

Investing in the A40 - Long Term Strategy Consultation Report

**Oxfordshire County Council
Strategy and Infrastructure Planning
May 2016**

Investing in the A40 - Long Term Strategy Consultation Report

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1. Executive Summary

This report presents the response received to the Investing in the A40 public consultation held from 26 September to 8 November 2015. As part of the consultation exhibitions were held in Witney, Eynsham, Cassington and Oxford. The information presented at the exhibitions was presented on OCC's website, and consultation portal. Respondents were asked to complete a questionnaire concerning their views of the five conceptual options presented:

1. A40 **Bus lanes** between Witney and Duke's Cut Canal bridge in both directions.
2. **Guided busway** between Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line.
3. A40 **Dual carriageway** from Witney to Duke's Cut Canal bridge
4. **Train** from Witney to Oxford by joining the Cotswold line at Yarnton.
5. **Tram** from Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line.

Over 800 responses were received. The questionnaire also sought information to derive how representative of Oxfordshire the response are. This found those aged over 45 are overrepresented in the consultation responses and those aged under 45 are underrepresented. Males are slightly over represented and females slightly underrepresented. Employed (or 'economically active') residents are underrepresented.

Respondents to the questionnaire were asked to what extent they supported each of the five concepts presented. The data shows the greatest level of support is for the dual carriageway option, which also received the lowest number of respondents who do not support the concept. Train and bus lanes also received good levels of support at just over 50% and just under 50%, respectively, of respondents supporting these. Tram was supported by 41% of people and guided bus received the lowest level of support at 26%.

A further question asked 'Which one scheme or combination of options, do you think Oxfordshire County Council should give top priority to?' and were presented with 11 options. Those options with the greatest level of support were as follows: Dual Carriageway 29.40%; Bus Lane 15.30%; Train 13.30% and Train & Dual Carriageway 12.70%. All other options received support from less than 10% of respondents.

Respondents were given the opportunity to explain in their own words the reasons for their choice, as well as providing other comments. These comments are summarised in appendix 3 and response from organisations who did not complete a questionnaire are contained appendix 4.

The response to this consultation will be reported to Cabinet on 24th May 2016 and will inform the officer recommendation on how to proceed with further feasibility work into developing a long term scheme for the A40 corridor.

2. Introduction

In July 2015, Oxfordshire County Council's Cabinet agreed to an infrastructure project for improvements to be made along the A40 from Eynsham to Wolvercote which, largely funded through the Local Growth Fund, will provide congestion relief in the short to medium term. These investments set the stage for a much larger undertaking to tackle congestion in the long term and Oxfordshire County Council is committed to finding a long-term strategy to tackle current and projected congestion on the A40.

The long history of undelivered improvements schemes for the A40, mean there is a significant debate and variety of options for a long term strategy. To aid this debate during autumn 2015 a public consultation was held to seek current views on the issue called *Investing in the A40*.

2.1 Aims of the A40 Long Term Strategy

In seeking a long term strategy the objectives are to:

- a) Improve travel times and journey reliability along the A40 corridor, particular between Witney and Oxford.
- b) Stimulate economic growth, in line with the Oxfordshire Strategic Economic Plan.
- c) Improve safety and reduce environmental impacts such as air pollution and noise along the A40 corridor.

The A40 aims align with the overarching LTP4 objectives:

- To support jobs and housing growth and economic vitality;
- To reduce transport emissions and meet our obligations to Government;
- To protect, and where possible enhance Oxfordshire's environment and improve quality of life; and
- To improve public health, air quality, safety and individual wellbeing.

2.2 How the consultation was carried out?

The consultation ran from 26 September to 8 November 2015 and included a stakeholder exhibition followed by four public exhibition events. These were held in Witney, Eynsham, Cassington and Oxford. The information presented at the exhibitions was presented on OCC's website, and consultation portal.

Five conceptual options to generate debate were presented. It was also outlined that a combination of these types of schemes could be brought forward. Respondents were asked to complete a questionnaire and many also took the opportunity to provide ideas and options of their own.

The conceptual options presented were:

1. A40 **Bus lanes** between Witney and Duke's Cut Canal bridge in both directions.
2. **Guided busway** between Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line.
3. A40 **Dual carriageway** from Witney to Duke's Cut Canal bridge
4. **Train** from Witney to Oxford by joining the Cotswold line at Yarnton.
5. **Tram** from Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line.

The consultation was advertised through local media and 347 frontages were sent a letter inviting them to the public exhibition events. Invitations to the stakeholder event were sent to parish council's bordering the affected sections of the A40.

This report presents an analysis of the responses received.

The *Investing in the A40* questionnaire may be found in Appendix 1.

The information presented as the exhibitions and on the consultation portal is available in Appendix 2.

3. Who did we hear from?

We received 796 responses via the consultation portal or during the exhibition events; and further 13 responses were received by email/letter from individuals and 32 responses we received from organisations.

Respondents using the consultation portal or who attend an exhibition completed a questionnaire (available in Appendix 1).

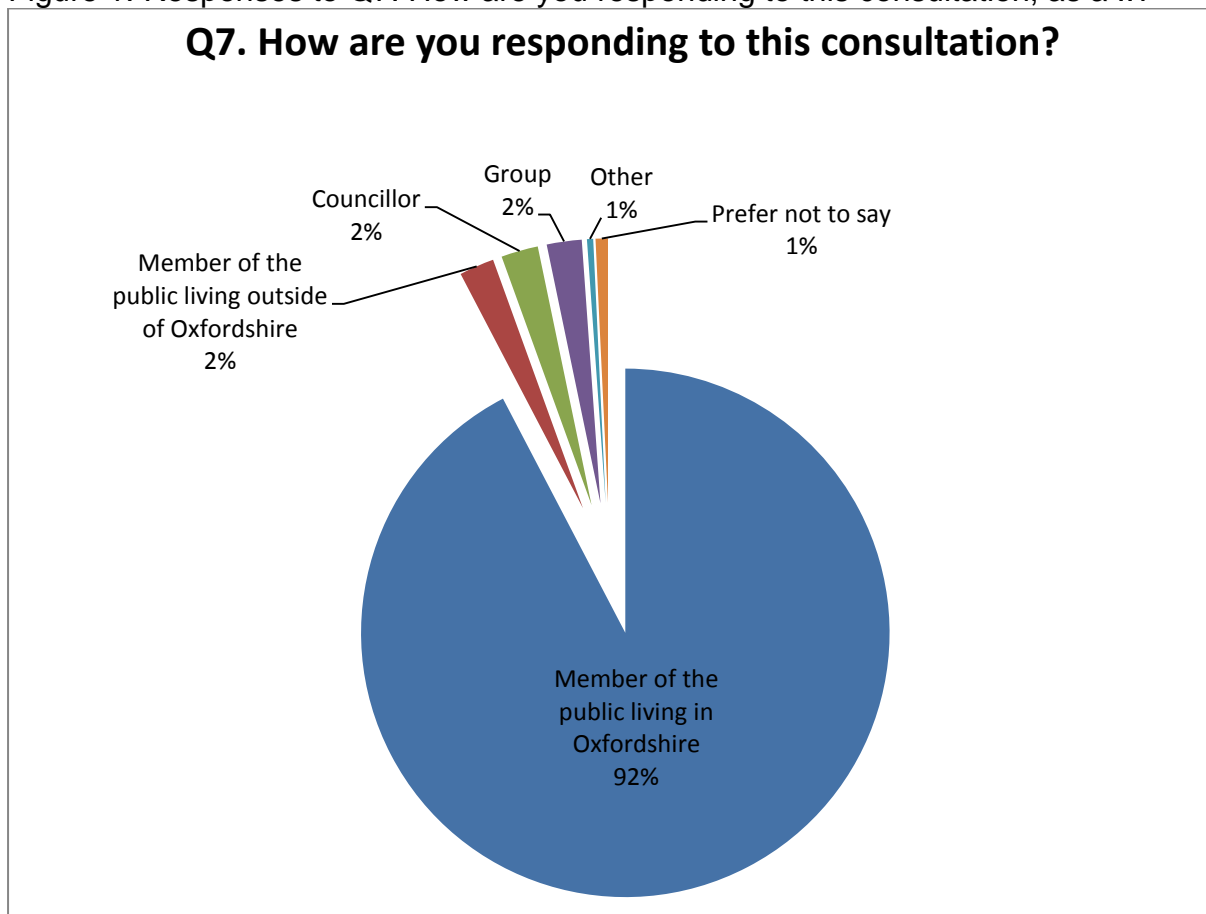
The consultation questionnaire was split into two sections. The first section primarily dealt with the preference of transport investment options whereas the second section dealt with who was responding. Please find below the responses to the second section, the 'about you' questions (Q7 – Q11) from the Investing in the A40 consultation questionnaire.

Q7. How are you responding to this consultation, as a ..?

