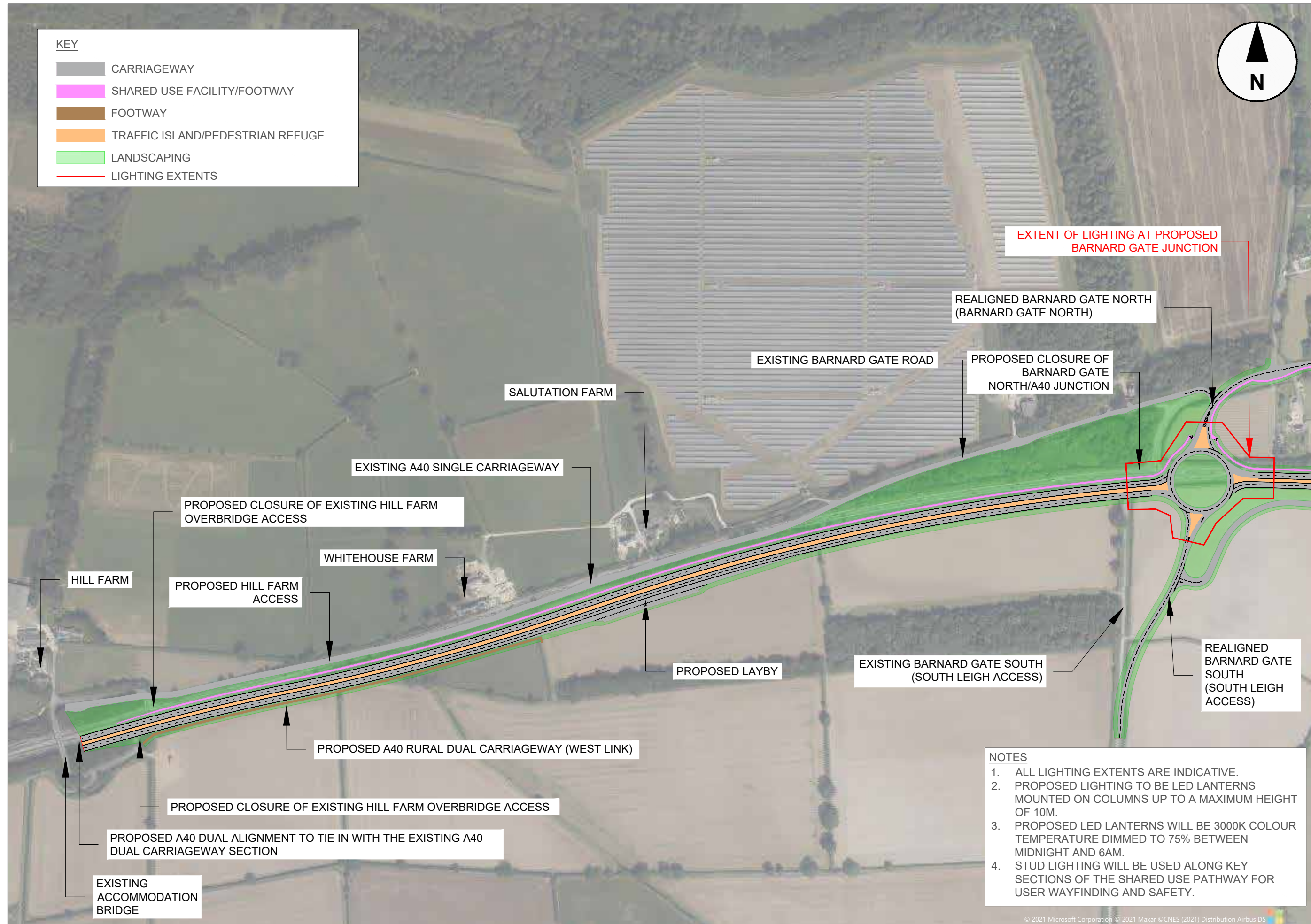
Discussions with potential partners, including local landowners, are ongoing about biodiversity enhancements on third party land. The scheme has a target of 10% Biodiversity Net Gain in line with planning policy.

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

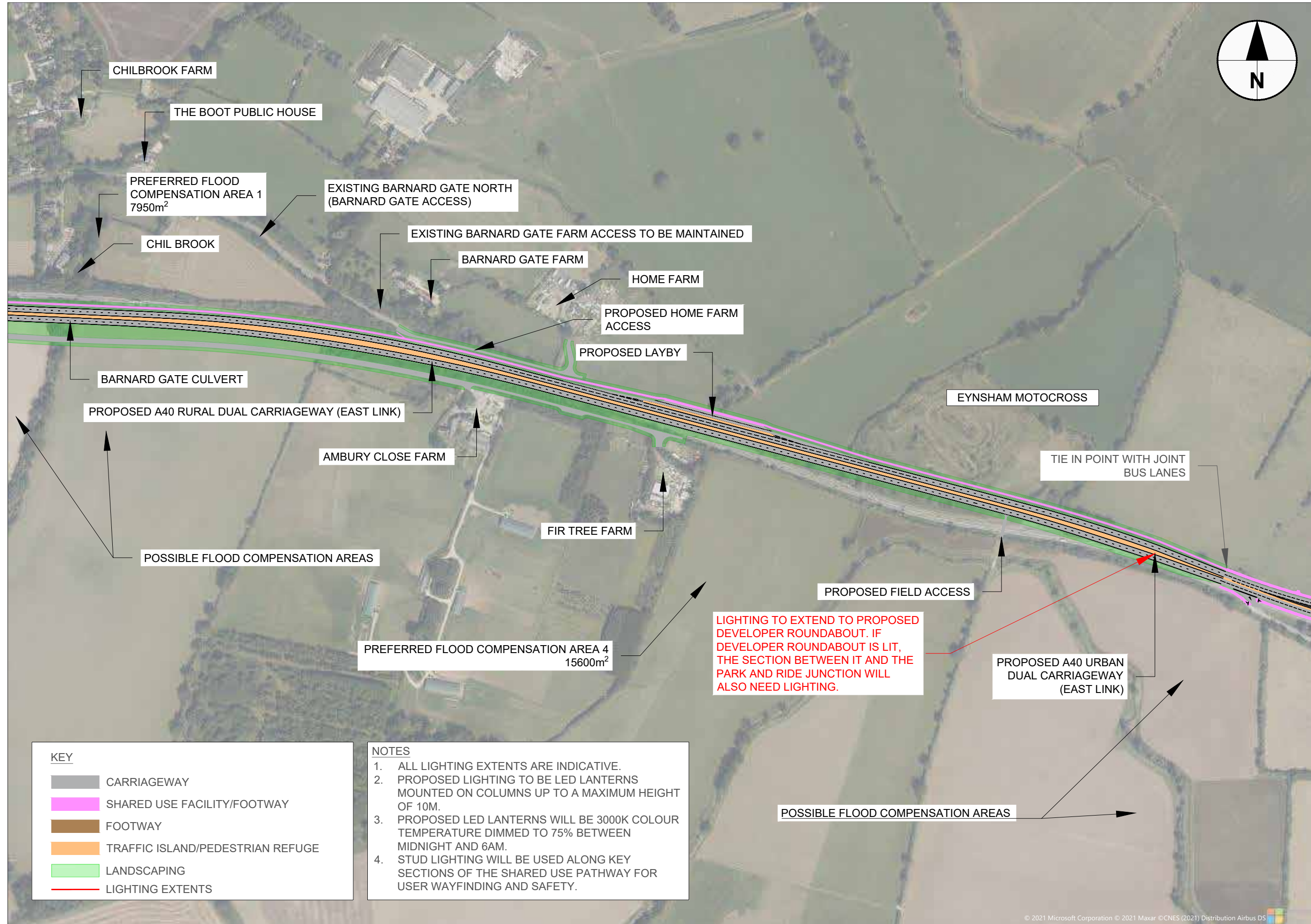
Next steps

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

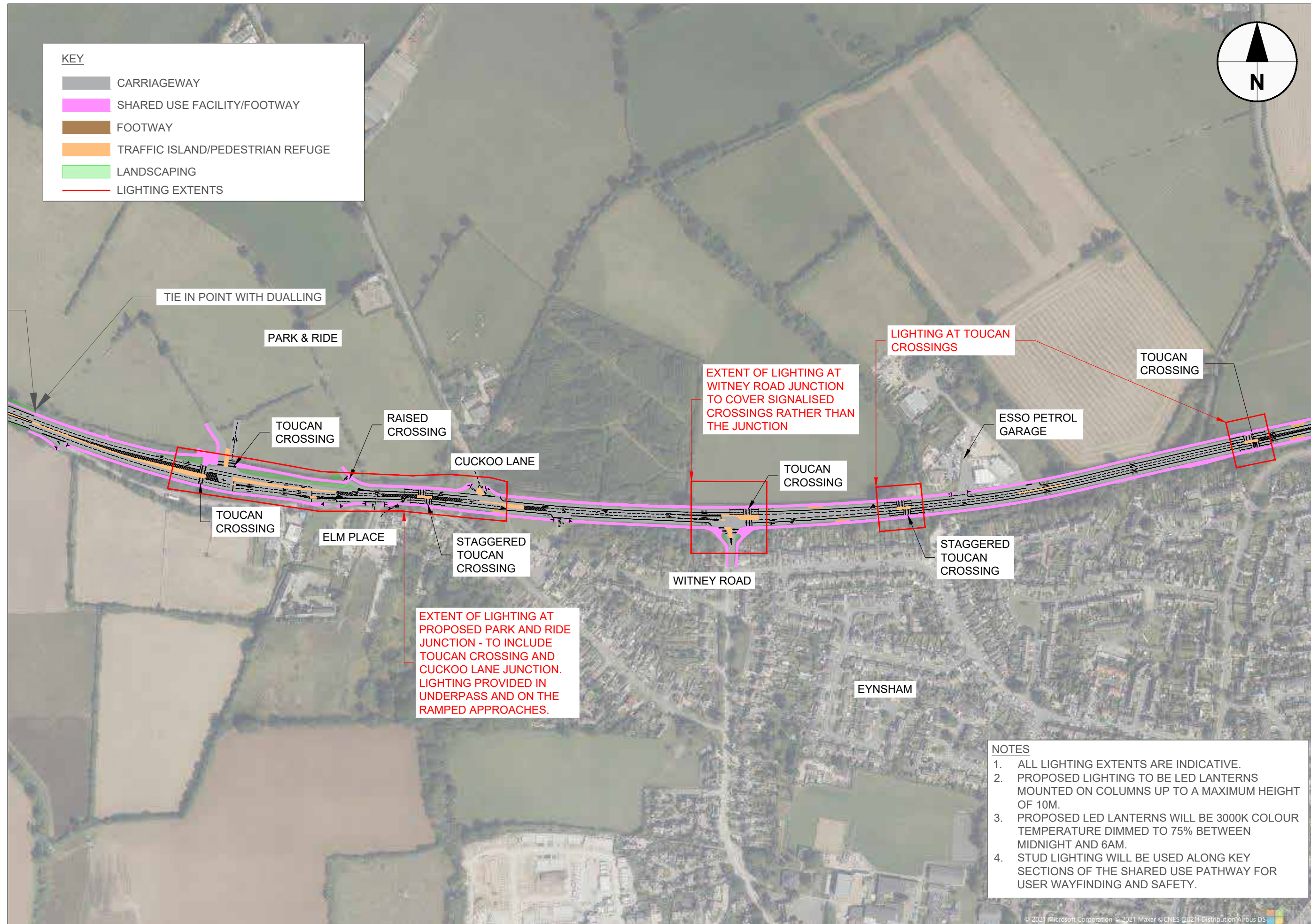
40 A40 HIF2 Smart Corridor - Lighting strategy



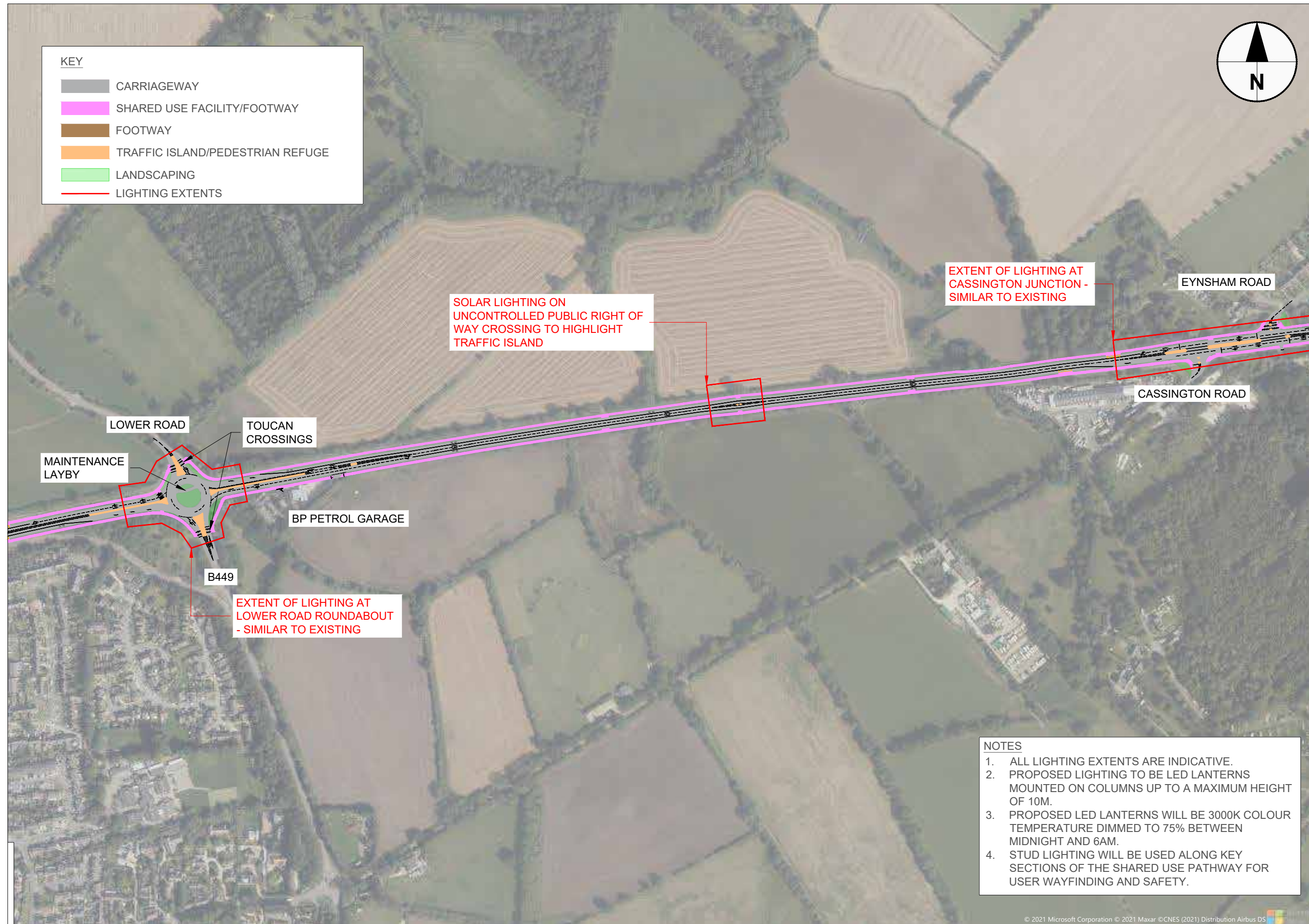
41 A40 HIF2 Smart Corridor - Lighting strategy