Table 1: Responses to Q7. How are you responding to this consultation, as a ..?

	Number of respondents	Percentage
Member of the public living in Oxfordshire	735	92%
Member of the public living outside of Oxfordshire	17	2%
Councillor	18	2%
Representative of a group or organisation	17	2%
Other	3	1%
Prefer not to say	6	1%
Total	796	100

Figure 1: Responses to Q7. How are you responding to this consultation, as a ..?

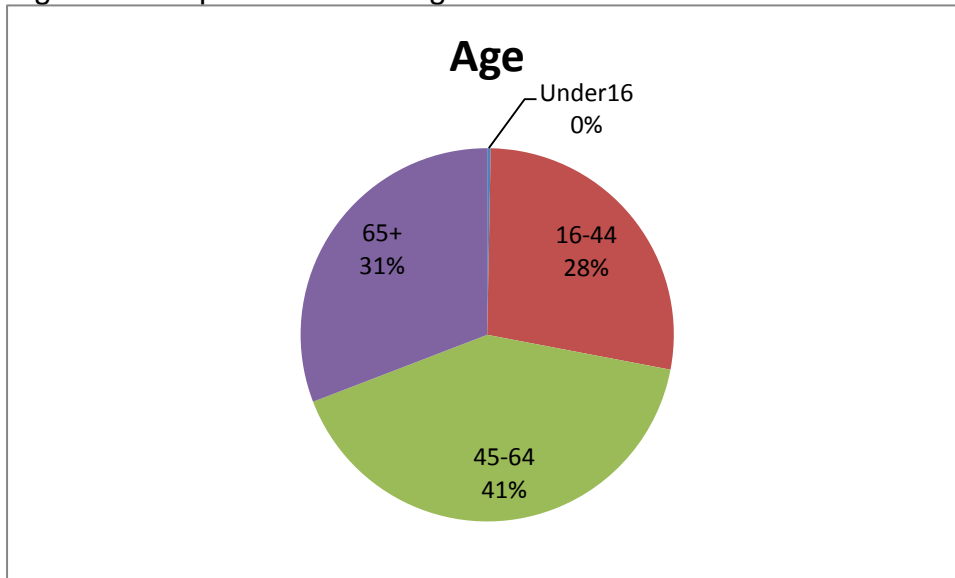


Q8. Please let us know your age (in years). If you'd prefer not to say then leave blank and move on to the next question.

Table 2: Responses to Q8. Age

Age	Under 16	16-44	45-64	65+	Total
Number of respondents	2	185	275	206	668
Percentage	0%	28%	41%	31%	100%

Figure 2: Responses to Q8. Age

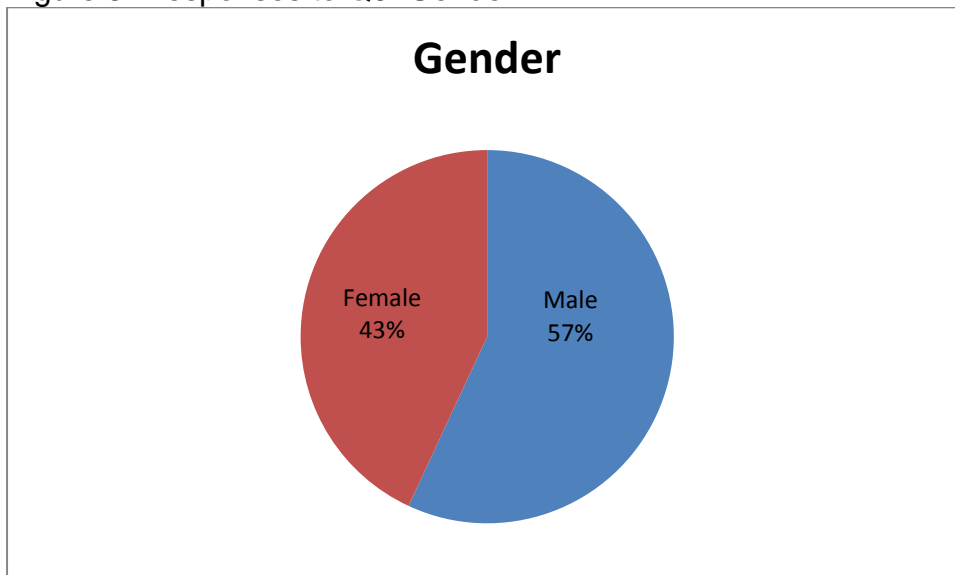


Q9. Please let us know your gender.

Table 3: Responses to Q9. Gender

Gender	Male	Female	Total
Number of respondents	419	317	736
Percentage	57%	43%	100%

Figure 3: Responses to Q9. Gender

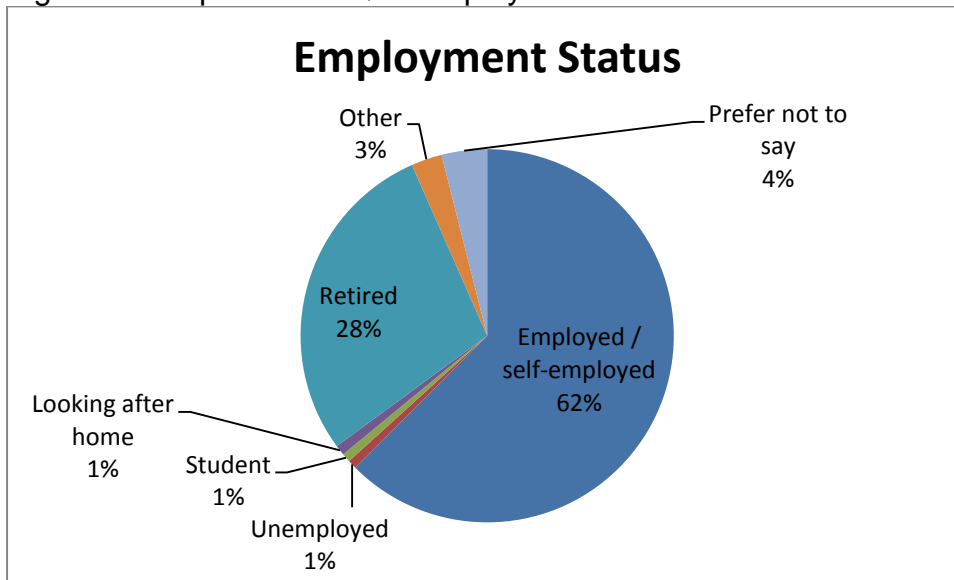


Q10. Please let us know your employment status.

Table 4: Responses to Q10 Employment status

Employment status	Employed /self-employed	Unemployed	Student	Looking after home	Retired	Other	Prefer not to say	Total
Number of respondents	492	6	6	7	224	21	31	787
Percentage	63%	1%	1%	1%	28%	3%	4%	100%

Figure 4: Responses to Q10 Employment status

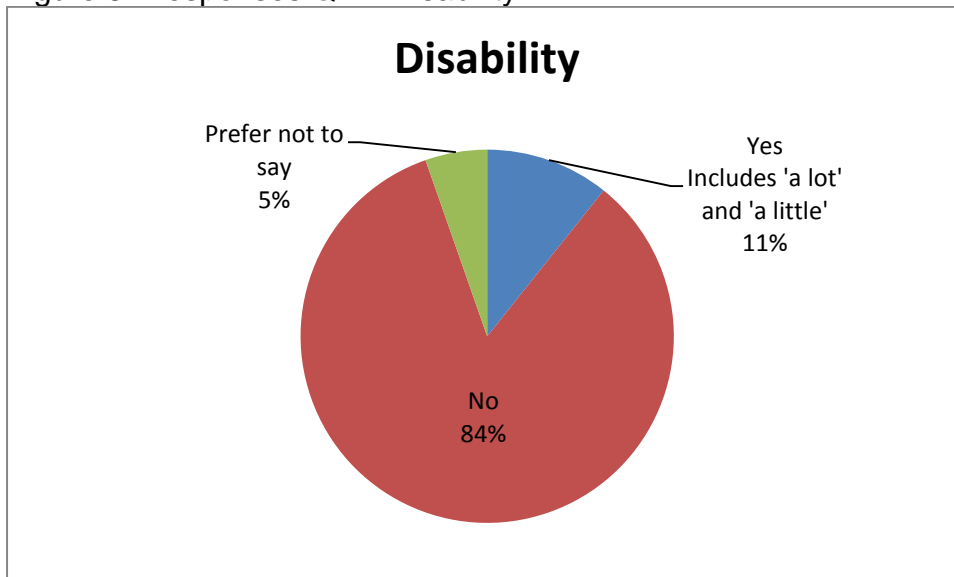


Q11. Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Include problems related to old age).

Table 5: Responses Q11. Disability

Disability	Yes Includes 'a lot' and 'a little'	No	Prefer not to say	Total
Number of respondents	84	657	42	783
Percentage	11%	84%	5%	100%

Figure 5: Responses Q11. Disability



3.1 Comparison with Oxfordshire Insights demographic data

In order to understand to what extent the respondents to the consultation are representative of Oxfordshire we have compared data gathered from Oxfordshire Insights with the 'About You' data collected from the questionnaire.

Oxfordshire Insights is a website run by OCC using Office for National Statistics (ONS) Census data and other data to provide evidence to support strategic policy development within Oxfordshire¹. The ability to compare data is restricted to the data classifications used by Oxfordshire Insights. In question 10 below this may be seen by Oxfordshire Insights data only being available for employed/unemployed.

How does the age data compare between the A40 consultation responses and Oxfordshire Insights?

Table 6: How representative is the age data?

Age	Under 16	16-44	45-64	65+	Total
Number of respondents	2	185	275	206	668
Percentage	0%	28%	41%	31%	100%
Oxfordshire Insights ²	18.6%	40.4%	25%	15.8	99.8% ³

¹ <http://insight.oxfordshire.gov.uk/cms/>

² Age data gathered from Oxfordshire Insights, <http://insight.oxfordshire.gov.uk/cms/sites/oxfordshireinsight/files/maps/PopulationMap1.html>

Oxfordshire residents aged over 45 are overrepresented in the consultation responses and those aged under 45 (especially those aged under 16) are underrepresented.

How does the gender data compare between the A40 consultation responses and Oxfordshire Insights?

Table 7: How representative is the gender data?

Gender	Male	Female	Total
Number of respondents	419	317	736
Percentage	57%	43%	100%
Oxfordshire Insights⁴	49.7%	50.3%	100%

Males are slightly over represented and females slightly underrepresented.

How does the employment status data compare between the A40 consultation responses and Oxfordshire Insights?

Table 8: How representative is the employment status data?

Employment status	Employed /self-employed	Unemployed	Student	Looking after home	Retired	Other	Prefer not to say	Total
Number of respondents	492	6	6	7	224	21	31	787
Percentage	63%	1%	1%	1%	28%	3%	4%	100%
Oxfordshire Insights⁵	76.6%	3.5%	NA	NA	NA	NA	NA	79.6% ⁶

Employed (or 'economically active') residents are underrepresented in the consultation responses.

Prior to and during the consultation several advertisements were taken out in local media as well as several public engagement events held in order to increase

³ 0.2% are classified as Non-UK short-term residents,
<http://insight.oxfordshire.gov.uk/cms/sites/oxfordshireinsight/files/maps/PopulationMap1.html>

⁴ Sex data gathered from Oxfordshire Insights,
https://public.tableau.com/views/PopulationStory_0/Population?:embed=y&:display_count=yes&:show_tabs=y&:showVizHome=no%20

⁵ Employment data gathered from Oxfordshire Insights,
<http://www.nomisweb.co.uk/reports/lmp/la/1941962886/report.aspx?town=Oxfordshire#tabempunemp>

⁶ Only 79.6% are classed as economically active,
<http://www.nomisweb.co.uk/reports/lmp/la/1941962886/report.aspx?town=Oxfordshire#tabempunemp>

participation, from all Oxfordshire residents. Although there is clear under-representation of under 45 year olds it may be that this figure would have been worse without the public engagement undertaken by OCC.

3.2 Engaging Schools

As part of the Investing in the A40 consultation, we wanted to hear from a wide range of stakeholders, including the young people of West Oxfordshire, who, after all, would be key benefactors from any future improvements along the route.

We contacted all the Geography departments in the 6 state secondary schools in West Oxfordshire to promote the consultation with a view to having the options discussed in lessons and tutor times. Resources were also supplied to be used as each establishment saw fit and we asked if the students could feedback their opinions in a written format.

The Heads of Department responses were disappointing, with only 2 responding. From the two, School A said that it would be an ideal decision making exercise to use with their sixth formers in their Urban Studies unit, whilst School B said they could use it in their GCSE classes when looking at sustainable settlements.

In the end, despite follow up emails, we ended up only getting an overall response from discussions that were held in tutor times from School A. School B had to pull out because of demands on time left to teach key parts of the syllabus.

School A had really tried to promote the issue in Tutor time, by creating a set of questions for discussion; however, none of the students committed their thoughts to a written response, as requested.

This was the first time we have undertaken such engagement, in the future there may be benefit in holding the exhibitions in schools to increase response from young people.

3.3 Conclusion

Whilst the people that responded to the A40 consultation are not full representative of the Oxfordshire population, the aim of the consultation was to generate debate and gather public opinion and the overall response rate at 796 provides a wide range of views.

The next section of the report outlines the preferences respondents have for long term investment in the A40.

4. Where do respondents live and what mode of transport do they use?

Please find below the responses to the questions one and two from the *Investing in the A40* consultation questionnaire. These questions dealt with where people live, by postcode, and what mode of transport they most regularly use for trips along the A40.

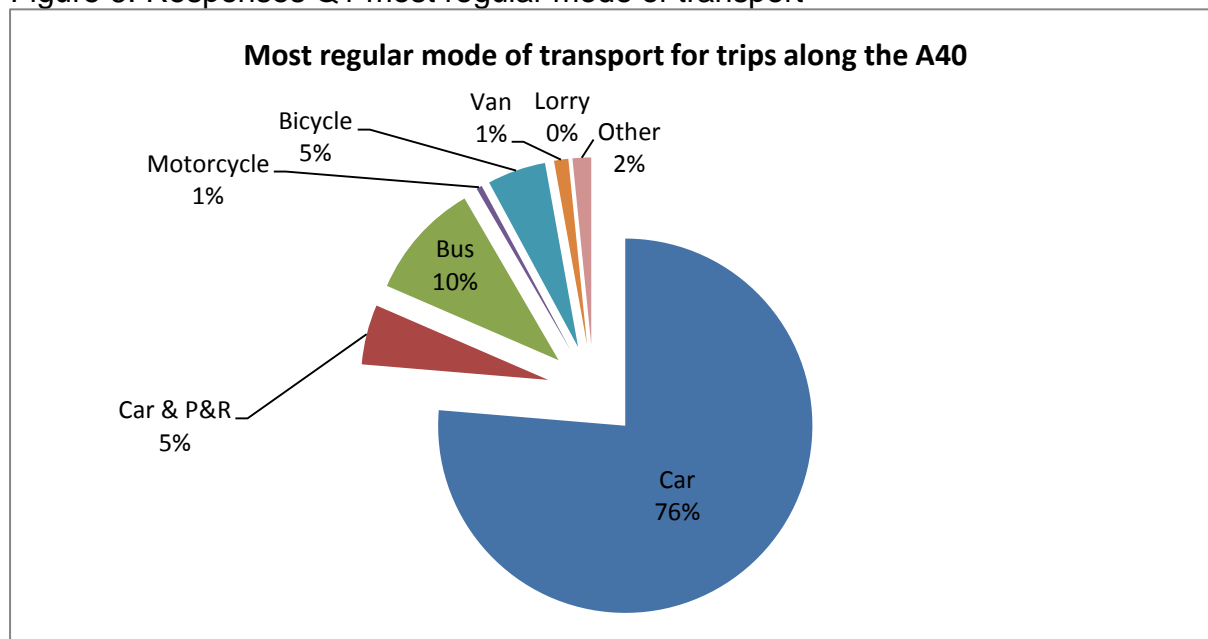
Q1. What is your most regular mode of transport for trips along the A40?

Table 9: Responses Q1 most regular mode of transport

	Car	Car with Park & Ride	Bus	Motor cycle	Bicycle	Van	Lorry	Other	Total number of responses
Number of respondents	619	42	82	4	41	10	0	13	811
Percentage	77.8%	5.3%	10.3%	0.5%	5.2%	1.3%	0.0%	1.6%	

N.B. Some people listed more than one mode, thus generating a greater total number of responses than respondents.