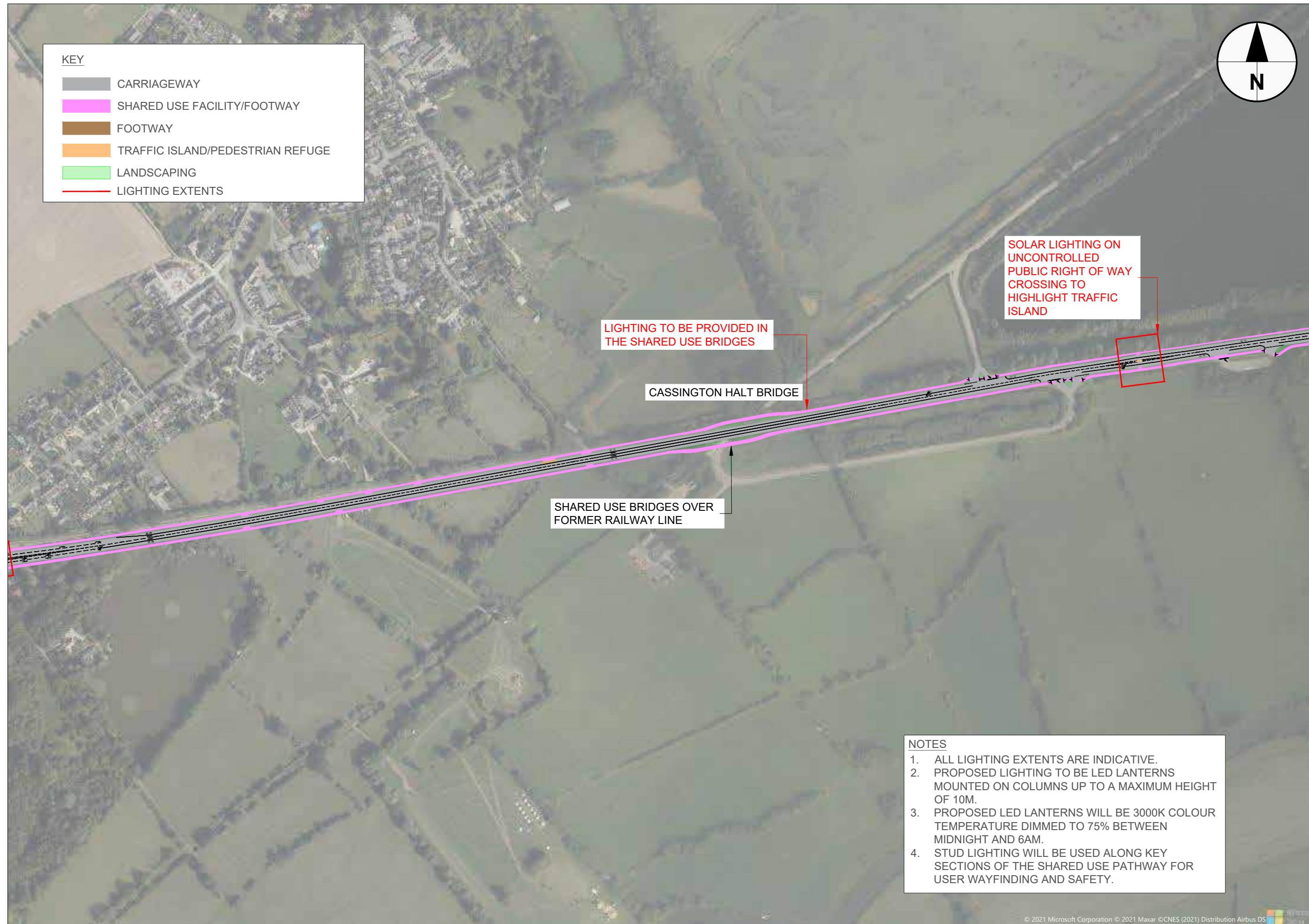
42 A40 HIF2 Smart Corridor - Lighting strategy



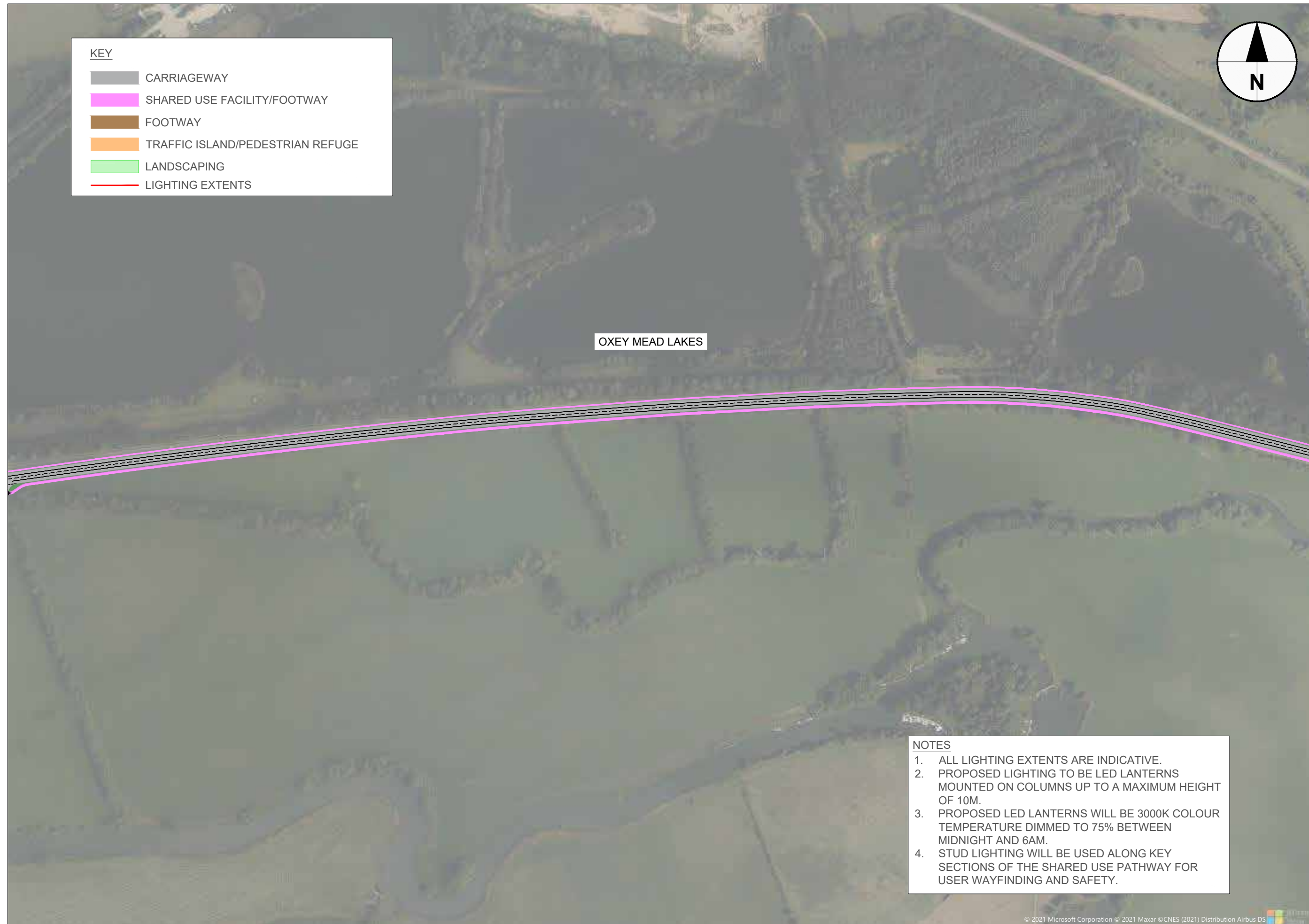
43 A40 HIF2 Smart Corridor - Lighting strategy



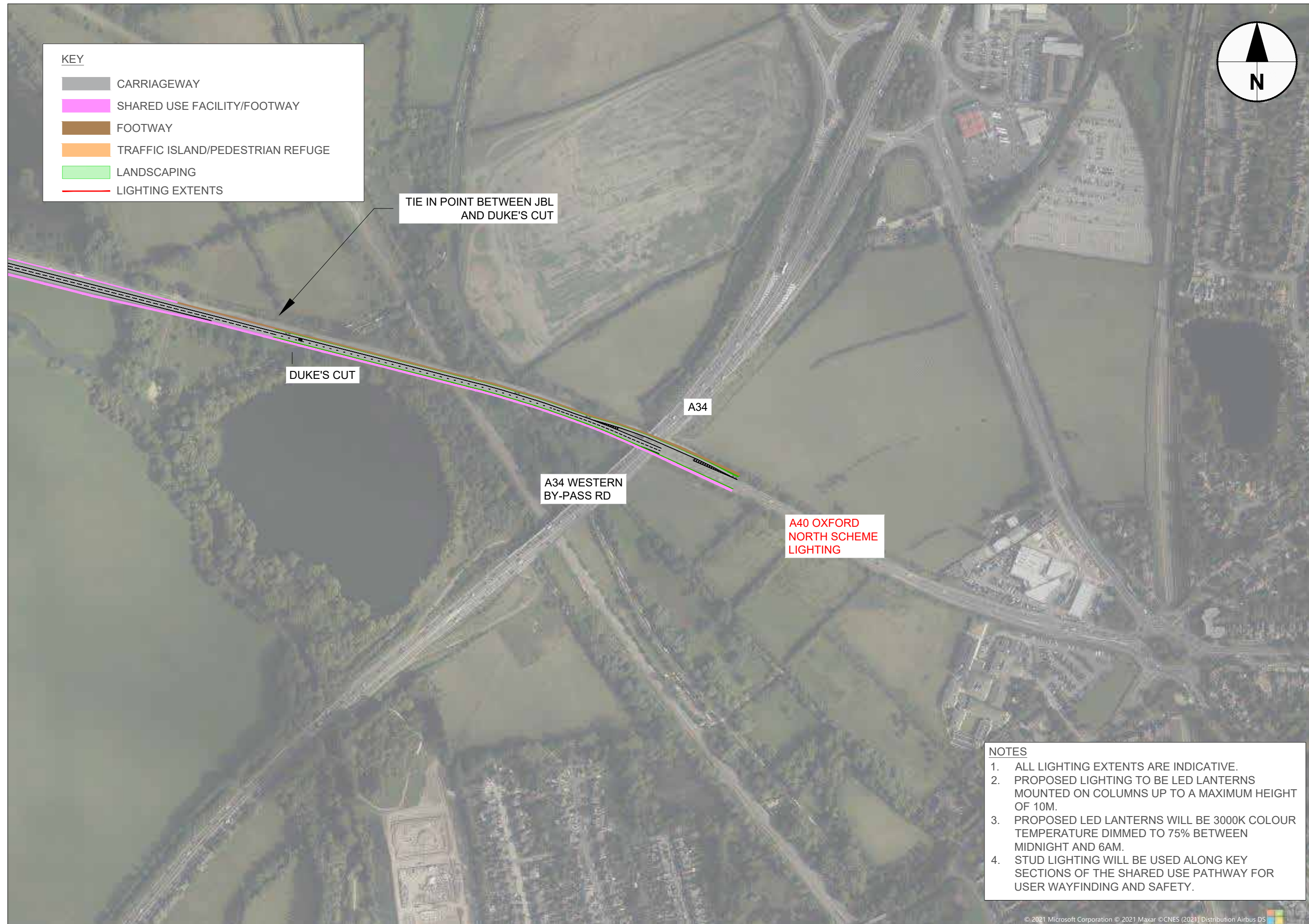
44 A40 HIF2 Smart Corridor - Lighting strategy



45 A40 HIF2 Smart Corridor - Lighting strategy



46 A40 HIF2 Smart Corridor - Lighting strategy



47 Have your Say and Next Steps

Have Your Say

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

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

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

The closing date for comments is **23.59 on Monday 7th June 2021**.

All comments received by 7th June will be considered by the project team before the planning application is submitted in September 2021. Once the planning application has been submitted, Oxfordshire County Council will carry out a formal consultation where you will have the opportunity to review and comment on the refined designs. We anticipate that a decision on the planning application will be made by Spring next year.

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

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

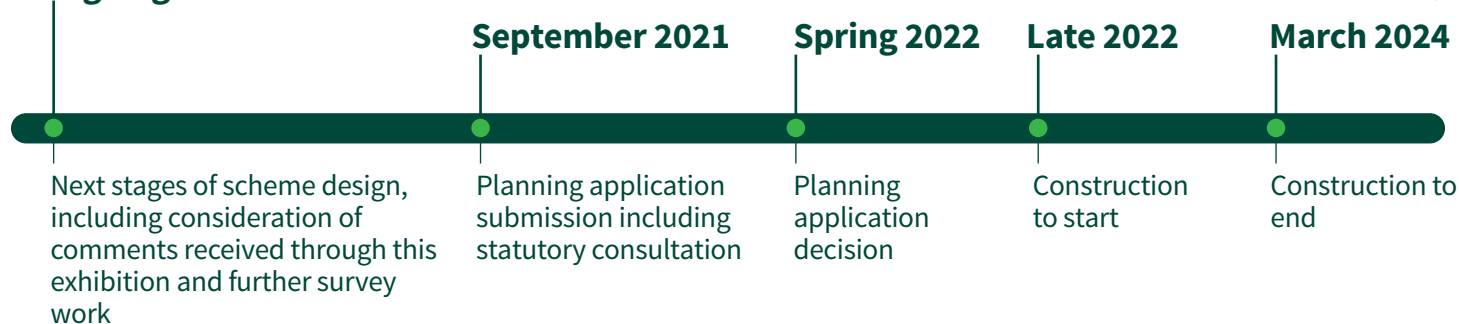
[Sign up for the live online webinar on Monday 17th May at 18.00 – 19.30](https://survey123.arcgis.com/share/a1ca13d2a2604749a431fee8a66df8e4) (https://survey123.arcgis.com/share/a1ca13d2a2604749a431fee8a66df8e4). The deadline for signing up to attend the event is 23:59 on Sunday 16th May.

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

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

Next Steps

Ongoing



Other current exhibitions

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

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

Appendix B Copy of online feedback form

A40 HIF2 Smart Corridor virtual exhibition feedback form

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

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

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

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

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

A little about you

1

Please say whether you are responding as a:

You must provide an answer to this question.

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

- Other (please specify)

.....

2

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

.....

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

3

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

.....

4

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

.....

5

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

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

- Other (please specify)

.....

6

How do you mostly travel along the A40?

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

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

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

- HGV
- Do not travel along the A40

Other (please specify)

.....

7

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

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

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

.....

Our proposals

Scheme 1: A140 Dual Carriageway Extension

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

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

8

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

You must provide an answer to this question.

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

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

Please let us know the reason for your response.

.....

9

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

You must provide an answer to this question.

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

Please let us know the reason for your response.

.....

Scheme 3: Integrated Bus Lanes

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

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

10

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

You must provide an answer to this question.

- Strongly support

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

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

Please let us know the reason for your response.

.....

Scheme 4: Duke's Cut

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

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

11

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

You must provide an answer to this question.

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

Please let us know the reason for your response.

.....

12

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

You must provide an answer to this question.

- Strongly support
- Support
- Neutral

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

- Minor concerns
- Significant concerns
- Don't know

Please let us know the reason for your response.

.....

Active Travel

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

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

13

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

You must provide an answer to this question.

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

Please let us know the reason for your response.

.....

Speed limits

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

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

14

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

You must provide an answer to this question.

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

Please let us know the reason for your response.

.....

Impact

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

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

15

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

You must provide an answer to this question.

- More likely
- Less likely
- Neither
- Don't know

Please let us know the reason for your response.