Figure 6: Responses Q1 most regular mode of transport

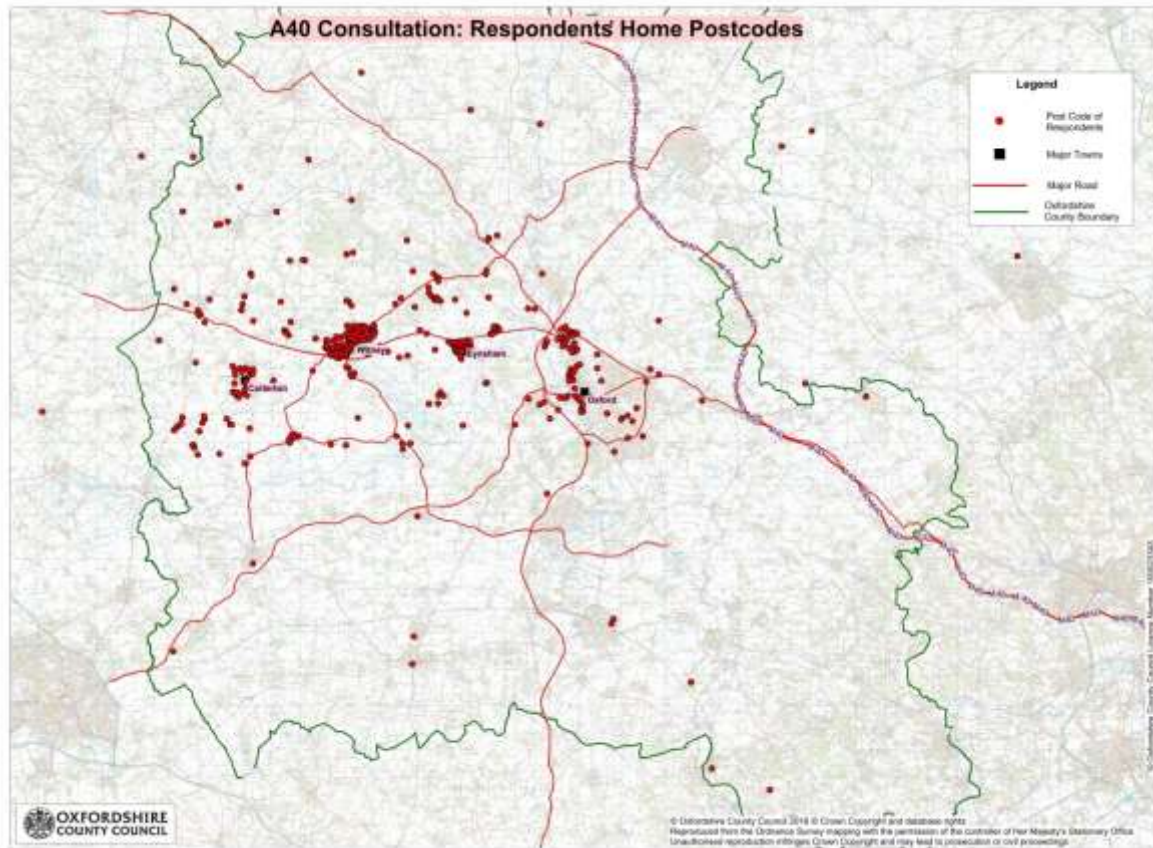


Respondents were largely car users with 81% identifying as using their car or the park and ride. Bus users made up the second largest group at 10%. Cycling also accounted for 5% of people's most regular mode of transport.

Q2. Where do you live?

Figure 7 shows the locations of respondents' home postcodes.

Figure 7: Respondents' home postcodes



The above responses show us that a large proportion of respondents live in or around the towns of Witney and Eynsham with the northern part of Oxford and Carterton the next largest proportion of respondents.

5. Responses to the concepts presented

Please find below the response from questions three and four from the consultation asking for views on possible long term solutions (please see **Appendix 2** for details of the concepts presented).

These concepts presented were:

- Bus Lane
- Guided Busway
- Dual carriageway
- Train
- Tram

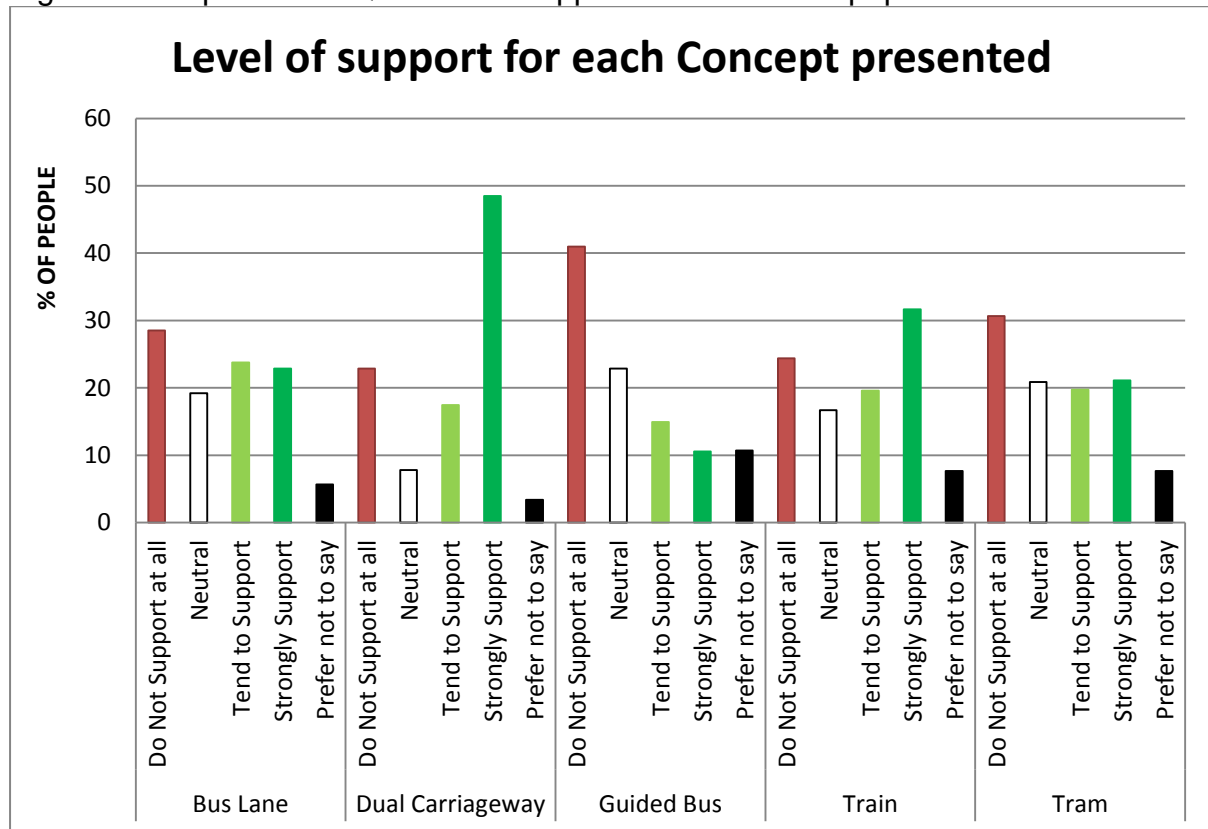
Q3. What are your views on each option?

Table 10: Responses to Q3 Level of support for each concept presented

Level of Support: Concept	Respondents: Support or tend to support	Percentage of total respondents: Support or tend to support	Respondents: Do not support	Percentage of total respondents: Do not support
Dual Carriageway	525	66%	182	23%
Train	408	51%	194	24%
Bus Lane	371	47%	227	29%
Tram	325	41%	244	31%
Guided Busway	203	26%	326	41%

The percentages in this table are derived using the total number of respondents of 796 people, as the questionnaire allowed people to respond to each concept. In order to simplify the table both “neutral” and “prefer not to say” responses have been removed.

Figure 8: Responses to Q3 Level of support for each concept presented



Respondents to the questionnaire were asked to what extent they supported each of the five concepts presented. The data shows the greatest level of support is for the dual carriageway option, which also received the lowest number of respondents who do not support the concept. Train and bus lanes also received good levels of support at just over 50% and just under 50%, respectively, of respondents supporting these. Tram was supported by 41% of people and guided bus received the lowest level of support at 26%.