.....

16

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

You must provide an answer to this question.

- More likely
- Less likely

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

- Neither
- Don't know

Please let us know the reason for your response.

.....

Overall view

17

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

You must provide an answer to this question.

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

Please let us know the reason for your response.

.....

Further comments

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

18

I would like to make further comments on:

- Design
- Noise
- Biodiversity
- Air quality
- Landscape
- Lighting
- Construction

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

- Community engagement
- Other
- I do not wish to make any further comments (Skip to question 28)

19

Please write your comments here about the design.

.....

20

I would like to make further comments on noise:

.....

21

I would like to make further comments on biodiversity:

.....

22

I would like to make comments on air quality:

.....

23

I would like make comments on the landscape:

.....

24

I would like to make further comments on lighting:

.....

25

I would like to make further comments on the construction:

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

.....

26

I would like to make further comments on community engagement:

.....

27

I would like to make comments on something else:

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

.....

About you

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

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

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

28

How did you find out about this consultation?

- Facebook
- Twitter
- Instagram
- LinkedIn
- Next door
- Oxfordshire.gov.uk website
- Email from Oxfordshire County Council
- Local news item (newspaper, online, radio, tv)
- Radio advert
- Oxfordshire county councillor
- District councillor
- Parish or town councillor
- Local community news item
- Poster/information in local library

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

- Local community group / organisation
- Friend / relative

Other (please specify)

.....

29

Are you...?

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

If you use another term (please enter)

.....

30

What is your age?

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

31

What is your ethnic group?

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

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

If other, please specify

.....

32

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

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

33

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

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

Please enter any additional comments

.....

Data protection and privacy

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

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

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

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

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

34

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

.....

35

Keeping in touch

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

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

We promise:

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

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

Yes

No

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

36

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

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

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

A40 HIF2 Smart Corridor virtual exhibition feedback form

Please enter your email address in the box below:

.....

Thank you

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

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

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

Appendix C Copy of key stakeholder responses

From: [REDACTED]
Subject: [Edgars: 1806] A40 Corridor Consultation - Bike Safe comments
Date: 01 June 2021 14:18:59
Attachments: [image001.png](#)

From: [REDACTED]
Sent: 28 May 2021 21:15
To: A40 Corridor <A40corridor@Oxfordshire.gov.uk>
Cc: [REDACTED]
Subject: [Edgars: 1806] A40 Corridor Consultation - Bike Safe comments

Dear Sir/Madam

Thank you for the opportunity to comment on the A40 proposals. These comments are submitted on behalf of Bike Safe.

Bike Safe is currently engaging with Oxfordshire County Council with regard to the B4044 path. The B4044 path will extend along the B4449 and adjoin the A40. It is however disappointing to see a lack of any reference to the B4044 path in the consultation. Similarly the cycle path along Lower Road to Hanborough Station does not appear to be referenced under Active Travel

Along with the B4044 path, the B4449/A40/Lower Road roundabout will become a confluence of segregated high quality cycleways promoting a range of strategically significant active travel movements including:

- Cycle access for Eynsham residents towards Hanborough Station and by rail to Oxford, London and in future Didcot/Science Vale
- Cycle access for Garden Village residents towards Oxford along the B4044 path (which will become the shortest, most continuous and convenient cycle route connecting to Oxford along the Botley Road - where strategic cycle improvements are under construction)
- Cycle access for Eynsham residents to Oxford along the A40

Bike Safe consider a single grade separated crossing at Cuckoo Lane to be inadequate. There will be significant north-south short-distance movements between the garden village and Eynsham. Bike Safe consider there to be a real risk that this intra-eynsham travel will be vehicle based if walking and cycling provision is widely regarded as inadequate or unsafe. Further, relying on signalised crossings, there is likely to be long delays to east west vehicle traffic - and not just at peak hours.

Bike Safe consider there should be a second grade separated crossing at the Eynsham roundabout to facilitate north south active travel movements and onto the B4044 path. This was considered in the Garden Village evidence including the Mott Macdonald Report. This identified that a grade separated crossing near the Eynsham roundabout was a high performing option. Bike Safe considers that the option of a well-designed underpass at the Eynsham roundabout should be included in the A40 proposals that go out to public consultation because that is the best way for people to have their say on the kind of infrastructure they prefer. Further if the option of an underpass at the Eynsham Roundabout is not included, it will be more difficult to find some or all of the financing for it such as from developer contributions

Bike Safe has made similar comments to the Eynsham Garden Village AAP and I attach these comments for reference.

Yours sincerely,

[REDACTED]



- 2021: Bicester Heritage Finalists RTPI Awards 'Excellence in Planning for Heritage and Culture'**
- 2020: Winner Oxfordshire Property Festival 'Planning Consultancy of the Year'**
- 2020: Commended RTPI Awards 'Planning Consultancy of the Year'**
- 2019: Jayne Norris winner Oxfordshire Property Festival 'Property Leader of the Year'**
- 2019: Winner Oxfordshire Property Festival 'Best Agent/Advisor' Category**
- 2019: Shortlisted for Oxfordshire Property Festival 'Cool & Funky Space' Award**
- 2019: Shortlisted for the RTPI Awards 'Small Planning Consultancy of the Year'**

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From: [REDACTED] on behalf of [A40 Corridor](#)
To: [A40Corridor](#)
Subject: FW: Proposed A40 improvements
Date: 01 June 2021 12:04:10
Attachments: [A40 Consultation Response 2017-01-10.pdf](#)
[A40 Consultation Response 2019-01-06.pdf](#)

From: [REDACTED]
Sent: 30 May 2021 00:28
To: A40 Corridor <A40corridor@Oxfordshire.gov.uk>
Subject: Proposed A40 improvements

Dear Sirs,

I wish to make the following comments on this scheme on behalf of the Eynsham Society. I made most of them in person at the online Stakeholder Briefing on 28th April. I also attach my previous, more detailed responses to consultation on this subject; some points in these are now slightly out of date owing to (welcome) changes in the proposed design, but the main arguments still stand.

Briefly, our comments are as follows:

- We support the provision of an eastbound bus lane towards Oxford, but believe that it will have a negligible impact on A40 congestion until such time as the bus lane extends all the way to the major employment centres in Headington (hospitals, Brookes University, Oxford University Old Road Medical Campus) and Cowley (BMW plant). At best it will reduce travel times by a few minutes for existing passengers to the city centre.
- We cautiously support the provision of a westbound bus lane away from Oxford, but are sceptical that it can be fitted into the existing footprint without severely compromising safety by narrowing the existing carriageways (heavily used by wide vehicles such as heavy lorries) and cycle paths.
- We welcome the decision to retain the cycle path on the south side as this is the one preferred by cyclists, who are mostly travelling to Oxford in the morning and back in the evening. In winter the return journey is after dark and cyclists on the north side are dazzled by oncoming headlights. This will not be significantly mitigated by the intervening bus lane as full-beam headlights have significant spread and motorists never dip them for cyclists.
- Again, we are sceptical that two bus lanes and two cycle paths can be fitted within the existing footprint without introducing width restrictions for other vehicles on the significantly narrowed carriageways. It is vital that the cycle paths be of adequate width for overtaking and passing (including tricycles and child trailers), well separated from motor traffic and not crammed into the adjacent hedgerow. It should be noted that in winter overhanging vegetation drips on to the existing cycle paths and forms highly-dangerous black ice, even though at present the paths are mostly several metres from the hedgerow. If the County Council is serious about encouraging cycle commuting, it

must commit to gritting the cycle paths as well as the carriageways in icy weather.

- Under no circumstances should traffic be brought closer to existing properties bordering the A40.
- We welcome the proposed 40 mph speed limit past Eynsham, but insist that this section be resurfaced with porous asphalt to reduce tyre noise. At present the high-frequency noise is highly intrusive to nearby properties and the effect is worst at night when traffic flows freely, often at illegal speeds. It will be necessary to monitor and strictly enforce speed limits. A 30 mph limit might be more suitable, given that the A40 will effectively become a road through the middle of the extended village of Eynsham and Salt Cross..
- We accept the idea that there should be a Park & Ride, but object strongly to the proposed site because it is the worst possible choice:
 - It is not expected to be of much use to residents of Eynsham (the existing village and the so-called “Garden Village” of Salt Cross, which is to all intents and purposes a massive extension of Eynsham). Nobody should be expected or encouraged to drive half a mile to catch a bus, and to do so would make a mockery of the idea of sustainable travel.
 - Commuters from the outskirts of Witney will be caught in a 2-lane traffic jam as far as Eynsham. Siting the P&R near the existing end of the dual carriageway would eliminate much of this, and entirely remove the need for the extremely expensive and intrusive dual carriageway extension.
 - It might be worth considering a second, small P&R at Eynsham for commuters from Stanton Harcourt, Standlake etc., but this should be at the eastern end of the village opposite the end of the existing Eynsham Eastern Bypass. The proposed site at the western end of the village will encourage users to rat-run through Eynsham via Acre End Street and Witney Road instead of using the bypass, which will create appalling congestion and pollution problems within the village.
 - The junction proposed for the P&R will create a perfect storm of congestion and pollution, with the dual carriageway merging, the P&R access and exits from Eynsham and Salt Cross on to the A40.
- We oppose the idea of underpasses for pedestrians and cyclists. These are unpopular even if well-lit and will be liable to flooding (the A40 was built on a raised causeway for a very good reason!) If a ramped bridge cannot be provided, there must be signalled crossings at grade.
- It is worth mentioning in this context that all cycle crossings should be at grade and straight across, with signals visible to cyclists. The new crossings at the Wolvercote and Cutteslowe roundabouts are an object lesson in how not to design a cycle crossing, involving as they do ramps, double right-angle bends (lethal to tandems and trailers) and lacking any signals visible to cyclists.
- We are concerned that an improved bus service along the A40 may encourage Stagecoach to reduce the much-used S1 service to Oxford via Farmoor. For many Eynsham residents, it is simply not practical to get from the south of the village to the north side of the A40 to

catch a bus. It is essential that existing S1 services be retained and this should be a condition of allowing improved services along the A40.

Yours faithfully,

[REDACTED]
[REDACTED]



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The Eynsham Society

Chairman: [REDACTED] [REDACTED]

[REDACTED] [REDACTED] [REDACTED]
[REDACTED] [REDACTED]

Eynsham Park & Ride and A40 Bus Lane Consultation 2018

This document is the response of the Eynsham Society to the above consultation. Most of these points have already been made in our response to the 2016 consultation exercise.

Obviously, we welcome long-overdue funding to improve transport links along the A40 corridor, which for many years has seen extensive housing development without any of the necessary infrastructure: there are no railways or even trunk roads, while internet access is patchy and mobile phone reception non-existent in many areas.

However, as before the plans demonstrate the utter folly of a piecemeal approach to major infrastructure planning, where individual projects are funded and designed individually and there is no possibility of a properly integrated solution. For instance, the single most effective measure to reduce A40 congestion would be the provision of the proposed link from the eastbound A40 to Peartree, bypassing the long delays at the Wolvercote roundabout: this should be implemented before anything else, but is not funded and is referred to only as an aim for the future.

The so-called "Garden Village" (more accurately an extension of Eynsham) north of the A40 is now a certainty, along with another 1,000 houses west of Eynsham on the south side. Given that 2,750 of the proposed (initial) 3,200 homes are for "Oxford unmet housing need", this will massively increase commuter traffic along the A40. The bus lane(s) will have negligible impact on A40 congestion; they may slightly improve journey times for bus users, but the cost is out of all proportion to any benefit and we feel that an opportunity has been missed to aim for a truly innovative solution which would provide real and lasting benefit.

The proposals put out for consultation are honest and detailed efforts to implement the design brief, subject to the Oxford orthodoxy that the solution to all transport problems is to provide more diesel buses. This may have been appropriate in the 1970s and perhaps even more recently, but it is now irrelevant to the current and projected future needs of the area.

This blinkered and fragmented approach to transport planning guarantees that adopted solutions will be obsolete before completion.

The following sections discuss individual parts of the proposal.

The Eastbound Bus Lane

The Society has no objection in principle to an eastbound bus lane if it provides significant benefits without compromising other transport modes. However, this is not the case, especially as trying to shoehorn a bus lane into the existing A40 footprint has resulted in some severe design compromises.

- At best the bus lane is expected to cut 9 minutes from the journey time from Witney to central Oxford. However, unless the bus lane(s) can be continued uninterrupted at Cassington and Duke's Cut, there is unlikely to be any significant time saving in practice when traffic is stationary during peak hours.

- The revised figure of 56% of eastbound traffic bound for “Oxford” is slightly more believable than the previous nonsensical figure of 70%, but is still unconvincing and appears to be based on opaque modelling rather than an actual traffic census. The assertion in the adjacent text that “there is a significant percentage of trips where the destination is Oxford City Centre” cannot be tested as the figures do not distinguish between traffic to the city centre and to the major employment centres in Headington and Cowley. However, it is not credible that 56% of eastbound traffic goes to the centre, as the City Council’s anti-car policies ensure that there is nowhere for this many vehicles to park. The 3-lane eastbound approach to the remodelled Wolvercote roundabout bears this out: the left lane (Peartree P&R, eastbound A34 and northbound M40) has the most vehicles, followed by the middle lane (Headington, Cowley & southbound M40 via ring road), while the right lane (city centre via Woodstock Road) has by far the fewest.
- Drivers going to the major employment sites in Headington (hospitals, Oxford Brookes University, Oxford University Old Road Campus) or Cowley (BMW, Cowley Centre) are unlikely to switch to A40 buses to the city centre which nowhere connect with buses to these destinations. It has been repeatedly demonstrated that rush-hour travel via the A40 from Eynsham to Oxford or Headington is faster by pedal cycle than by car or bus, and this is unlikely to change.
- Increasing bus frequency to (say) every 10 minutes would require a massive increase in bus fleet size. It is unclear how this would be funded other than by higher fares. Any higher frequency of buses is precluded by pickup and setdown delays if there are stops along the bus lane, and by the extra congestion it would cause within the city. Even at 1 bus every 10 minutes during peak times, buses could convey only about 1,000 passengers during a nominal 2-hour peak period, and this capacity could be wholly used by the proposed 1000-space Park & Ride at Eynsham. When set against existing daily eastbound traffic movements of 15,000 vehicles, most of which are not going to central Oxford, this is unlikely to make a major difference. Hence the bus lane might speed up journeys for existing passengers but will do little or nothing to reduce road congestion.
- The proposal states that “*Discussions are being held with the bus operators to ensure a greater number of buses serve the Park & Ride per hour providing a wider range of destinations in Oxford including the Headington Hospitals.*” However, even if the bus lane eventually continues past Duke’s Cut buses will be caught in the heavy congestion on Northway caused by London-bound vehicles, so it is hard to see how this will be achieved. It is quite clear that an adequate direct bus service to these destinations cannot be achieved without extending the bus lane(s) along Northway – a properly integrated plan would have included this when the roundabouts were remodelled and the Barton Park junction created. In fact, there would be benefit in an orbital bus service which could reduce the congestion in the city centre currently caused by gratuitously routing all bus journeys through it.
- The carriageways are to be dramatically reduced in width – in the variant with a westbound bus lane as well, they will be narrower than the bus lanes. Even at the reduced speed of 50mph this will bring wide commercial vehicles dangerously close to one another. The lower speed limit will encourage motorcyclists in particular to overtake, which will certainly lead to more accidents – there have already been incidents where motorcyclists overtaking legitimately without crossing the centre line of the existing carriageway have been sideswiped by vehicles coming the other way. Incidentally, the dual bus-lane variant is 25m wide - 3m more than the existing footprint - and it is unclear where the extra width will come from without moving the cycle lanes dangerously close to the hedgerow.

- In the dual bus lane version of the scheme, more than half of the available road width will be taken by bus lanes carrying very little traffic in comparison to the main carriageway. This is not an efficient use of space, given that bus commuters will be mainly eastbound in the morning and westbound in the evening.
- The scheme is of little benefit to Eynsham – already a major dormitory for Oxford, and soon to become massively more so – because reaching the north side of the A40 from the village centre entails a 10-minute walk and at least a 5-minute wait to cross the road. This may be unattractive (or even impossible for elderly users) compared with the existing S1 service via the village centre. Ideally some A40 buses would divert through Eynsham, but there is no suitable return route to the A40 on the east side of the village without getting caught in the heavy congestion at the existing roundabouts. There is also a real risk that an improved service along the A40 would encourage the bus company to reduce or even dispense with the S1 service, leaving Eynsham worse off than at present.

The Eynsham Park and Ride

This has been assumed for some years, but no convincing case for it has ever been made.

- Siting a Park and Ride at Eynsham makes no sense. Obviously residents of Eynsham (and of the so-called “Garden Village” north of the A40) would not drive to it. It also makes no sense for Witney residents to drive halfway to Oxford before catching a bus, rather than doing so nearer to Witney – even with immediate implementation of the proposed dual carriageway extension to Eynsham they (and the buses) would face heavy delays before reaching the Park and Ride. If a Park and Ride is useful at all, it would be better and far cheaper to site it near the existing eastern end of the dual carriageway and to extend the new bus lane westward to meet it.
- The only likely users of an Eynsham Park and Ride are residents of nearby villages with no bus service, particularly those south of the A40 who currently face long delays to cross the Thames at Swinford Toll Bridge. Many of these already park in Eynsham (in the free public car park or village centre streets) to catch the S1 at Eynsham Church. If they switched to using an A40 service, the car park would be too far away and they would park in the narrow streets of northern Eynsham, causing congestion and nuisance to residents. Even the proposed free parking at the Park and Ride (which may not be guaranteed in future) may not avoid this.
- The effect of siting the Park and Ride as proposed would be to draw large numbers of extra vehicles through Eynsham during rush hour, exacerbating the existing traffic problems. If the dual carriageway were indeed extended to Eynsham as well, the inevitable congestion from merging two carriageways into one at the Eynsham junction would only add to traffic chaos and air pollution at this point.
- A 1000-space car park will make negligible difference to the overall level of traffic on the A40, but the extra 1,500 or so bus passengers this will produce is in itself way beyond the capacity of 10-minutely buses (see above) during a 2-hour morning peak period. Taking into account existing bus users from Eynsham, plus the occupants of the 2,750 proposed new houses which by definition are for Oxford workers who cannot be housed in Oxford, it is clear that neither the bus lane nor the Park and Ride come even close to providing a transport solution for now, let alone the next 15 years.

The Dual Carriageway Extension

As explained above, this is required only as a consequence of siting a Park and Ride in entirely the wrong place, and hence is a complete waste of money.

The Proposed Westbound Bus Lane

A westbound bus lane was included in the original design study but was dropped for most of the length because there is insufficient width. It appears, however, that the proposed solution has been designed to allow this to be revived in future, though no evidence has been presented to justify this. It is unacceptable for any such scheme to bring traffic close to existing residential properties which already suffer unacceptable levels of noise and pollution (and the same of course applies to the eastbound lane on the north side).

Cycling Provision

One of the consequences of cramming a bus lane into the existing A40 footprint is the adverse effect on provision for cycling, in direct conflict with the aim expressed in the County's own LTP4 plan to encourage active travel. The existing cycle paths on both sides of the A40 are poorly maintained, far too narrow and severely overgrown; despite this the County's own traffic counter shows about 150 daily users of the south-side path. Properly laid and maintained cycle paths of adequate width could attract many more users and thereby provide true modal shift from motor vehicles, particularly as low-cost electrically-assisted cycles can extend feasible cycle commuting range up to 15 miles or more.

Unfortunately the bus lane makes it impossible to provide cycle paths of adequate standard on both sides of the road. If a single path is to be provided, there is a consensus among cyclists that it should be on the south side, not the north:

- Most A40 cycle journeys are between Eynsham and Oxford, so a north-side path entails two slow and unnecessary crossings of the A40. Cyclists starting from Witney or Cassington can make a single crossing to the south side at Eynsham or Cassington.
- There are far more hazardous side crossings on the north side (the Esso garage, the Cassington junction, the gravel haul road, the proposed A44 link road and the BP garage). The latter in particular has not been improved in the least by the recent changes to the Wolvercote roundabout approach. On the south side, there is little traffic at the Cassington junction and the haul road has a less bad vision splay (if the vegetation is regularly cut back, which is currently long overdue).
- Most cyclists commute eastbound in the morning and westbound in the evening. In winter, doing so on the north side entails facing glare from oncoming headlights, which is deeply unpleasant and even dangerous as the verge casts deep shadows in which it is impossible to see hazards on the cycle path (branches, dead animals, frozen puddles and detritus shed from vehicles), or even where the edges are, without using extremely high-power cycle lamps which are themselves a dazzle hazard for motorists. The intervening width of the bus lane would reduce this only marginally and the inevitable effect would be to discourage cycling.

The proposal sites this single cycle path 0.5m from the hedgerow, which is hopelessly inadequate – the existing path is some 2m from the hedgerow for most of its length and is still obstructed in many places by vegetation in the growing season. Brambles in particular can grow up to 10cm daily and are often at eye-level (above the range of cycle lamps at night), so the path would be unsafe unless the hedgerow were trimmed weekly. Further, there are currently several points where thawing frost drips from overhanging branches in icy weather and refreezes to form black ice. A path nearer the hedgerow would be overhung for most of its length and thus unusable in icy weather without daily gritting.

If the bus lane bottlenecks at Cassington and Duke's Cut are avoided by diverting the cycle path(s) on to separate bridges, these must allow for the full 3m width to be accommodated. Anything less would be dangerous as it would not allow even conventional cycles to pass safely, let alone tricycles, child trailers etc. More width than usual is required between walls, as cyclists cannot overhang the edge of the path in order to pass, and contact between handlebar and wall inevitably causes a crash.

It is difficult to see the details of the many new cycle crossings proposed in the scheme, but these must NOT follow the designs in use at the Wolvercote and Cutteslowe roundabouts, which are unfit for purpose in every respect. It should not be necessary (but clearly is) to point out that what cyclists need is:

- A straight, flat crossing at road level (no sharp bends or ramps to centre islands, and signalised crossings which cross both carriageways at once.)
- Clearly visible signals straight ahead, not at hip-level to one side (countdown timers, as often used in London and elsewhere, would be a useful addition).
- A layout which allows cyclists to approach the crossing at right-angles to the road – this requires a bend radius of at least 3m so that the whole body of the bike is square-on, not just the front wheel. Otherwise cyclists cannot safely see traffic approaching from the right.

The B4044 Community Path

The Society strongly supports this proposal, which will at last make cycling to/from west Oxford safe. However, it is difficult to see how cyclists will realistically get from Eynsham (and the A40 cycle path) to the Community Path without getting caught up in the tailback from Swinford Bridge, and it is particularly unfortunate that there is a gap at the Wharf Stream crossing.

The Link to the Canal Towpath

The Society supports this also, provided it is well designed in consultation with potential users. "Cyclists dismount" signs should however be avoided if at all possible – cyclists are quite capable of deciding for themselves whether dismounting is necessary.

Summary and Conclusions

- The bus lane proposal is utterly irrelevant to reducing existing A40 congestion, even before taking into account the massive amount of extra traffic resulting from new housing at Eynsham. It will barely suffice to serve the proposed Park and Ride.
- The Park and Ride should not be at Eynsham – it should be sited near the end of the existing dual carriageway and the bus lane extended westward to meet it. This would avoid the need for the expensive dual carriageway extension, and would also reduce the congestion and air pollution at Eynsham which will result from the "perfect storm" of the merging of carriageways and the P&R access.
- Nowhere does the proposal consider the enormous disruption to A40 traffic which would be caused during construction. This would dwarf the recent problems during the roundabout works.
- Many of the problems arise from trying to cram a bus lane into the existing footprint of the road where there is clearly not enough room. A proper solution entails widening to the north where there is land available, even though this would add to the cost (which

could be mitigated by siting the Park and Ride sensibly and dropping the unnecessary dual carriageway proposal).

- It is not acceptable to bring A40 traffic nearer to existing homes, and all resurfacing should be with a low-noise material such as porous asphalt to reduce the unacceptably high noise levels currently experienced.
- The huge proposed increase in housing along the A40 corridor results directly from handwaving projections by the Local Enterprise Partnership which seeks enormous growth in high-technology industry. The LEP should be encouraged to contribute to a bolder solution to the transport problem, perhaps by funding an appropriately high-tech transport system such as a suspended monorail. A key requirement should be the provision of direct public transport links to Oxford Parkway station.
- The B4044 Community Path and the link to NCN5 are cautiously welcomed, but must be properly designed to meet the real needs of cyclists. The County's record to date on this ranges from poor (existing A40 cycle paths) to abysmal (design of crossings at Wolvercote & Cutteslowe roundabouts), so considerable improvement is required.

[End of document]

The Eynsham Society

Chairman: [REDACTED] [REDACTED]

[REDACTED] [REDACTED] [REDACTED]
[REDACTED] [REDACTED]

Eynsham Park & Ride and A40 Bus Lane Consultation 2016

This document is the response of the Eynsham Society to the above consultation.

The proposal put out for consultation is an honest effort to implement the design brief, using the Oxford orthodoxy that the solution to all transport problems is to provide more diesel buses. This may have been appropriate in the 1970s and perhaps even more recently, but it is now largely irrelevant to the current and projected future needs of the area. It is particularly unfortunate that the brief did not include the possibility of the 3,200 houses now proposed for Eynsham in the WODC draft Local Plan, and that there seems to have been no attempt to address bus lanes in the recent roadworks at the Wolvercote and Cutteslowe roundabouts the Northern Bypass east of Cutteslowe, including the new Barton Park junction. This blinkered and fragmented approach to transport planning guarantees that adopted solutions will be obsolete before completion.

The following sections discuss individual parts of the proposal.

The Eastbound Bus Lane

The Society has no objection in principle to an eastbound bus lane if it provides significant benefits without compromising other transport modes. However, this is not the case, especially as trying to shoehorn a bus lane into the existing A40 footprint has resulted in some severe design compromises.

- At best the bus lane is expected to cut 9 minutes from the journey time from Witney to central Oxford. However, if the bus gate alternative is adopted at the Cassington bridges, much of this saving may be lost as bus gates are ineffective when traffic is stationary.
- The figures are opaquely presented, but it is obvious that the majority of private cars eastbound on the A40 are not going into central Oxford, as there is nowhere for them to park. Those who are going to "Oxford" (as opposed to London or the northbound M40) are most likely going to the major employment sites in Headington (hospitals, Oxford Brookes University, Oxford University Old Road Campus) or Cowley (BMW, Cowley Centre). These drivers are unlikely to switch to A40 buses to the city centre which nowhere connect with buses to these destinations. It has been demonstrated that rush-hour travel via the A40 from Eynsham to Oxford or Headington is faster by pedal cycle than by car or bus, and this is unlikely to change.
- Increasing bus frequency to (say) every 10 minutes would require a massive increase in bus fleet size. It is unclear how this would be funded other than by higher fares. Higher frequency of buses is precluded by pickup and setdown delays if there are stops along the bus lane, and by the extra congestion it would cause within the city. Even at 1 bus every 10 minutes during peak times, 75-seater buses could convey only about 900 passengers during a nominal 2-hour peak period. When set against daily eastbound traffic movements of 15,000 vehicles, this is unlikely to make a major difference. Hence

the bus lane might speed up journeys for existing passengers but would do little or nothing to reduce road congestion.

- The carriageways are to be reduced to the minimum width of 7.3m. Even at the reduced speed of 50mph this will bring wide commercial vehicles dangerously close to one another. The lower speed limit will encourage motorcyclists in particular to overtake, which will certainly lead to more accidents – there have already been incidents where motorcyclists overtaking legitimately without crossing the centre line of the existing carriageway have been sideswiped by vehicles coming the other way.
- The proposal states that *“a key aspect of this for buses from the Eynsham Park & Ride to route to areas in the east of Oxford, such as the hospitals. Passenger journey times will be reduced by the bus using the bus lane and no need to interchange in Oxford city centre.”* However, with the bus lane finishing at Duke’s Cut (less than halfway to Headington even from Eynsham), buses will be caught in the heavy congestion on Northway caused by London-bound vehicles, so it is hard to see how this will be achieved.
- The scheme is of little benefit to Eynsham – already a major dormitory for Oxford, and soon to become massively more so if the WODC Local Plan is adopted – because reaching the north side of the A40 from the village centre entails a 10-minute walk and at least a 5-minute wait to cross the road. Even if the latter is reduced by a footbridge, this may be unattractive (or even impossible for elderly users) compared with the existing S1 service via the village centre. Ideally some A40 buses would divert through Eynsham, but there is no suitable return route to the A40 on the east side of the village without getting caught in the heavy congestion at the B4449/B4044 roundabout. There is also a real risk that an improved service along the A40 would encourage the bus company to reduce or even dispense with the S1 service, leaving Eynsham worse off than at present.

The Eynsham Park and Ride

This has been assumed for some years, but no convincing case for it has ever been made.

- Siting a Park and Ride at Eynsham makes no sense. Obviously residents of Eynsham (and of the proposed “Garden Village” north of the A40) would not use it. It also makes no sense for Witney residents to drive halfway to Oxford before catching a bus, rather than doing so in Witney itself, particularly as without immediate implementation of the proposed dual carriageway extension to Eynsham they (and the buses) would face the existing heavy delays on the current single carriageway. If a Park and Ride is useful at all, it would be better and far cheaper to site it near the existing eastern end of the dual carriageway.
- The only likely users of an Eynsham Park and Ride are residents of nearby villages with no bus service, particularly those south of the A40 who currently face long delays to cross the Thames at Swinford Toll Bridge. Many of these already park in Eynsham (in the free public car park or village centre streets) to catch the S1 at Eynsham Church. If they switched to using an A40 service, the car park would be too far away and they would park in the narrow streets of northern Eynsham, causing congestion and nuisance to residents. Free parking at the Park and Ride might avoid this, but has not been proposed and is not currently available at any of the Oxford Park and Ride sites.
- Even if the parking were free, the effect of siting the Park and Ride as proposed would be to draw large numbers of extra vehicles through Eynsham during rush hour, exacerbating the existing traffic problems. If the dual carriageway were indeed extended

to Eynsham as well, the inevitable congestion from merging two carriageways into one at the Eynsham junction would only add to traffic chaos at this point.

- A 1000-space car park would make little difference to the overall level of traffic on the A40, but the extra 1500 or so bus passengers this would produce is in itself way beyond the capacity of 10-minutely buses (see above) during a 2-hour morning peak period. Taking into account existing bus users from Eynsham, plus the occupants of the 2,750 proposed new houses which by definition are for Oxford workers who cannot be housed in Oxford, it is clear that neither the bus lane nor the Park and Ride come even close to providing a transport solution for the next 15 years.

The Dual Carriageway Extension

As explained above, this is required only as a consequence of siting a Park and Ride in entirely the wrong place, and hence is a complete waste of money.