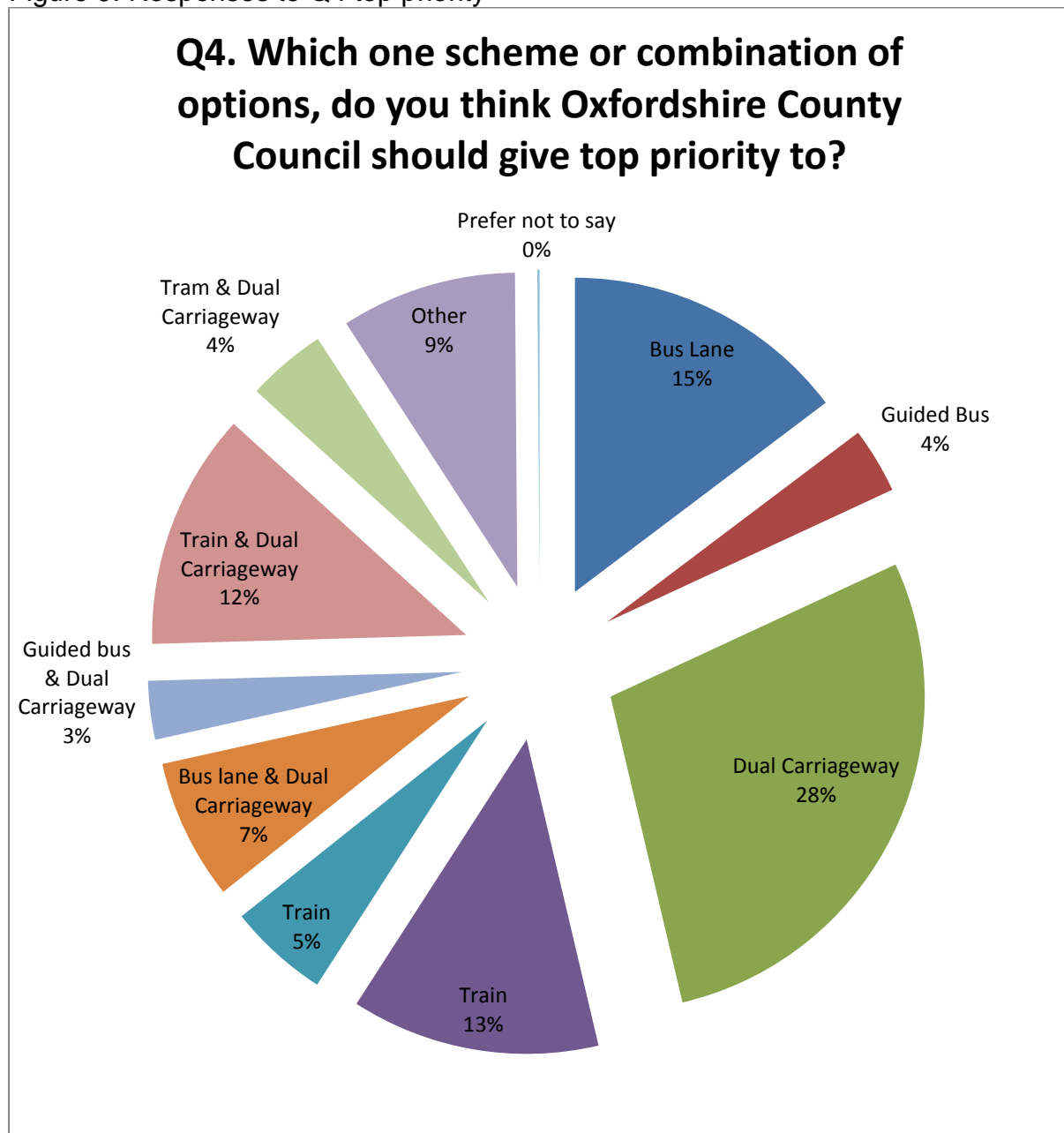
Q4. Which one scheme or combination of options, do you think Oxfordshire County Council should give top priority to?

Table 11: Responses to Q4 top priority

Concept Option Presented	Number of responses who selected option as top priority:	Percentage of total respondents:
Dual Carriageway	234	29.40%
Bus Lane	122	15.30%
Train	106	13.30%
Train & Dual Carriageway	101	12.70%
Other	75	9.40%
Bus lane & Dual Carriageway	60	7.50%
Tram	43	5.40%
Tram & Dual Carriageway	34	4.30%
Guided Bus	28	3.50%
Guided bus & Dual Carriageway	25	3.10%
Prefer not to say	1	0.10%
Total*	829	104.10%

**The percentages in this table are derived using the total number of respondents of 796 people. The totals exceed 796 responses as a few respondents selected more than one item, although most selected one as instructed.*

Figure 9: Responses to Q4 top priority



From the figures and tables above it is clear to see that there is a strong desire for a dual carriageway among respondents. The train and a bus lane options also attract high levels of support. The Guided Busway and Tram options are not preferred.

The options that were a combination of public transport options and road improvements may have split support of individual schemes so that it is difficult to attribute them to any single mode. However, they do show an overall desire for investment in road and public transport.

6. Comments received about the proposed schemes

Respondents were given the opportunity to explain in their own words the reasons for their choice, as well as providing other comments. Below we shall explore some of the comments and themes from the top three options of Bus lane, Dual Carriageway and Train as well as highlight some other options put forward and some recurring themes. A fuller summary of comments received is available in appendix 3 and 4.

Dual Carriageway

Comments in support of dualling include: the increased benefit for all road users including public transport; the easing of congestion; the lower cost in comparison to other options; the easing of pollution caused by traffic jams and stop start traffic; less impact on village routes currently used as alternatives due to congestion; most of the whole of the A40 is dualled and therefore keeping a bottleneck on the approach to Oxford encourages congestion; business and investment will benefit from shorter commuting times.

Comments against the provision of a dual carriageway include: public transport options need to be more appealing than the car to reduce congestion; dualling will move congestion to the suburban roads; very damaging for the community and wildlife; it would incentivise the transfer of trips from public transport to private car; further on-line improvements such as the North of Oxford bypass and other measures along the A40 corridor would be needed at great capital and environmental cost

Bus Lane

Comments in support of the bus lanes included views that bus lanes: would encourage mode shift from car to bus, as the bus would pass queueing traffic; are presented as the most cost effective and financial viable option; would improve journey times, making journeys quicker and journeys by bus would become more reliable; lower environmental impact than other options presented, and may improve air quality by reducing emissions.

Comments received against the provision of bus lanes included: concern over the environmental impact of bus lane; partial bus lanes will not encourage mode shift; bus lanes don't address commercial traffic issues; bus lane option is too expensive and not sufficient.

Other comments:

- Bus lanes should start at Witney.
- A tidal bus lane should be considered
- A park and ride should be located at Witney
- Need dedicated buses to Oxford, hospitals and Science Parks

Train

Comments in support of the train option include: railways bring jobs and opportunities, especially to those living in Witney, who work in London (and Oxford); looks to future growth – a modern mass transport system is required; reduce number

of cars on the A40 through commuters using the train; would dramatically increase investment in the area and the value of living here; would make more sense to re-open old railway line, as less ecological impact; greater number of passengers can be carried than other options.

Comments received against the provision of the Train route include: expensive; many commuters do not live near public transport stops or are commuting to them and therefore have to use non-public transport options (car); train option is not good as it wouldn't go into centre of Oxford and there is limited capacity already on the rail network.

Other Options Suggested by Respondents

- Monorail
- Trolley bus – powered via electric overhead cables
- Train and Bus Lanes* (or any two public transport systems)
- Smart Card payment system for Swinford Toll Bridge
- Congestion Charging for Oxford
- Tin Hat first
- A40/A44 link road (or A40/A34 junction)

Re-occurring themes

Irrespective of a respondents views of the concepts presented a number of themes re-occurred in the comments.

- Houses should be built close to where people work
- Longer distance traffic using the A40 will not utilise public transport schemes
- Disappointment that cycling did not feature in the consultation including a lack of mention of the B4044 community cycle path between Eynsham and Botley
- The need for flexibility for direct buses to serve a range of destinations in East Oxford and other locations
- Some said that car users already currently park in Eynsham and board the bus to Oxford
- The importance of the future delivery of an A40/A44 link road (or A40/A34 junction)
- The importance of retaining and improving the current A40 cycle route
- Desire not to progress options that might preclude long term reinstatement of the railway line.

The snapshot of the 'comments' from respondents on the main options of dual carriageway, bus and train show a real insight into the reasoning behind responses. There seemed to be a real awareness from respondents around issues like congestion, environmental impact, rural locations and ultimate destinations. There were also a lot of comments in support of a combined approach of a dual carriageway plus public transport option as good ground between alleviating current congestion and commuting times while also planning for future growth.

In addition to the comments received from the questionnaires we received a number of responses from a range of organisations, including Parish, Town and District Councils, land owners, organisations promoting scheme options such as Monorail and SkyCabs, as well as organisations representing community groups, societies and charities. A summary of these responses is available in appendix 4.

These responses provide a wealth of opinion and technical information which will be considered as the Investing in the A40 long term strategy is taken forward.

Appendix 1: Investing in the A40 consultation questionnaire

Investing in the A40 – Long Term Solutions

Consultation Feedback Form

Q1. What is your most regular mode of transport for trips along the A40?
(Please tick one option)

- Car (as a driver or a passenger)
- Car to Oxford Park and Ride, then bus or coach
- Bus
- Motorcycle/Moped
- Bicycle
- Van
- Lorry
- Other (Please specify)

Q2. Where do you live? Please provide your postcode:

Q3. What are your views on each option?
(For each row, please tick one box)

Scheme	Do not support at all	Neutral	Tend to support	Strongly support
Bus Lane				
Dual Carriageway				
Guided Busway				
Train				
Tram				

Q4. Which one scheme or combination of options, do you think Oxfordshire County Council should give top priority to?

(Please tick one box)

- Bus Lane
- Guided Busway
- Dual Carriageway
- Train
- Tram
- Bus Lane and Dual Carriageway *(Would require additional land & extra cost)*
- Guided Bus Lane and Dual Carriageway
- Train and Dual Carriageway
- Tram and Dual Carriageway
- Other combination, if so please state:

Q5. What are your reasons for your choice of option to prioritise?