The Proposed Westbound Bus Lane

A westbound bus lane was included in the design study but has been dropped for most of the length because there is insufficient width. It appears, however, that the proposed solution has been designed to allow this to be revived in future, though no evidence has been presented to justify this. It is unacceptable for any such scheme to bring traffic close to existing residential properties which already suffer unacceptable levels of noise and pollution (and the same of course applies to the eastbound lane on the north side).

Cycling Provision

One of the consequences of cramming a bus lane into the existing A40 footprint is the adverse effect on provision for cycling, in direct conflict with the aim expressed in the County's own LTP4 plan to encourage active travel. The existing cycle paths on both sides of the A40 are poorly maintained, far too narrow and severely overgrown; despite this the County's own traffic counter shows about 150 daily users of the south-side path. Properly laid and maintained cycle paths of adequate width could attract many more users and thereby provide true modal shift from motor vehicles, particularly as low-cost electrically-assisted cycles can extend feasible cycle commuting range up to 15 miles or more.

Unfortunately the bus lane makes it impossible to provide cycle paths of adequate standard on both sides of the road. If a single path is to be provided, there is a consensus among cyclists that it should be on the south side, not the north:

- Most A40 cycle journeys start in Eynsham and finish in Oxford, so a north-side path entails two slow and unnecessary crossings of the A40. Cyclists starting from Witney or Cassington can make a single crossing to the south side at Eynsham or Cassington.
- There are far more hazardous side crossings on the north side (the Esso garage, the Cassington junction, the gravel haul road, the proposed A44 link road and the BP garage). The latter in particular has not been improved in the least by the recent changes to the Wolvercote roundabout approach. On the south side, there is little traffic at the Cassington junction and the haul road has a less bad vision splay (if the vegetation is regularly cut back, which is currently long overdue).
- Most cyclists commute eastbound in the morning and westbound in the evening. In winter, doing so on the north side entails facing glare from oncoming headlights, which is deeply unpleasant and even dangerous as the verge casts deep shadows in which it is impossible to see hazards on the cycle path (branches, dead animals, frozen puddles

and detritus shed from vehicles), or even where the edges are, without using extremely high-power cycle lamps which are themselves a dazzle hazard for motorists. The intervening width of the bus lane would reduce this only marginally and the inevitable effect would be to discourage cycling.

The proposal sites this single cycle path 0.5m from the hedgerow, which is hopelessly inadequate – the existing path is some 2m from the hedgerow for most of its length and is still obstructed in many places by vegetation in the growing season. Brambles in particular can grow up to 10cm daily and are often at eye-level (above the range of cycle lamps at night), so the path would be unsafe unless the hedgerow were trimmed weekly. Further, there are currently several points where thawing frost drips from overhanging branches in icy weather and refreezes to form black ice. A path nearer the hedgerow would be overhung for most of its length and thus unusable in icy weather without daily gritting.

The 2m wide cycle/footbridges proposed as an alternative to bus gates would be dangerous as they would not allow even conventional cycles to pass safely, let alone tricycles, child trailers etc. More width than usual is required between walls, as cyclists cannot overhang the edge of the path in order to pass, and contact between handlebar and wall inevitably causes a crash.

Summary and Conclusions

- This proposal is poorly-timed as it does not allow for the massive increase in A40 commuter traffic which will result if the draft West Oxfordshire Local Plan is adopted. It should be shelved for now and the entire problem reconsidered when that outcome is known, with serious consideration given to more innovative solutions than 1970s bus lanes.
- Nowhere does the proposal consider the enormous disruption to A40 traffic which would be caused during construction. This would dwarf the recent problems during the roundabout works.
- Most of the problems arise from trying to cram a bus lane into the existing footprint of the road where there is clearly not enough room. A proper solution entails widening to the north where there is land available, even though this would add to the cost (which could be mitigated by siting the Park and Ride sensibly and dropping the unnecessary dual carriageway proposal).
- It is not acceptable to bring A40 traffic nearer to existing homes, and all resurfacing should be with a low-noise material such as porous asphalt to reduce the unacceptably high noise levels currently experienced.
- The huge proposed increase in housing along the A40 corridor results directly from handwaving projections by the Local Enterprise Partnership which seeks enormous growth in high-technology industry. The LEP should be encouraged to contribute to a bolder solution to the transport problem, perhaps by funding an appropriately high-tech transport system such as a maglev or a suspended monorail. These would be much cheaper to install than trains or trams, where the major cost is high-precision tracklaying. A suspended monorail in particular would have a very small footprint and could even share carriageway width with cycle paths provided enough clearance were provided below.

[End of document]

[1] (*referring to panel numbers*)

Background and context should refer to 'Gear Change' as well as 'Cycle infrastructure Design'.

The statement that

This approximately 12.5 km section of the A40 is used each day by over 30,000 vehicles which is above the road's capacity. Congestion causes daily problems for road users and has been described as one of the biggest barriers to economic growth and prosperity in West Oxfordshire.

... as well as other parts of this introduction, feels like decades-old criteria, the solutions are as likely to increase problems as solve them. Increasing capacity will increase demand which is counter to local and national policy its objectionable as such

The overriding objective of the Programme is to deliver a long-term solution for the A40 to protect and enhance quality of life for residents and the future economic prosperity of this part of Oxfordshire.

Which long term? Climate emergency?

Which enhancements, for whom, and for what modes?

It's not a given that making roads motor-traffic congestion-free makes a difference to economic prosperity.

[2]

Active travel is mentioned on this page but not the level of quality expected in Gear Change, and other national and local policies.



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

This impression is misleading as the key elements for cycling are junctions which require new thinking and design from the designers.

This is objectionable in its misleading assertion.

[3]

[July 2015: Investing in the A40](#)

In July 2015 we conducted an initial consultation to develop a long-term solution for the A40 to address the issues of congestion and delay.

I would suggest that that initial consultation was flawed and that the evaluations were inadequately assessed.

[4]

[Oxfordshire County Council 2020 Climate](#)

[Action Framework plus West Oxfordshire District Plan 2031, LCTP, Draft Salt Cross Garden Village, Area Action Plan](#)

The proposals do not embrace this Framework, or the Plans

[5]

[Strategic growth](#)

The developments listed here, and the new and existing roundabouts are not appropriate designs for active travel and in fact act as barriers.

This is objectionable.

[6]

[A40 Improvements, schemes 1 – 6,](#)

All these schemes have added active travel onto a designed motor traffic scheme. As such the outcomes for walking and cycling are sub-optimal and objectionable. The threatening Eynsham roundabout is all but ignored.

These are objectionable characteristics.

[7]

[Scheme 1: A40 Dual Carriageway Extension](#)



No provision apparent for travel south (to the right) in this image.



It seems perverse to pre-determine where active travel may occur on such major interventions as this roundabout.

50mph would seem inappropriate since two arms are 30mph.

[8]

We welcome the varied speed regimes proposed and we call for more, particularly a 30mph regime around the roundabout, as the designers have chosen to limit choices for not-motor traffic modes.

[9] & [10]

These cross sections, whilst setting a welcome intention to make space for cycling, are simply misleading without proposals for linear connectivity, turning, movements for active travel.

[11]



Is the overbridge accessible from the cycle track?

[12]

As in [7]:

Scheme 1: A40 Dual Carriageway Extension



No provision apparent for travel south (to the right) in this image.



New image [12]



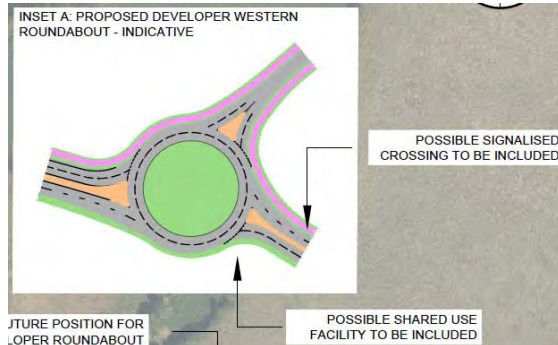
- It seems perverse to pre-determine where active travel may occur on such major interventions as this apparently oversized, high speed roundabout.
- 50mph would seem inappropriate since two arms are 30mph.
- Why are some active travel proposals only 'possible'?



- The 'Shared use crossing to be provided' is indicative of an unacceptable mindset. This roundabout (not on a DMRB road) should be designed with cycling designed to be as convenient as driving. This proposal is apparently dangerous for cycling
- This is objectionable.

[13]

[14]



I object to this roundabout proposal.

- The 'Possible shared use facility to be included' is indicative of an unacceptable mindset. This roundabout (not on a DMRB road) should be designed so that cycling is designed to be as convenient as driving.
- This proposal is apparently dangerous for cycling
- Not all movements are provided for active travel.

[15]

Potential pedestrian subway link underneath the A40 connecting Eynsham to the Park and Ride site.

- It is objectionable to us that this grade-separated proposal is still a 'potential' facility.
- The safety of active travel may be questioned in this image, the current crossing facilities, using horrible pens, are regularly crashed into and in cases, are destroyed.
 - I would suggest that some landscape feature, perhaps using rocks of >1m in height, are sympathetically used to provide a barrier against drivers whilst enhancing the environment for active travel



- Comment on details is to be delayed to subsequent boards.

[16]

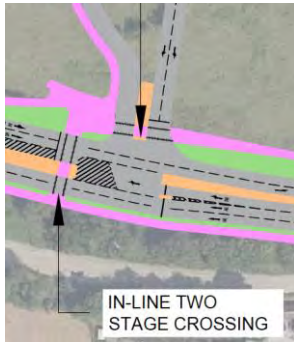
I object to the 40mph speed limit separating the villages of Eynsham and Salts Cross. 30mph would be appropriate.

[17]

[18]

Like comment for [9 & 10], these cross sections, whilst setting a welcome intention to make space for cycling, are simply misleading without proposals for linear connectivity and turning movements for active travel.

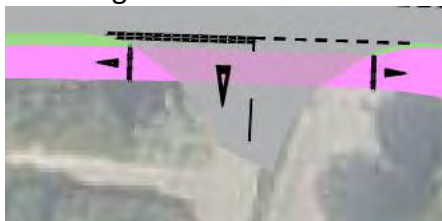
[19]



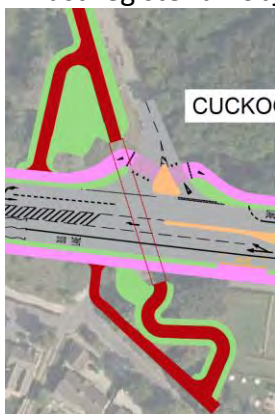
- I have concerns regarding size of the waiting area for these crossings.
- The large, hatched areas suggest that the waiting areas could be deeper.



- I guardedly welcome the semi-continuity across side road entries and the continuity across the bus-lane on the north side.
- However, the Give-Way markings, the excessive corner radii, the 'transparency' of the colouring do no instil confidence:



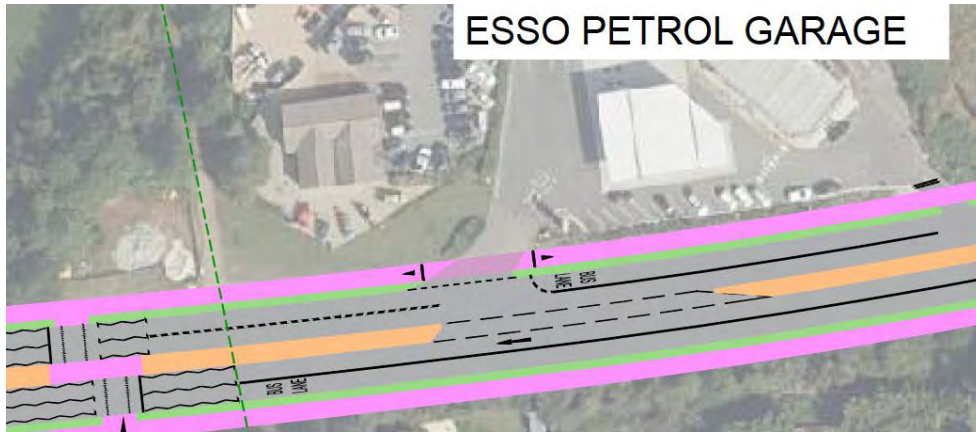
- Elm Place.
- I must register an objection because of the ambiguity of these colours, and the large radii.



- This 'proposed' grade-separated proposal looks plausible!
- The width looks to be >3.5m which seems acceptable.

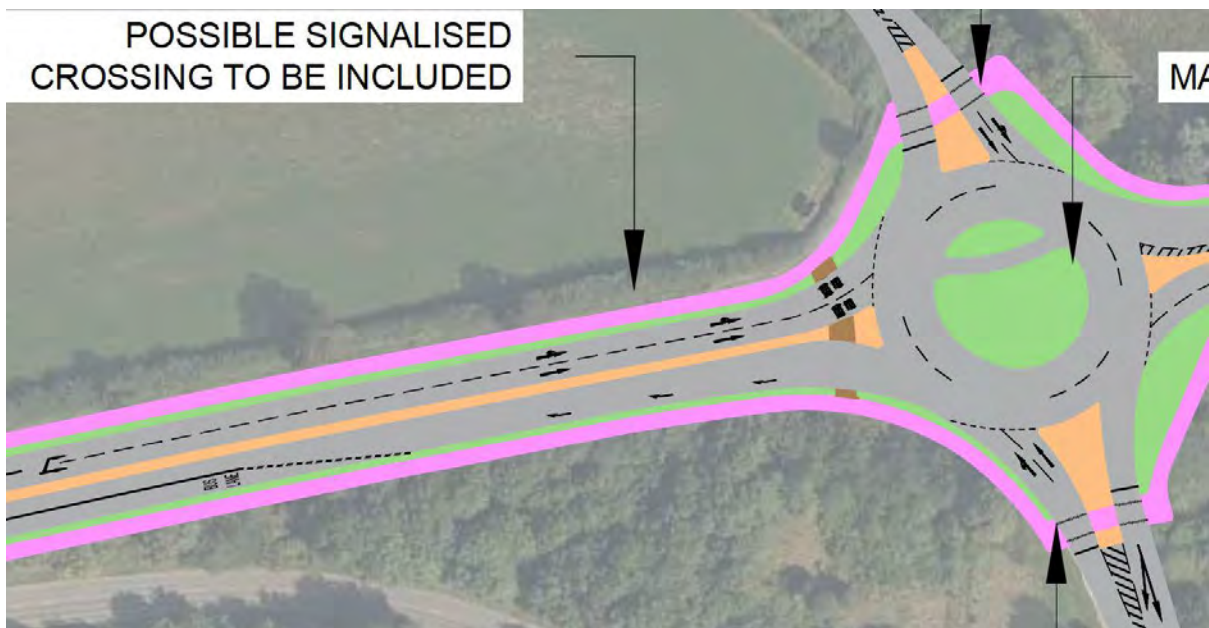
[20]

Esso garage -



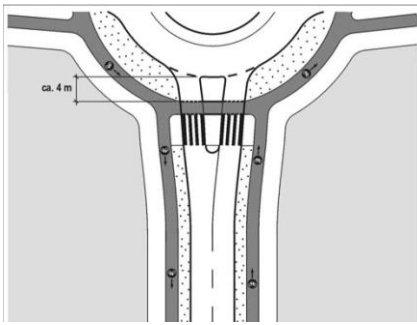
- Exit looks potentially beneficial for cycling but there needs to be some design for the Filling Station exit. Is this in place?
- Entry is still ambiguous,
 - will a coloured surface be applied?
 - And does not introduce any expectation for drivers from the west, that they should give way to crossing cyclists. Meaning that people cycling will need to be looking behind at 135° which is not acceptable.