Q6. If you have any other comments about identifying a long-term strategy for the A40, please write them here:

About you

It would be helpful to know a bit about you so we can check whether views differ across the communities we serve.

Please note that this section is optional and you don't have to complete these questions if you don't want to. If you would prefer not to answer any of these questions, please tick the 'prefer not to say' box so that we are aware of your choice.

Any information provided is governed by the Data Protection Act 1998 and will be treated as strictly confidential.

Q7. How are you responding to this consultation, as a..?

- Member of the public living in Oxfordshire
- Member of the public living outside of Oxfordshire

- Councillor
(Please give your name and the Council and area you represent below)

- Representative of a group or organisation
(Please specify the name of group/organisation and your role below)

- Other *(please specify)*

Personal details

Q8. Gender: Male Female Prefer not to say

Q 9. Age: Prefer not to say

Q 10. Employment status (tick one):

Employed Self-employed Unemployed Student

Looking after home Retired Other

Prefer not to say

Q 11. Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Include problems related to old age).

Yes, limited a lot Yes, limited at little No

Prefer not to say

How to Respond:

- Fill in this form today and place in the box provided
- Send by post to:

Investing in the A40
FREEPOST
OXFORDSHIRE COUNTY COUNCIL

(No further address details required)

- Online at www.oxfordshire.gov.uk/A40

Thank you for taking the time to complete this form.

Appendix 2: The options presented as part of the consultation

CONNECTING
OXFORDSHIRE

INVESTING IN THE A40

Welcome to the exhibition

The A40 is used by over 30,000 vehicles each day and is the main route linking the M40, Oxford, Cheltenham and South Wales.

This exhibition puts a spotlight on the A40 corridor. It sets out both what we are doing now to improve journeys for people and businesses who rely on this route, and why we need to attract further investment.

We have set out a range of options for the long-term future of the A40 corridor, including possibilities for buses, cars, trains and trams. We need your views on these options now, so that we can be ready to bid for future funding opportunities from government as they arise.

If you have any questions as you go round, please talk to a member of the project team who are here to help.



BACKGROUND

Oxfordshire is a prosperous and vibrant county, combining a successful, thriving economy with a high quality environment. Current forecasts are for over 85,000 new jobs and 100,000 new homes in the county by 2031.

This growth will have a significant impact on our transport network, with an ever increasing number of people and goods needing to use it. We cannot simply rely on small, short-term solutions; more radical solutions are required.

Connecting Oxfordshire, our new Local Transport Plan, was agreed in September. The key objectives of Connecting Oxfordshire are to:

- Support jobs and housing growth and economic vitality;
- Reduce transport emissions and meet our obligations to Government;
- Protect, and where possible enhance Oxfordshire's environment and improve quality of life; and
- Improve public health, air quality, safety and individual wellbeing.

Why we need to improve the A40

The A40 is a single carriageway road and on the section between Witney and Oxford, between 23,000 and 30,000 vehicles currently use it each day, which is above the road's capacity.

Congestion on the road causes daily problems for road users and has been described by business leaders as one of the biggest barriers to economic growth and prosperity in West Oxfordshire.

The quality of life for residents, and future economic prosperity of this part of Oxfordshire - key objectives for our Local Transport Plan - are threatened unless a suitable, long-term solution for the A40 corridor is found.

This solution is likely to involve a combination of road and a public transport improvements.

LOOKING TO THE FUTURE

Oxfordshire County Council is committed to finding a long-term strategy to tackle current and projected congestion on the A40.

As part of this strategy we want to:

- Improve travel times and journey reliability along the A40 corridor, particularly between Witney and Oxford
- Stimulate economic growth, in line with the Oxfordshire Strategic Economic Plan
- Improve safety and reduce environmental impacts such as air pollution and noise along the A40 corridor

What next for the A40?

The next boards present a range of options for the long-term future of the A40 corridor, including possibilities for buses, cars, trains and trams. These options have been developed by the council in consultation with local residents, community representatives and businesses.

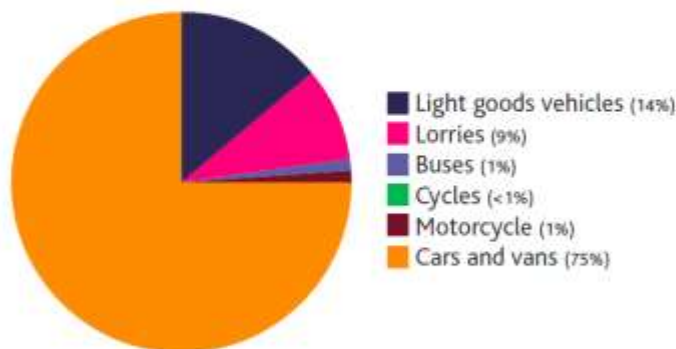
While they are presented as distinct options, a combination of schemes could be taken forward.

We invite you to share your views on the options presented.



WHO USES THE A40?

The diagram below shows a snapshot of car journeys travelling eastbound along the A40 between Cassington and Wolvercote during the morning peak.



Although the A40 is a strategically important road, most of the peak time traffic is locally based. Although there is a higher than average proportion of light goods vehicles and lorries, the road is still dominated by cars and vans.

AGREED INVESTMENT IN THE A40 UP TO 2025

CONNECTING OXFORDSHIRE



Local Growth Fund Scheme: A40 Science Transit
 Highlighted points F – I are a new scheme to deliver £36 million of improvements. This was agreed by Cabinet in July 2015. Work to develop these schemes will take place over the next 12 months.

- A** Access to Charlton
Improvements to the 241T and western facing slips on the A40 at Minter Lovell – subject to funding
- B** Access to Witney – Downs Road
New junction at Grads roundabout
- C** Access to Witney – Ducklington Lane
Junction capacity and safety improvements at junction with Ducklington Lane and Station Lane – completed in 2014
- D** Access to Witney – Shore's Green
New western facing slips at Shore's Green
- E** Harborough Mottar
First Great Western has applied for funding to expand the car park, provide a bus/rail interchange and improve passenger facilities at Harborough Station
- F** A40 Park & Ride
New A40 Park & Ride (location to be determined)
- G** A40 Junction Improvements
Junction improvements to A40 at Eynsham and Cassington – part of Local Growth Fund Scheme
- H** A40 Bus Lane
New bus priority measures – part of Local Growth Fund Scheme
- I** Bus Priority at the Swinstead Toll Bridge
New bus priority scheme on Oxford bound approaches to Swinstead Toll Bridge, Eynsham – part of Local Growth Fund scheme
- J** A40-A44 Strategic Link Road
New road linking A40-A44, bypassing Wolvercot roundabout and providing a link to the A34 and Oxford Parkway Station from West Oxfordshire
- K** Northern Gateway Site Link Road and A40/A44 junctions
New infrastructure to access development and also provide a more direct link to Fuarrie Park & Ride and A34
- L** Oxford Parkway Station
New rail station next to Water Eaton Park & Ride providing direct rail links between Oxford and London Marylebone – opening autumn 2015
- M** Cotteslowe & Wolvercot Roundabouts
Junction improvements to Cotteslowe and Wolvercot roundabouts – work starts summer 2015
- N** Access to Headington Scheme
Junction and road improvements to reduce congestion and improve access to the hospitals in Headington
- O** Headington Roundabout
New bus priority measures – completed March 2015
- P** Expansion of Thornhill Park & Ride
Car parking capacity increased by 300 spaces, new A40/London Road. Bus priority and cycle improvements – completed summer 2013
- Q** A34 Improvements
Highways England is planning improvements to the Fourties and Botley interchanges and improved other information on the Trunk Road by the end of 2015/16. The A34 around Oxford is included in the wider Oxford-Cambridge Expressway study, which could reduce pressure on A40 by providing an alternative route for 90% trips

A40 BUS LANE

CONNECTING OXFORDSHIRE



Approximate cost £50 million

This option involves building 3 metre wide bus lanes on the existing verges between Witney Bypass (Shores Green) and the Duke's Cut canal bridge in both directions. The bus lanes will be separated from the general traffic lanes by a 1 metre buffer. Use of the bus lanes will normally be restricted to buses but could also be used by emergency vehicles, and by other traffic when necessary.



- Features**
- High frequency bus services serving a range of origins and destinations
 - Delay free bus journey from Witney to north Oxford
 - 11 minute journey time from Shores Green to Wolvercot
 - Easily serve possible Park and Ride to the north of the A40
 - May need to be considerable clearance of verge side trees and other vegetation to create space for bus lanes
 - Predominantly use land within the highway boundary, therefore minimal land needs to be acquired. Although additional land may be required for tree planting to screen the A40
 - Minimal physical impact on Oxford Meadows Special Area of Conservation
 - Could be extended to junction with proposed A40-A44 Strategic Link Road, but at considerable additional cost
 - Builds on from the proposed A40 Science Transit bus lane scheme, reducing the cost by £15 million

GUIDED BUSWAY

**CONNECTING
OXFORDSHIRE**



Approximate cost **£165 million**

This option involves installing a two-way guided busway track to provide a new route from Witney to Oxford using specially adapted buses. The proposed route would use the line of the old railway from Witney to Cassington, except in Eynsham where buses would use the roads through the village. The route would continue with a guided busway alongside A40 to Duke's Cut canal bridge.



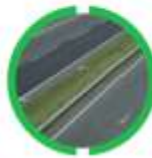
Features

- High or Medium frequency buses serving a wide range of origins and destinations
- Time savings of up to 15 minutes for guided bus users at peak times from Witney to Oxford
- 12 minute journey time from Ducklington to Wolvercote
- Use of old railway corridor would require considerable land acquisition
- May need to be considerable clearance of verge side trees and other vegetation to create space for guided busway on the A40
- Probably impact on the vegetation, wildlife habitat and land uses along the line of the old railway
- Old bus not included widening or replacing the existing railway and canal bridges at Duke's Cut, where buses will merge into the general traffic lane
- Should be minimal physical impact on Oxford Meadows Special Area of Conservation
- A guided busway uses new track provided for the exclusive use of compatible buses. Buses are specially adapted to use the busway but can also use ordinary roads.

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A40 DUAL CARRIAGEWAY

**CONNECTING
OXFORDSHIRE**



Approximate cost **£120 million**

Additional £100 million may be required for 'North Oxford' bypass

This option involves widening the A40 to 2-lanes in each direction separated by a central reservation barrier. The A40 Dual Carriageway would follow the existing road and would require significant alterations to junctions at Barnard Gate and Cassington to provide safe access. The Dual Carriageway central reserve would prevent certain movements and restrict direct access in some cases.



Features

- Dual Carriageway benefits both freight and passenger vehicles (buses, cars, lorries etc.)
- Estimated journey times (without delays inc. at North Oxford junction) of 3 minutes from Eynsham to Wolvercote roundabout and 7 minutes from Witney to Wolvercote
- No priority for buses and removal of A40 Science Transit bus lane schemes
- Could easily serve possible Park and Ride to the north of the A40 at Eynsham, although no bus lanes would limit the appeal to users
- May need to be considerable clearance of verge side trees and other vegetation to create space for dual carriageway
- Possible adverse impact of Oxford Meadows Special Area of Conservation due to potential encroachment on protected land
- Considerable land acquisition needed along the length of the route, for both widening and junctions, particularly if the alternative Eynsham bypass is pursued
- May require an additional 'North Oxford' bypass to provide a high standard through cuts. Would require an additional £100+ million investment
- May encourage additional car trips to Oxford which would require extra parking to be provided within the city
- May encourage traffic growth which could reduce benefits of dual carriageway in future years

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WITNEY – OXFORD TRAIN

**CONNECTING
OXFORDSHIRE**



Approximate cost £285 million

This option involves building a new single-track railway line, with double track running through stations providing two platforms and allowing the opportunity for trains to pass each other. Trains are likely to be diesel powered. Trains would run from south of Ducklington roundabout to join the line of the old railway near South Leigh, then pass between Eynsham and B4449 before joining the Cotswold Line at Yarnton, where trains would carry on to Oxford Station.



Features

- 1 Journey time from Witney to Oxford approximately 17 minutes.
- 2 Single track would only allow up to 1-2 trains per hour in each direction, due to limited opportunities to pass each other.
- 3 Stations would require adequate car parking to act as Parkways.
- 4 Would require considerable land acquisition, including through Cassington Quarry.
- 5 There will be an impact on the vegetation, wildlife habitat and sandhills along the route.
- 6 Trains could be extended on from Oxford Station to Uffington and Cowley using Cowley Branch Line for passenger services.
- 7 Provides bus connections at Oxford Station to wider range of local destinations, and access to national rail network.
- 8 Bridges needed to avoid building level crossings on Station Road, Eynsham and B4449 Eynsham bypass road; one would need to be diverted to avoid impacts in South Leigh.
- 9 The railway lines through Oxford may not have sufficient spare capacity to allow more frequent services to run.
- 10 Proposal needs to be economically viable for Network Rail and a Train Operating Company.
- 11 Possibility that an alternative route (shown in red) could run north of A40, from near Oxford Hill at Witney to Yarnton. This would cost a similar amount and may be less disruptive to build but it would however preclude any future extension to Carterton.

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WITNEY - OXFORD TRAM

**CONNECTING
OXFORDSHIRE**



Approximate cost £240 million

New double track, light rail line linking from south of Ducklington roundabout to the old railway line at South Leigh then using the railway alignment to Eynsham, where a new line would be created between the village and the southern bypass. From close to Siemans the line would follow the old railway line to A40. At the A40 the line would either continue to a railway junction at Yarnton, if a joint tram-train operation was permitted, or continue alongside the A40 toward Oxford.



Features

- 1 Journey times from Witney to Oxford 20-25 minutes.
- 2 Double track allows 4 trains per hour in each direction but the railway lines through Oxford may not have sufficient spare capacity to allow such frequent services to run.
- 3 Tram stop would require adequate car parking to act as Parkways.
- 4 Would require considerable land acquisition, including through Cassington Quarry.
- 5 There will be an impact on the vegetation, wildlife habitats and land uses along the route.
- 6 The railway authorities may not permit joint tram-train operation, as this would be the first in the UK.
- 7 An alternative route would be along the A40, but this would require either a ferryman to be provided in south Oxford, or in-street running to Oxford City Centre at considerable extra costs (£100m+).
- 8 Provides connectivity to local bus services at Oxford Station and access to national rail network.
- 9 Proposal needs to be economically viable for operating company.

www.oxfordshire.gov.uk/connectingoxfordshire

NEXT STEPS

Thank you for coming to the exhibition.

Have your say

Please give us your views. Either:

- Fill in a copy of the consultation feedback form that is available at this exhibition and post it in the box provided
- Read a copy of the proposals online and fill in the survey form at www.oxfordshire.gov.uk/A40

The deadline for giving your views is Sunday 8 November.

What happens next?

The feedback from this consultation will inform a discussion by Oxfordshire County Council's Cabinet in spring 2016 on the long-term strategy for the A40. This will put the council in a strong position so that we can move quickly with a bid for government funding when opportunities arise.

In the meantime, we will be developing our ideas for the Local Growth Fund Scheme – A40 Science Transit and we expect to be able to share these proposals in autumn 2016.



Appendix 3: Summary of comments received from the questionnaire

Summary of comments received, to question 5, from people who selected Bus Lane as top priority in question 4

Top Priority Bus Lane – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Public transport / Bus priority	<ul style="list-style-type: none"> • The best prospect of practicability and cost effectiveness for the medium term lies in extending the bus lanes and associated priority measures along A40 • Bus is the better option as making the road dual carriageway will encourage more people to drive and the alternative schemes are too expensive • Public transport is the key mechanism to deliver more connected and compact cities • The bus has to be a better alternative to the car to get people to use the service • Buses can carry 90 passengers per bus and is only the length of 3 cars • Bus lanes are more sustainable • Better public transport options • Priority should be given to public transport • If buses had priority, more people would use them • There is already a crucial need for bus lanes on the A40 to cope with current traffic
Serve variety of destinations	<ul style="list-style-type: none"> • Bus lanes will bypass the queue of cars and provide some flexibility in destinations • Bus lanes allow flexibility for onward journeys • Ability to stay on one mode of transport until the end of the destination
Ease of construction / deliverable	<ul style="list-style-type: none"> • Bus lanes are deliverable • A bus lane would cause the least disruption • The bus lane scheme is the most likely to happen. • It has the potential to be introduced in phases and still have an impact even if not all of the funding is available.
Cost effective / viability	<ul style="list-style-type: none"> • The cost of a bus lane is cheaper than the other schemes. • The bus lanes are the most viable option • Minimum likely cost to the tax payers • Bus lanes offer the best value for money • Bus lanes (vs the other schemes) can be implemented quicker
Environmental / Visual impacts	<ul style="list-style-type: none"> • Concern over the visual impact of the bus lane on the rural scene • The environmental impact of the bus lane will be less than the other schemes • Bus lanes result in less air and noise pollution • All of the other schemes eat into the countryside