[21] Eynsham Roundabout:

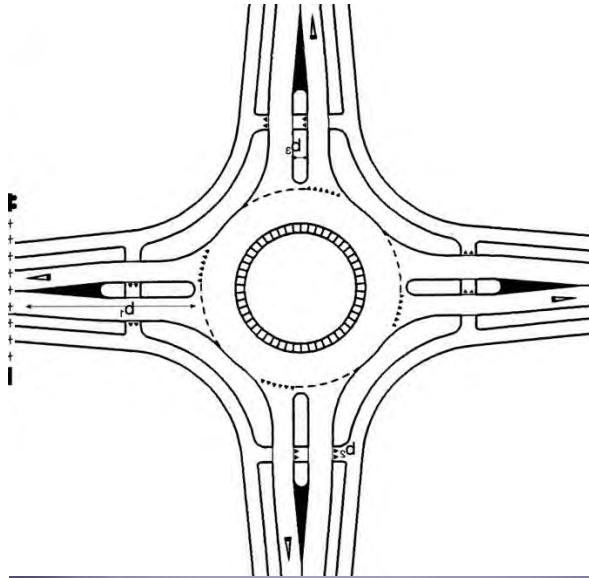


- I object to this design.
- There are some improvements here, over previous essays, but cycling N/S and E/W remains unacceptable. Particularly N/S.
- Crossing the westbound exit is likely to be a lethal experience, designed as it is for speed for drivers. The carriageway width appears to be well over 7m.
- BP filling station: the same comments are appropriate.
- Exit looks potentially beneficial for cycling but there needs to be some design for the Filling Station exit. Is this in place?
- Entry is still ambiguous,

- will a coherent, coloured surface be applied?
- And does not introduce any expectation for drivers from the west, that they should give way to crossing cyclists. Meaning that people cycling will need to be looking behind at 135° which is not acceptable.
- The Team needs to take on board active travel. Government Policy implies/states that all schemes must be safe (Gear Change, LTN1/20, this design and other roundabouts are not acceptable).



- From German RAST06
- Below are three designs in the Dutch CROW manual for 25,000 vpd, up to 40,000 PCU/24 hours



V 44

Description	Single-lane roundabout with separate cycle track and cyclists not having right of way
Function	safe and quick interchange of traffic flows
Application	<ul style="list-style-type: none"> • intersection of district access road with estate access road or another district access road • outside built-up areas • sum of approaching traffic flows < approximately 25,000 pcuiday (conflict load approximately 1,500 pcu/h)
Implementation	<ul style="list-style-type: none"> • no block marking at the cycle crossing location • no continuous pavement on cycle track • central traffic islands sufficiently wide in connection with stacking space for cyclists • equal right of way regime for cyclists and pedestrians • vertical elements on elevated central traffic island • guarantee recognisability by means of public lighting
Dimensions	<ul style="list-style-type: none"> • $R_1 = 12.50$ to 20.00 m • $R_2 = 6.50$ to 15.00 m • $r_A = 12.00$ m, with central traffic island = 8.00 m, without central traffic island • $r_B = 15.00$ m, with central traffic island = 12.00 m, without central traffic island • $B = 5.00$ to 6.00 m (depending on R_1 and R_2) • $b_1 = 1.50$ (1.00) m • $b_2 = 2.00$ to 2.50 m • $b_3 =$ as large as possible • $L = 5.00$ m • $C = 2.00$ m • length of central traffic island (b_1) ≥ 6.00 m • stacking space on cycle track (b_2) 2.10 to 3.0 m • width of central traffic islands (b_3) 2.50 to 3.00 m (2.10 m)
Considerations	<ul style="list-style-type: none"> • very good increase in attention • effective speed reduction • increased safety, few accidents with injuries • poor flow of bicycle traffic
Combination options	<ul style="list-style-type: none"> • moped openings (moped on carriageway) if roundabout is in a place where the speed regime changes

V34

Turbo roundabout with cyclists not given right of way

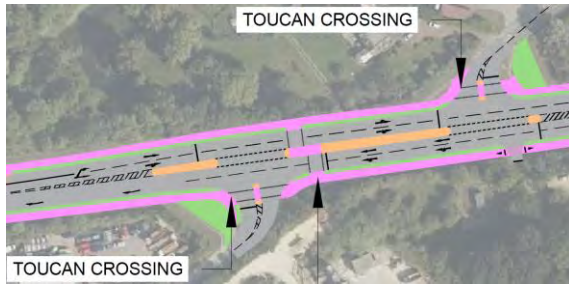
Function	<ul style="list-style-type: none">smooth, safe exchange of traffic flows
Application	<ul style="list-style-type: none">junction distributor roadsup to 40,000 PCU/24-hour period on the roundabout, depending on implementationbicycle traffic around roundabout, only if grade-separated crossing and/or diverting are not possible
Implementation	<ul style="list-style-type: none">do not continue cycle path's red colour over the roundaboutmake cycle crossings raised if possible (table)for reasons of road safety, make all exits single lane (to prevent accidents due to obstructed view)
Dimensions	<ul style="list-style-type: none">highly dependent on the roundabout designthe shape of the roundabout depends on traffic volumes, road safety and amount of space taken upsee CROW publication 257 'Turborotondes' [10]
Considerations	<ul style="list-style-type: none">high capacityimproved visibility of junctionconsiderable reduction in speedeasy for lorries and public transport to drive ontakes up a lot of spacerisk of weaving accidents
Combination possibilities	<ul style="list-style-type: none">crossing facilities
Alternatives	<ul style="list-style-type: none">turbo roundabout with cyclists given right of way: see V33junction with traffic lights



V33 Turbo roundabout with cyclists given right of way

Function	<ul style="list-style-type: none">smooth, safe exchange of motorized traffic
Application	<ul style="list-style-type: none">junction distributor roadsup to 40,000 PCU/24-hour period on the roundabout, depending on implementationbicycle traffic on roundabout, only if grade-separated crossing and/or diverting are not possible
Implementation	<ul style="list-style-type: none">continue cycle path's red colour over the roundaboutcreate bicycle crossings on raised junctionfor reasons of road safety, make all exits single lane (to prevent accidents due to obstructed view)bicycle crossings on turbo roundabouts in built-up areas are always ridden in a single direction, so never create bidirectional cycle paths around them
Dimensions	<ul style="list-style-type: none">highly dependent on the roundabout designthe shape of the roundabout depends on traffic volumes, road safety and amount of space taken upsee CROW publication 257 'Turborotondes' [10]
Considerations	<ul style="list-style-type: none">high capacityimproved visibility of junctionconsiderable reduction in speedeasy for lorries and public transport to drive ontakes up a lot of spacerisk of weaving accidentsrisk of cyclists being hidden in the case of double exitdetour for cyclist due to one-way cycle path around roundabout
Combination possibilities	<ul style="list-style-type: none">crossing facilities
Alternatives	<ul style="list-style-type: none">turbo roundabout with cyclists not given right of way: see V34junction with traffic lights





- The provision of Toucan Crossings appears to resolve the convenience and safety for active travel problems of previous designs.

[23]

- Continuity of cycling/shared use facility looks good.
- Potential bus stops being considered need to be designed as 'floating' or some other similar concept.

[24]



Waste Solutions access road

Lay-by

- Exit looks potentially beneficial for cycling.
- Entry is still ambiguous,
 - will a coloured surface be applied?
 - Will the cycle path be at-grade or on a hump?
 - For people cycling they will need to be looking behind at up to 135° which is not acceptable.

[25]

[26]

[27] Dukes Cut ->

[28] Dukes Cut

- Whilst access to NCN5 is a worthwhile consideration it cannot offer an acceptable alternative to the main A40 trajectory.
- With the shared-use facility located to the south side, there is no safe crossing of the A40.

- Potential connections from the south side would seem to be essential (especially if NCN5 is an acceptable width and quality).

[29]

[30]

[31]

[32] [A40 HIF2 Smart Corridor - Active Travel](#)

[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.
- It isn't clear that the Consultation interpretation of 'Cohesion' is close enough to LTN1/20 or the Level of Service chart:
- Connectivity to a range of destinations is a part of the expectation, 'Cyclists are provided with a continuous route including through junctions' – a '#2 Green score, has not been achieved.

Key requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m

- The aspirations are either misconstrued or not achieved and this leads to our 'objection'.

[33] [A40 HIF2 Smart Corridor - Active Travel](#)

- This page has high aspirations - which are supported.

[34] [A40 HIF2 Smart Corridor - Improvements at Eynsham](#)

- This page has high aspirations - which are supported.

[35] [A40 HIF2 Smart Corridor - Public Transport](#)

- Suggestion, to better enable public transport usage it would be appropriate to provide **safe bike parking** to enable non-motorised access to bus stops.

[36] to [47]

- Stud Lighting, to be more than a tokenistic proposal, **needs to be tested** to ensure that the visibility and appropriate frequency of studs is useful.
- Otherwise: no detailed comments.

Submitted on behalf of Cyclox and Cycling UK (Oxford) rep

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

10 June 2021

From: [REDACTED] on behalf of [A40 Corridor](#)
To: [A40Corridor](#)
Subject: FW: A40 Corridor - WOT Group response
Date: 07 June 2021 08:55:48
Attachments: [2021.03.04 Witney Oxford Transport Group's Survey with West Oxfordshire Residents, FINAL.pdf](#)

From: [REDACTED]
Sent: 06 June 2021 23:46
To: A40 Corridor <A40corridor@Oxfordshire.gov.uk>
Subject: A40 Corridor - WOT Group response

Dear Sir / Madam,

We are in active discussions with Oxfordshire County Council Officers and Members regarding this issue so are primarily using those discussions as the key forum for discussion.

Ahead of the May 6th 2021 County Council elections we asked all candidates whether they would commit to defining and protecting a rail route as part of the A40 Programme. We are delighted that 9 out of the 10 county councillors elected in West Oxfordshire made this commitment. This reflects both their individual focus on this issue, but also the fact that 97% of all West Oxfordshire residents support exploring restoring the rail line (see the attached survey). As we have made very clear in our public materials, it would be a very negative result if the A40 Programme, through lack of planning, effectively blocked off the key rail route to Witney and Carterton. This is exactly what will occur if fast and dramatic actions are not taken to remedy this very detrimental situation.

We therefore propose that the following two projects are commissioned by OCC immediately. With these two projects completed the key facts can be objectively quantified and assessed so that informed decisions can be made. The sooner these projects are commissioned, the less time and cost is incurred in deciding how best to make passive provision for a rail line.

- 1) Initial Route Engineering Assessment** – we believe that there is broad agreement that the planned Park & Ride site at Eynsham is the logical location for a future railway station. This is because it is on the A40, has capacity for 850 cars, has planning permission and is located between Eynsham village, and the new developments at West Eynsham and Salt Cross Garden Village. Therefore, the near-term focus is to professionally review and evaluate the optimal route from the existing rail network to Eynsham.

We believe there are principally two route options that would connect Eynsham to the existing rail network ([see here](#)), we are also open to other route options, if they exist. The engineering assessment exercise would evaluate the route options at a high level against a set of criteria (i.e. environmental constraints, engineering feasibility, cost and delivery risk). This c. 6-8 week piece of work would have input from the A40 Programme team and would result in a clear recommendation regarding the preferred route choice from the main line into, past and out of Eynsham.

2) Strategic Outline Business Case (“SOBC”) Study – key components include:

- economic appraisal; determine new station catchment areas to forecast potential demand and farebox revenues and generate a Benefit Cost Ratio in correspondence with DfT appraisal guidance
- capacity and timetabling analysis – determine a realistic train passenger service pattern/ option. Identify constraints and assumptions for how the rail line would interface with the broader current and future rail activity around Oxford, including potential routes beyond Oxford
- high level engineering feasibility review to determine high order of magnitude capital costs
- potential mechanisms for funding, including land value capture

On March 5th, WOT Group applied to the DfT for a £50k grant to help fund the production of an SOBC for the project. While officially the DfT has said results will be announced “in the summer”, we believe (though it is not certain) that the DfT will announce the results before the parliamentary summer recess in July. If WOT Group is lucky enough to be successful in winning this grant funding, it is willing to pass the entire £50k of funding over to OCC to help cover these costs. We expect this work to be completed in approximately 3 months.

Kind regards,

[Redacted]

[Redacted]

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From: [REDACTED] on behalf of [A40 Corridor](#)
To: [A40Corridor](#)
Subject: FW: Response to A40 Consultation
Date: 07 June 2021 14:25:15

From: [REDACTED]
Sent: 07 June 2021 14:34
To: A40 Corridor <A40corridor@Oxfordshire.gov.uk>
Subject: Response to A40 Consultation

1

Please say whether you are responding as a:
Resident of Eynsham and district councillor for Eynsham & Cassington

10

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

I support

11

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

I support

12

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

I support

17

Overall, what is your view on A40 HIF2 Smart Corridor project as set out in the virtual exhibition? This comprises the A40 Dual Carriageway Extension scheme

The A40 stretch at Eynsham must be the most congested section of road in Oxfordshire, at least outside Oxford, and is reported on daily, virtually without fail, on the local radio every morning and evening. The principle cause in my view is the sets of traffic lights at Cassington and Witney Road, plus in part the Eynsham roundabout, which cannot cope with the volumes of traffic. A bus lane will make a scarcely noticeable difference, and the extra houses will clearly make the problem worse. The main problem of the plans is they are not strategy-driven, but budget-driven, based on what funds happen to be available from central Government, and a lack of a joint plan for the A40, Garden Village and West Eynsham.

The best long-term solution would be a train line from Witney to Oxford, so the A40 must not obstruct any future route. A more immediate solution to free up traffic would be to divert the

A40 northwards between West Eynsham and Eynsham roundabout, and turn the existing A40 on the section in-between to a service road, similar to Thorney Leys. This would minimise the number of junctions on the A40, and remove the traffic lights. It would also provide space for a bridge from Eynsham to Salt Cross. If that can't be achieved, in order to ensure safe crossings between Eynsham and Salt Cross, the A40 stretch should be turned into a Sunderland Avenue style boulevard with a speed limit of 30mph. Speed limits any higher will risk the lives of those crossing. The 30mph limit (with 40 mph on each end) will also manage the flow better as otherwise it is condemned to become 'stop-start' traffic

20

I would like to make further comments on noise:

Please ensure the road surface material reduces noise as much as possible

21

I would like to make further comments on biodiversity:

The A40 itself could be a valuable wildlife corridor if planned and maintained with biodiversity protection in mind

22

I would like to make comments on air quality:

I would like particulates to be measured as well as NO2, and not just assumed they are an equivalent level

23

I would like to make comments on the landscape:

There are serious flooding concerns in the area. Any work done must pay regard to the increased likelihood of flooding due to climate change and also the cumulative effect of all building work in the area

24

I would like to make further comments on lighting:

Please consider houses close to the A40 and minimise lighting intensity and switch off at night as far as safe to do so

25

I would like to make further comments on the construction:

Please ensure that construction does no damage to nearby buildings. Can pre-construction analysis of soils be used to check this risk?

Regards

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[Redacted]
[Redacted]
[Redacted]

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From: [REDACTED] on behalf of [A40 Corridor](#)
To: [A40Corridor](#)
Subject: FW: Woodland Trust comments on HIF2 A40 Smart Corridor Consultation
Date: 08 June 2021 07:53:20

From: [REDACTED]
Sent: 07 June 2021 16:18
To: A40 Corridor <A40corridor@Oxfordshire.gov.uk>
Cc: campaigning@woodlandtrust.org.uk
Subject: Woodland Trust comments on HIF2 A40 Smart Corridor Consultation

Dear Project Team,

Thank you for the opportunity to provide comment on the following consultation.

The Woodland Trust **objects** to the removal of a hedgerow - which adjoins the boundary of our site Eynsham Wood - to facilitate the construction of Scheme 3: A40 Integrated Bus Lanes. The hedgerow is an important boundary to our site which pre-dates the planting of Eynsham Wood and forms a visual, physical, and aerodynamic barrier to the woodland.

Alongside our concerns for the hedgerow, we would appreciate confirmation as to whether the proposed improvements will encroach upon Woodland Trust owned land, as it is not clear from the documentation provided.

Kind regards,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Woodland Trust, Kempton Way, Grantham, Lincolnshire, NG31 6LL

[REDACTED]
woodlandtrust.org.uk



Woodland Trust



Stand up for trees

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Registered Office: Kempton Way, Grantham, Lincolnshire, NG31 6LL.

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Planning and Strategic Housing

Reply to : [REDACTED]
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WEST OXFORDSHIRE
DISTRICT COUNCIL

[REDACTED]
A40 Programme Lead
Major Infrastructure Capital Programme
Environment & Place Directorate
Oxfordshire County Council
County Hall
Oxford
OX1 1DJ

Your Ref :
Our Ref :
Date : 7 June 2021

Dear [REDACTED]

A40 HIF2 Smart Corridor and A40 Access to Witney

Thank you for providing us with the opportunity to comment on the initial proposals for the A40 HIF2 Smart Corridor project and the A40 Access to Witney scheme.

The A40 is a vitally important corridor for West Oxfordshire with the Local Plan 2031 identifying a number of strategic housing sites along it including Salt Cross Garden Village.

It is vital that timely and effective measures are put into place to ensure that public transport and walking and cycling are attractive and genuine alternatives to the private car and in this respect, the District Council very much welcomes the progress being made by Oxfordshire County Council in taking these proposed improvements forward.

It is essential that these improvements are integrated as fully as possible with the delivery of the emerging local plan sites and the District Council appreciates the ongoing dialogue which it has already had with Oxfordshire County Council in this respect.

Set out below are some more specific observations on the consultation material which has been made available which we hope you find helpful and constructive.

A40 HIF2 Smart Corridor

A40 Dual Carriageway (Scheme 1)

The District Council supports the general principle of increasing road capacity for all users through Scheme 1 which proposes to extend the A40 dual carriageway from the east of Witney to the proposed Eynsham Park and Ride.

The Council is particularly supportive of the proposed improvements for walking and cycling along the northern edge of the A40 with current provision for pedestrians and cyclists being very narrow, close to the carriageway and in places rather sub-standard. The proposed improvements will ensure that walking and cycling are a much more attractive option and contribute greatly towards genuine modal shift.

Also supported are the proposed alternative access arrangements to serve the various properties along the A40. In particular, the intention to reduce the number of direct access points off the A40 through various measures including the new roundabout at Barnard Gate is welcome, as is the proposed closure of the existing Hill Farm overbridge access.

The overbridge is used informally by those wishing to travel westbound along the A40 with cars joining the A40 at a point where vehicles are already travelling at significant speed. With the proposed A40 Access to Witney scheme, there will be no need to undertake this informal and at times rather dangerous manoeuvre and the closure of this option for drivers is therefore strongly supported.

The proposed speed limits are logical, in particular the proposed reduction to 50mph for traffic travelling between the proposed park and ride at Eynsham and the proposed new roundabout at Barnard Gate. Also supported is the reduction in traffic speed in the vicinity of Salt Cross, in anticipation of the proposed western roundabout which will act as the primary access point into the garden village.

It is vital that the proposed A40 improvements align with the proposed developments along the A40 as much as possible and in this respect, the inclusion of the roundabout (albeit indicative) in the consultation material is welcome.

As a final observation, given the importance of addressing the existing A40 congestion problems as soon as possible, the Council notes and welcomes the anticipated construction start date of late 2022 with completion scheduled for March 2024.

Integrated Bus Lanes (Scheme 3)

The District Council strongly supports the proposed provision of the bus route (east and westbound) between the proposed park and ride at Eynsham and Duke's Cut. To achieve effective modal shift away from the private car and towards public transport, the alternative option needs to be convenient, reliable and rapid.

The provision of eastbound and westbound bus lanes will clearly help to improve journey reliability and frequency and thus act as a significant incentive for people to leave their vehicle at the Eynsham Park and Ride and continue their journey by bus, rather than continuing along the A40 to Pear Tree Park and Ride or other alternatives.

The proposed pedestrian and cycle provision running parallel with the bus lanes is also strongly supported. As with the Scheme 1 improvements, although there is existing provision for pedestrians and cyclists in this location, it is very narrow and in places, rather sub-standard.

In providing uninterrupted routes both north and south of the A40, the proposed improvements will provide a genuine incentive to use active modes of travel including walking and cycling in preference to the car and are thus strongly supported.

At Eynsham roundabout, it will also be possible and convenient to connect onto the proposed Lower Road cycle/walking route – a requirement of development at Salt Cross – thus facilitating easy access to Hanborough Station to the north.

The Council notes the reference in the consultation material to the new signalised junction at the park and ride site with controlled pedestrian crossings and an access point for the West Eynsham SDA. This approach is consistent with the findings of the recent report from White Young Green commissioned by the District Council in support of the West Eynsham SDA which confirmed that, subject to the relocation of the existing layby on the southern side of the A40, this would be the most appropriate primary point of access into the SDA.

In this respect, whilst the southern entrance to the SDA is outside the scope of the A40 improvements, it would be helpful if the illustrative consultation material were to more clearly show this proposed connection.

On a related note, it would be useful to understand more fully the potential implications of the layby relocation in terms of what impact this will have, if any, on the proposals that are being put forward through the current consultation including the shared pedestrian/cycle provision and additional dualling of the A40 being progressed under Scheme 1.

The Council notes the reference made to the potential pedestrian underpass in the vicinity of Cuckoo Lane and the fact that the initial design stages for the underpass have been incorporated into the A40 proposals to minimise costs and integrate design solutions. The underpass is identified as a key requirement of development in the Salt Cross draft Area Action Plan (AAP) and the integration of this scheme into the overall A40 proposals is therefore welcome.

The Council also notes the proposed speed restriction including a reduction to 40mph along the A40 in the vicinity of Eynsham. This is also consistent with the Salt Cross AAP which refers to the A40 speed limit in the vicinity of Eynsham being reduced from the national speed limit to a maximum of 50mph.

Again, in terms of overall timings, the Council notes and welcomes the proposed construction start date in late 2022 with completion anticipated for March 2024.

Duke's Cut (Scheme 4)

The Council recognises the importance of the Duke's Cut proposed improvements in providing a continuous eastbound bus lane between Wolvercote and the Eynsham Park and Ride. As outlined above, to achieve a proper modal shift away from the private car, the alternative options including by bus, need to be rapid, convenient and seamless.

Without the proposed improvements, buses would need to rejoin the general flow of traffic which would clearly have an effect on journey time and thus act as a significant disincentive for users. As such, the general principle of the improvements proposed is strongly supported.

More specifically, the District Council strongly supports the associated improvements for pedestrians and cyclists. Whilst the width of the carriageway and associated structures is such that a shared pedestrian and cycle path to both the north and south is not possible at this point, the connection to the Oxford Canal Tow Path from the northern side will provide an attractive and convenient alternative for cyclists who will then be able to re-join the southern side of the A40 or continue their journey along the canal towpath.

Again, the Council notes and welcomes the proposed timetable with construction expected to start in late 2022 with completion in March 2024.

Landscape, drainage, lighting and environment

The Council notes that the proposals will be subject to a single, full planning application in September 2021 accompanied by an Environmental Impact Assessment (EIA). This will enable the full environmental impacts of the scheme to be evaluated and appropriately mitigated.

Nonetheless, it is helpful to see at this stage the general drainage design and flood risk principles which have been applied to the project including the potential for biodiversity enhancements through the use of sustainable drainage systems.

It is also helpful to see the proposed lighting strategy and in this respect, it will be important that as part of the EIA, or as a standalone assessment, any potential impact on the Oxford Meadows Special Area of Conservation (SAC) is given due consideration e.g. non-physical disturbance through light pollution.

A40 Access to Witney

The proposed improvements to the Shores Green junction at Witney are identified in the West Oxfordshire Local Plan as a strategically important transport intervention, which will have a significant benefit on traffic flows in the central area of Witney by helping to reduce unnecessary through-traffic.

The scheme will not only help to alleviate traffic flows and air quality issues in the central area of Witney but, in doing so, will facilitate the build out of key local plan strategic housing sites at East Witney and North Witney.

As such, the Council strongly supports the principle of this proposal and the timely progress being made by the County Council in taking the project forward.

The District Council is aware that Oxfordshire County Council have been through an extensive process of option evaluation and have considered a large number of possible solutions before arriving at the preferred scheme identified in the consultation material.

Having reviewed the preferred scheme, the District Council is strongly supportive. The proposed 'off-slip', falls within an area of land known as Cogges Triangle which forms part of the East Witney housing allocation in the Local Plan. However, the proposed alignment minimises the amount of land-take which is helpful. .

Whilst it will inevitably effect an existing public right of way, alternative provision is proposed which will also allow an effective connection to the shared footway/cycle way to the north and this is therefore supported.

In terms of the 'on-slip' on the southern side of the A40, again it is apparent that the amount of necessary land-take has been kept to a minimum, with any landscape and visual impact able to be mitigated effectively through proposed landscaping.

The Council notes the two alternative shortlisted options which have been considered and the identified benefits and constraints for each. However, having reviewed the material available and having previously discussed these various options with OCC Officers, the District Council remain supportive of the preferred option which has been identified.

The Council also notes the various other alternative options which have discounted as part of the option evaluation process and agrees with the conclusions reached by the County Council in respect of each.

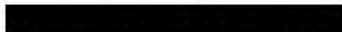
In terms of environmental considerations, the District Council welcomes the acknowledgement given in the consultation material to various environmental considerations and the proposed Environmental Impact Assessment (EIA) which will better enable the impact of the proposals to be understood and effectively mitigated.

As with the proposed A40 HIF2 Smart Corridor project, opportunities for environmental enhancements should be sought wherever possible e.g. securing a biodiversity net gain.

In summary, the District Council is wholly supportive of the proposals that are being put forward including the A40 HIF2 Smart Corridor project and Access to Witney at Shores Green and look forward to continued engagement with Oxfordshire County Council in the lead-up to detailed planning stages.

In this respect, I hope the comments outlined above are helpful to you in taking the respective planning applications later this year. If you have any questions or require clarification in respect of any of the points outlined above, please let me know.

Yours sincerely

A large black rectangular redaction box covering the signature of the sender.A small black rectangular redaction box covering the name of the sender.A black rectangular redaction box covering the address of the sender.

West Oxfordshire District Council

June 24th 2021**By e-mail only**

██████████
Senior Project Officer - Major Projects
Directorate of Environment and Economy
County Hall
New Road
OXFORD
OX1 1ND

Dear ██████,

A40 HIF2 Smart Corridor**Stagecoach response to the public consultation.****1. Synopsis and Stagecoach Support**

Stagecoach welcomes the progress made in delivering a series of interventions which will transform the relevance and effectiveness of public transport between origins and destinations served by the A40 between West Oxfordshire and a much wider range of destinations in Oxford. As well as the city centre where bus services already carry the bulk of journey demands, this includes Oxford North near Wolvercote roundabout, and beyond it, the wider Eastern Arc of Oxford, where key facilities and high and increasing employment is found. As the consultation makes plain these have evolved over several years and both the broad vision and the specific project elements have involved several prior rounds of consultation. Stagecoach has been fully participant in this process alongside ongoing dialogue with Council officers and the Council's consultant team.

We are very pleased to confirm that we believe that the latest current proposals under consultation serve to ensure that the intents of both the overall strategy as well as each component of the discrete schemes. In combination and separately we consider these objectives are achieved in a manner that optimises the value and effectiveness of the project.

We can commend the Council for the distillation of the public transport vision for the corridor as set out on Board 35 of the Consultation material which very effectively sets out what the broad vision is for improvements to public transport connectivity as well as reliability. We would stress that as well as addressing chronic delay and its corrosive impact on the attractiveness of the service as well as the cost of operation, the projects will effectively solve the inordinate variability in journey time suffered by bus users at any given time of day, which is at least as big a problem.

We also welcome that, compared to previous detailed proposals for the initial phase of the bus lanes and the Eynsham Park and Ride ("the A40 Science Transit LGF Scheme"), the opportunity has been taken to reconsider a number of matters that relate to the design and operation of the crucially important Park and Ride access from the A40 west of Cuckoo Lane, which also will provide for a future further southern arm to the West of Eynsham

Strategic Development Location. These seem to us to improve the safe and efficient operation of westbound buses seeking to turn right to access the Park and Ride site from the bus lanes.

We confirm that we are satisfied and supportive of the number, positioning and wider connecting infrastructure around the bus stops. We recognise and support the logic of bus stop alterations around Cassington in particular, where more changes have been made, while those at Eynsham essentially reflect the previously-proposed sites.

It is especially gratifying to see these substantive proposals for “consolidated” bus lanes across both the Local Growth Fund and HIF2 funded schemes offering the full segregation of buses from general traffic along the entire section between the P+R site and Dukes Cut, while work is underway and advancing on providing broadly equivalent standards of service east of that point to and from Wolvercote.

We also note and support the principle of the “Access to Witney” scheme also known as the Shores Green West-facing Slip Roads. We recognise that this scheme is a pivotal element in the Witney Transport Strategy, allowing the diversion of through traffic from the eastern side of the town, including the A4095 corridor, to reach destinations to the west, without using Bridge Street. This route is used by every bus route in the District and suffers from serious, deteriorating and chronic congestion. It is important to recognise that while Access to Witney is a necessary condition to any strategy that strats to unlock Bridge Street, in particular for sustainable modes, the Council’s own modelling shows that significant additional measures will be needed to properly address these problems. For a number of reasons, this might require more radical action than has so far been considered by the Council.

2. The Scope and Impact of the Consultation Proposals

Stagecoach understands that the current proposals reflect a consolidation of the bus lane proposals from the existing and already consented “Phase 1” Local Growth Fund scheme referred to as A40 Science Transit, and additional bus lane elements that have been worked up and brought forward as part of a subsequent project funded through the Housing Infrastructure Fund with a view to conjoined and seamless delivery, avoiding any need for sacrificial or abortive works, and rationalising a number of interfaces in a manner that secures propitious and cost-effective delivery.

Stagecoach has, naturally, been in active participation in the evolution of both schemes over several years and we welcome and applaud the pragmatic and carefully-considered approach being taken, to help recover time in the delivery programme.

The consolidated bus lanes thus provide for continuous bus priority in both directions between Eynsham Park and Ride, to be provided under the current planning consent west of Cuckoo Lane, and Dukes Cut where they will tie into further works in due course.

We confirm that looking at the emerging detailed designs, we are entirely satisfied that they will secure the impacts sought by the A40 Strategy that justifies the projects.

This arises first from reducing bus journey times substantially, and especially at peaks, and this reduction will be substantial, in effect providing free-flow conditions across the day. Even more impact will be derived from the near-elimination of extreme variability in bus journey times allowing not only for much more reliable journeys but a transformation of bus productivity – not least because we will no longer need to “pad” timetables with large amounts of recovery time to cope with above-average delay conditions. This eliminated the current exceedingly high and unsustainable opportunity costs of delivering radical improvements to bus services not only to North Oxford, which our S2 and H2 services already provide, but to Headington and potentially beyond towards other Eastern Arc destinations.

3. Technical aspects of the proposals

3.1. Scheme 1: HIF2 Dual Carriageway Extension (Barnard Gate to Eynsham)

Stagecoach supports the scheme which has a wide range of positive impacts both for the safe, efficient and reliable operation of the strategic inter-urban public transport corridor that we operate, but also for a full range of other road users. This includes cyclists in particular, as well as residents and businesses that take access from the A40 on this section. The need for additional capacity on this section is very evident. This is not only a matter of link capacity, but the way in which the operation of a number of minor priority junctions and accesses affects the operation of the man-line A40.

We note that the scheme is to a great extent going to be built slightly off-line of the existing carriageway. This importantly minimises disruption during construction, but also allows the re-dedication of much of the pavement to act as a service road from access to adjacent properties and fields, creating a substantial safety improvement and allowing the link to perform its purpose optimally.

A large new roundabout at Barnard Gate picks up the only two highway links that can cause delays and again present safety concerns though traffic movements are relatively modest.

We also see that this acts as a transition point between dual carriageway of slightly differing character, marking the end of the extension of the Witney Bypass and signalling a progressive transition towards the semi-urbanised environment as the link approaches the Park and Ride signals, and new development both north and south of the A40 at Eynsham. However in engineering terms the design east and west of Barnard Gate roundabout seems indistinguishable and it is unclear why a 50 mph limit is proposed, which looks likely to be unenforceable, especially when the preceding sections of highway are derestricted. There is an inherent safety issue when traffic in compliance with the restriction in the nearside lane is passed by traffic illegally travelling a great deal faster in the offside.

There seems to be a great deal of land within the scope of the scheme that in theory offers the potential to extend the bus lane provision in future between Witney and Eynsham. We trust for now that the dualling offers sufficient capacity to maintain free-flow conditions for the foreseeable future. Clearly it would highly ironic if public transport continued to be affected by delays on this stretch – especially given how serious current congestion is within Witney itself.

3.2. Scheme 2: Eynsham Park and Ride

We have commented previous at length on this proposals which the subject of a current planning permission, and as such is not under consultation. We continue to consider that this forms a crucial part of the overall strategy for the corridor. We look forward to progress being expedited towards delivery.

As we state in our response to the Reg 25 consultation on the planning application, we note that the scheme now makes explicit provision for access directly into the P+R site from the wider mixed-use Garden Village proposals that form the bulk of the EW1 allocation in the West Oxfordshire Local Plan. Importantly, with regard to this, formal proposals for the Garden Village, now named Salt Cross, have now been submitted to West Oxfordshire District Council as the Local Planning Authority (Ref. 20/01734/OUT). The revised proposals including now-proposed connections into the Garden Village are consistent with the approach taken in that application, and now provide a clear “fix” into which the access and movement strategy for the Garden Village can logically and seamlessly tie.

- The proposed connectivity for non-motorised users includes:
 - A perimeter shared-use footway cycleway from south-west of the P&R to the north-west corner. Non-motorised user routes provide access from the main shared-use route on the north side of the A40 and within the P&R site to the proposed employment hub (from the Action Area Plan (AAP)).
 - A perimeter shared-use footway/cycleway north of the P&R to connect the future East-West route running through the Garden Village (north-west of the P&R) to all parking zones within the P&R and through Cuckoo Lane to the Garden Village (north-east of P&R). This is likely to be on an important pedestrian and cycle desire line.
 - Non-motorised user connections from the north perimeter route to the proposed Energy Hub (from the AAP), and to the west of the P&R site. This rounds out the permeability on the boundary between the site and the wider SDL, and is on the desire line to some smaller proposed residential parcels accessed of Cuckoo Lane now proposed within the SDL.

- A two-way bus connection from the Garden Village to the P&R site is now proposed crossing the boundary through the north-west corner of the site. Changes have been made to the P&R circulatory road to facilitate this link. This ensures that the proposals facilitate the intended bus link between the P+R element of the Strategic Development Location and the wider mixed-use Garden Village proposals that form the bulk of the EW1 allocation, again, in line with the AAP. We note the indication that there are likely to be some changes in levels between the northern edge of the P+R site and the Garden Village site but that the design is capable of accommodating those.
- A fourth (southern) arm linking directly into the West of Eynsham allocation EW2 that is consistent with our long-standing advice on optimising the connectivity of the Park and Ride facility into the local and wider catchment hinterland. This will provide a seamless connection for buses and other traffic from the West Eynsham SDA and a wider catchment in the Upper Thames Valley beyond, as we sought. We also note that a formal safety audit was submitted for the revised roundabout design, that picks up on a number of matters, including that which we raised regarding the speeds on the circulatory carriageway, and confirms that this has been suitably assessed.

Early delivery of this site would be likely to assist in the traffic management required to support the delivery of the on-line elements of the strategy on the A40. Stagecoach continues to believe that a temporary closure of the Swinford Bridge to all but buses and non-motorised users, for the duration of the bus lane construction, alongside early delivery of the P+R would achieve an immediate mode shift for additional journeys towards Botley and Oxford and avoid disruption to the operation of the existing bus services that may prove to be very hard to recover from. We see no other credible mitigation for the otherwise unavoidable severe delay and pollution effects arising from the impacts on general traffic flow.

3.3. Scheme 3: Consolidated Bus Lanes (conjoined elements of the LGF and HIF2 Schemes)

Stagecoach notes that some details have changed from the consented bus lane elements of the LGF scheme.

Beyond the scope of our previous representations on the LGF scheme, we also note that:

- A 50mph speed limit is proposed for the bulk of the link between Eynsham and Dukes Cut. This is considered in the round to be optimal. If as is expected, buses are running in free flow conditions alongside a rolling queue or stationary traffic for any distance this requires a safe maximum operating speed. Our buses are limited to somewhat less than 58mph top speed in any case; while a 50mph operating speed would secure negligibly lesser benefit than a slightly faster one.
- The specification and marking of the bus lanes has been amended to comply with the Traffic Signs Regulations General Directive (TSRGD) 2015. Bus lanes that are now generally 3.65m wide are provided, separated by a 0.3m wide continuous white line from the main vehicular carriageway. This compares with 3.5m wide lanes separated by a 0.5m wide detail in the original submission that is non-compliant with TSRGD. The design rationale for each approach is that the bus should be able to make safe progress along the bus lane if traffic is slow-moving or stationary on the main carriageway. In our view the revised proposals are not in any practical or operational sense different to the previous ones.
- A new bus stop is added on the westbound A40 lane replacing the existing stop at the Evenlode. This includes relevant off-carriageway features such as a 2m footway within the extents of the highway boundary, bus shelter, lighting columns, flag (including real time passenger info) and bin. As the Reg. 25 explanatory material states this will ensure a convenient stop exists for the immediately adjoining residential development, including that committed and subject to allocation EW2, avoiding alighting passengers from Oxford in particular having to walk unnecessarily from the Park and Ride. The eastbound reciprocal would in effect be the Park and Ride site.
- An eastbound in-lane bus stop is added on the approach to Horsemere Lane (which would be stopped up to vehicles) south of Cassington. There is no current provision in this location. This is more conveniently accessible to most of the village than the current stops at the signalised junction to the west. This includes relevant off-carriageway features such as a 3m footway within the extents of the highway boundary, bus shelter, flag (including Real Time Passenger Information) and bin. We would expect and urge that reciprocal

westbound provision is achieved as part of the scheme especially since the existing provision at Cassington lights in this direction moves substantially further away from the village.

- Stud lighting is proposed on either side of the pedestrian/cycle facilities. We presume that these are active studs (rather than passive reflective ones). This is an important detail and one that we strongly endorse. It will provide a strong ongoing reminder to our drivers in particular that the cycle facility is present as the stretch is largely unlit, as well as giving cyclists much more confidence and helping to avoid excursions from the facility especially if two cycles are approaching each other at night.

We are happy to confirm that these additional changes are understood, welcome and fully supported.

The biggest single change in respect of the LGF scheme and that element currently consented is the proposed **replacement of the roundabout access to the P+R site** with a signalised junction. Broadly, we support this change for a number of reasons, many of which represent the principle rationales advanced by the Council for the changes.

Stagecoach has previously raised concerns that traffic exiting the P+R to the west using the consented high-capacity free-flowing roundabout is likely to be accelerating and travelling at some speed as it passes the A40 westbound entry flare. This could at certain times of day affect the capacity of this arm, holding up buses approaching the roundabout. In addition, the consented roundabout makes it relatively hard for buses to approach the junction on the offside of the westbound carriageway having been in the nearside bus lane for the bulk of the journey. To effect this could well require the bus lanes either to terminate early, or, in practice exit the lane early in order to safely manoeuvre to the offside. Should queues start to build up the need to do this becomes greater, potentially starting to substantially erode the benefit of the westbound bus priority.

A signalised junction as proposed with provision for a pre-signal as the material indicates, to hold general traffic to allow buses to safely exit the bus lane and move to the right, would fully address this issue. We do consider that a refinement of the current proposals is warranted and we would welcome further discussion on this as appropriate.

We understand that, as with the roundabout, passive provision is made for a fourth southern arm into the West of Eynsham SDA to maximise seamless and direct access into the P+R site, which is intended to facilitate local intermodality, as well as function as a traditional Park and Ride site.

We note, also, that at-grade pedestrian and NMU crossings are provided West of Cuckoo Lane. This will be the main provision addressing the desire lines for active travel modes from the SDA into the P+R, which is likely to be the main public transport gateway for that development as well as a significant number of properties south of the A40 at the western end of Eynsham. As proposed this provision lies off-line the direct walking and cycling route, from the West of Eynsham SDA and this is very unfortunate.

We note and are greatly encouraged that indicative proposals have been set out at Board 34 for a grade-separated crossing for Eynsham in the Cuckoo Lane/Old Witney Road area. We agree, strongly, that the overall effectiveness of the A40 strategy needs to ensure that a much higher volume of NMUs can safely cross between the Garden Village and P+R to the north of the M40 from the existing settlement, employment and service to the south, without excessively affecting the free flow of the bus rapid transit level of service. We recognise that for a number of reasons related to available space and costs only an underpass is a realistic prospect. We would urge the Council to continue to press hard into the potential for at least one grade separated crossing in this area.

3.4. Scheme 4: Dukes Cut

This element represents the “missing link” between the Conjoined Bus Lanes and the works now underway east of the A34 overbridge related to the Oxford North mixed use development (referred to in the consultation package as Scheme 6 and which is not subject to consultation). As such it is a very important part of the overall bus priority strategy for the corridor.

While very great proportion of the benefits of the strategy arise from the Conjoined Bus Lanes it should be evident that in practical and perceptual terms this element offers impacts that strongly support the aims of the scheme. In effect it will deliver a free-flowing solution for frequent buses between the Park and Ride site to the main eastbound stops serving Oxford North, the first main destination on the corridor.

The same is true *vice versa*. It must not be forgotten that the 40Ha employment allocation sited immediately west of the Park and Ride as a part of the North of Witney SDL, represents the largest single focus for employment growth in the adopted Local Plan to 2031. Significant counter-tidal flows can be expected to develop as this comes forward. It is essential that bus offers the best possible choice on the corridor for Oxford residents seeking this destination. We note that it is assumed that west-bound it is anticipated that free-flow conditions for buses within general traffic mean that bus lanes are not to be provided. While slightly disappointing given the comprehensiveness of the westbound provision that commences just west of this point, we must concede that the benefit this would offer in practical terms would be very limited and as such the addition costs associated with extensions of several complex structures would not be justifiable.

It is inferred from the consultation material that the eastbound bus lane will diverge from the main carriageway to run north of the overbridge supporting piers. This is expected. The alignment on approach and departure from this area maintain the standard of provision and should have no effect on the effectiveness of the scheme.

The scheme also makes provision for non-motorised users, of which given the context, cycles in particular are important, maximising the impact of the scheme on diversion of single-occupancy cars from the route. We note that a 2.5m wide shared use facility is anticipated on the south side, which is a rather lesser standard of service than the rest of the corridor and presumably reflect the need to retain the dimensions of the existing structures.

The £19m scheme cost seems very high for the scope of works involved and we can only assume this reflects the age and condition of the existing structures. We would urge that any proportion of the budget that in effect represents a renewal and repair of existing assets is excised from the Business Case for this project to avoid distorting the Benefit-Cost Ratio.

3.5. Scheme 5: Access to Witney (Shores Green Slip Roads)

Stagecoach supports the scheme in principle as being critical to effect a wider strategy to sustainably accommodate existing demands for movement and mobility, and accommodate plan-led growth in one of the most sustainable locations in the District. We are very well aware that failure to deliver this project seriously prejudices the delivery of a large portion the assessed development requirements to be met in Witney. Accommodating this quantum elsewhere in the District could well give rise to other serious traffic problems, without any clear tested mitigation strategy, especially if there is a high level of dispersal to smaller settlements which is likely to be the case in such an eventuality.

Stagecoach notes the selection of Option 1 as the Preferred Option.

Stagecoach has no clear preference for any of the short-listed three options. We can see that the selected Option has a number of benefits, not least in terms of its overall cost to build, and a reduction in many environmental impacts, as it has the smallest land take and requires the least ground engineering. A minor point is that this option also would have the least impact on the potential installation of a pair of bus stops to help serve the East of Witney Strategic Development Area, in the vicinity of the existing farm complex north of the B4022.

The use of signals offers a means of directly controlling queuing on all approaches. It should be stressed that the existing westbound free-flowing off-slip has so great a length that it is highly unlikely that queuing traffic would extend back onto the A40 mainline. However, before we have seen detailed traffic modelling we have no sense of how demands in the afternoon and evening peak for conflicting movements might affect delay and queuing for traffic exiting the A40 to reach Witney from the East, representing the high-frequency bus corridor, and one where a still higher frequency of service is envisaged. We need to understand this much better.

We have continuing residual concerns about the already-understood likely impacts of the reassignment of traffic away from Bridge Street, via Jubilee Way to Oxford Hill. This junction is likely to some under considerably more pressure. We are concerned that in balancing flows on this junction, especially at peak times, substantial additional delay will be introduced for buses, especially those operating eastbound.

4. Concluding Comments

We trust that these representations can be considered duly made and given appropriate weight. Do not hesitate to contact the undersigned to discuss any of the matters we raise further, in the first instance.

Yours sincerely

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Head of Strategic Development & the Built Environment

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

Table D.1. Questions and comments received during online public engagement summarised by theme

Theme	No. of responses
How P&R will contribute to the management of traffic along A40	12
Flexibility of bus-based transport system	10
A40 Crossings at Eynsham	10
The rationale for a Park and Ride location at Eynsham	10
Integrating bus lanes at Cuckoo lanes	9
A rail station at Eynsham Park and Ride site	8
Shared Path Provision	8
The A40 integrated bus lanes scheme	8
Managing traffic pressure at Wolvercote Roundabout	7
Improving Active Travel	7
Speed limits	6
Impacts of Covid-19 and Shifting Travel Patterns	6
Rationale for the scheme	4
What we are delivering as part of the A40 Programme	3
Why we are delivering the A40 programme	3
Adoption of A40 Strategy	3
An A40 to A44 Connection	3
New junctions	3
The scheme at Cassington	3
Will the scheme affect protected habitats in the local area?	2
The A40 at Eynsham into the Future	2
Proposed future speed limit of 40pmh on the A40 through Eynsham	2

Theme	No. of responses
Scheme objectives	2
Improvements for pedestrians and cyclists	2
What are next steps for A40 smart corridor?	1
Rail line & light rail	1
Have you considered light pollution and/or the visual impact?	1
What will the visual impact be on neighbouring properties?	1
The future configuration of Barnard Gate intersection	1