	<ul style="list-style-type: none"> • The bus lanes will have a lower impact on the local wildlife • Less need to require extra land
Improve congestion / Journey time	<ul style="list-style-type: none"> • If buses continue to remain in congestion it will not encourage people to change how they commute • Buses currently sit in long queues of traffic • Bus lane would reduce car traffic on the A40, improve travel times between Witney and North Oxford and cost less than the other options • Bus lane would get people from Western Oxfordshire into Oxford efficiently • Bus lane would speed up the non-car commute option • Bus lanes would help to reduce travel times • Effective at reducing the traffic • Bus lanes are the • best option for travel into Oxford as Oxford cannot cope with more traffic • Reduce the number of cars on the A40 by modal shift to buses • Bus lanes will make journeys quick and easy • Bus lane will have a positive effect on peak time travel • Can plan journeys more accurately • Bus times would become more reliable
Impact on commercial traffic	<ul style="list-style-type: none"> • Bus Lane is the second best option as it would not cater for small businesses, delivery and commercial traffic as well as those travelling beyond Oxford.
Bus lane location/routes	<ul style="list-style-type: none"> • The bus lane must start at Witney • A partial bus lane for part of the journey will not encourage people out of their cars • A tidal bus lane could go down the middle of the A40 for both directions depending on the time of day • Only worth implementing if it goes all the way to Witney • Bus lane and the park and ride should start at Shores Green
Park and Ride	<ul style="list-style-type: none"> • Park and Ride at Eynsham will be made use of • The bus lane will encourage people to use the park and ride
Other comments	<ul style="list-style-type: none"> • A bus route is the only option that will make a difference in the short to medium term. • A bus lane (like the other suggested schemes) is too expensive and not sufficient • Bus lane is the only realistic option as most of the traffic on the A40 is travelling into Oxford area • The bus lanes can only work if the buses travelling along them are at a reasonable cost to the passengers • The development of the bus lanes should take into account the growing commuter town of Carterton • Bus lanes now do not preclude other options in the future • The bus lane is the best option for delivering the stated objectives of supporting economic vitality, reducing transport emissions and protecting Oxfordshire's environment, improving public health, air quality etc.

Summary of comments received, to question 6, from people who selected Bus Lane as top priority in question 4

Top Priority Bus Lane – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Public transport	<ul style="list-style-type: none"> • All alternatives to the car need to be both considered and implemented • There should be a choice in public transport with faster times and fewer stops • The bus lane needs to provide a way for buses to reach the east of Oxford to access the universities and hospitals without queuing for long periods of time or having to swap to another mode of transport
Park & Ride	<ul style="list-style-type: none"> • A new Park and Ride should be situated at Witney • The bus lane must be paired with the park and ride
Connectivity	<ul style="list-style-type: none"> • Dedicated connectivity into Oxford, hospitals and Science Parks is needed • The bus lanes do not help those heading to anywhere other than Oxford town centre
Funding	<ul style="list-style-type: none"> • The bus lane option is the only one that matches the allocated money
Improve journey time	<ul style="list-style-type: none"> • Bus lane will allow people to make quick return journeys
Other comments	<ul style="list-style-type: none"> • Incentivise commuters to use the existing bus services as currently they are infrequent and unreliable

Summary of comments received, to question 5, from people who selected Guided Bus as top priority in question 4

Top Priority Guided Bus – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Public transport	<ul style="list-style-type: none"> • All alternatives to 'car' need to be both considered and implemented, including a cycle solution, as congestion at Oxford remains inevitable. • A totally segregated mode is required to reach central Oxford from Witney. A guided busway has the lowest upfront cost, but it absolutely needs a 100% segregated route through Oxford and proper bus terminals to avoid paying on the bus. A tram is my personal favourite, as it would have the rail-effect in rider-ship and is the most comfortable means of travel. It requires strong

	<p>collaboration with a continental town with experience on tram-rail, to learn from their best practices.</p> <ul style="list-style-type: none"> • The infrastructure needs to be two way, both into Oxford and from Oxford. People will not want to get to work quickly, just to have to sit on a bus to get home, stuck in traffic. • 1 journey by bus most working days. Options to improve bus journeys are more attractive than those helping car drivers. Tram and trainline seem like white elephant and inflexible. • The A40 is so congested that the s2 is not a viable bus service. Dual Carriageway will help in the short term, but long term, we must get people out of their cars. All the congestion and parking issues will remain in Oxford, even if cars get there quicker. Promote and prioritise public transport, so people will use it. • Most traffic is either workers or school traffic into city centre. Getting vehicles there faster just moves bottleneck further down the road and restricted parking in city does not help. Cheaper faster hassle free bus service eases congestion and parking/ vehicles in the city centre. • Guided Bus doesn't encourage additional vehicle traffic but increases carrying capacity, minimal impact on locals. • Guided bus provides more frequent services, easier to get to the departure location (bus from villages can connect, as well as within Oxford). Environmentally more sustainable. Will lead to fewer cars on A40, whereas additional carriageways will increase traffic. Option to connect in Witney, as opposed to adding another P&R option there (park car, take train, then switch to public transport). Smoother and less broken-up journey. Would be best if the guided bus would be able to transport bikes! • Encourage the use of public transport that is quick and efficient (Cambridge have succeeded in doing this already!) • Reduced journey times and an attractive alternative to cars. Judging from experience of trams in other cities setting up a guided busway/tram system moves people out of cars. The danger with the dual carriageway which is initially attractive on cost is that it will increase the number of journeys to Oxford and then produce impacts in the city. • This option [Busway] both gives priority to public transport but also allows feeding into and off the busway by buses being able to use normal roads for that purpose. If executed well, this should dampen demand from car use. In the longer term one can envisage the opportunity to provide electric power to the buses while on the busway via tram-style connectors.
Make full trip by bus	<ul style="list-style-type: none"> • Guided Bus seems most practical as a dual carriageway will not discourage car use, people will drive to a station for a tram or train, but with a guided bus way, the bus can make the whole journey. • Guided Bus is the most flexible public transport option, as enables a spread of bus routes (Carterton, Charbury, Bampton) to use the fast route option. Could easily combine with park and ride buses, but should also go to different parts of Oxford
Reduce congestion / Improve traffic flow	<ul style="list-style-type: none"> • Guided Bus does not encourage additional traffic, as a Dual Carriageway would. Cheaper option, more likely to be built. But, how does busway get past Siemens factory at Eynsham (built on old rail link)? • Not convinced that a duel carriageway on its own would solve anything • More road widening will produce short-term benefit, if any. Public transport is the key mechanism to deliver more connected and compact cities; cars deliver the opposite. • Making the A40 a dual carriageway for cars is the worst option, as it would be crazy, since it would encourage more cars to use the road. • Providing a Dual Carriageway will just add to the traffic at Wolvercote and is not a sustainable option • To remove most of the continual daily stream of traffic on the A40.

	<ul style="list-style-type: none"> • Dual carriageway simply moves the congestion to north Oxford. • Need to take traffic away from A40 not add to it. I live very close to the A40 so am concerned about the loss of verges which will bring the traffic even closer. • Against dual carriageway; bus schemes appear to provide best journey times and capacity.
Implementation / Costs	<ul style="list-style-type: none"> • Bus lane only caters for 1% of traffic. Adaption of present bus lane or dualling, causes major disruption in the period of building. Train or tram very expensive. Guided busway appears to work very well in Huntingdon - Cambridge, with buses able to use existing roads to extend routes. Causes very little disruption to present traffic during the period of the build. Good value. • Guided Bus is the most sensible, cost effective option. A train would be the most desirable, but potentially prohibiting in terms of cost. • Tram and train are extremely costly and unaffordable; bearing in mind that funding has not yet been identified. It is highly likely that the only credible option is a bus lane, but if this could be guided then even better. • Guided Bus is most likely to give lasting benefit, for moderate cost. Little benefit in just increasing car capacity. • Guided bus sounds the most effective for the costs involved.
Cycling	<ul style="list-style-type: none"> • Guided busway on southern route does not impinge on north Eynsham or cycle paths. Bus lane is useless unless going to Oxford city centre and there simply isn't room while preserving cycle paths. Bus lanes will suffer from or cause congestion unless bridges are widened to accommodate them. Trains/trams may not be viable and would be not be frequent enough
Other comments	<ul style="list-style-type: none"> • The Waterways site off Woodstock Road, has a way leave through the site, which was reserved for a guided busway. It was intended to be along the A40 from Witney, down Woodstock Rd (or through the estates), finishing at the station. Has this been considered? • Less impact on the environment.

Summary of comments received, to question 6, from people who selected Guided Bus as top priority in question 4

Top Priority Guided Bus – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Land use planning / Strategic planning	<ul style="list-style-type: none"> • Integrated development with transport planning to create shorter journeys, and to maximise benefits of the public transport.
Public transport	<ul style="list-style-type: none"> • There should also be a choice in public transport with services providing fast routes and fewer stops, as well as serving all the stops. • A dual carriageway will solve nothing, due to the traffic jams at Wolvercote of people trying to get to Oxford by car. One should actively pursue a deal with Chiltern Railway, for discounted travel into Oxford for users of the Peartree park and ride. • If choosing between rail and tramway, rail seems the better for the long-term. BUT I would worry about capacity issues at Oxford

	<p>station.</p> <ul style="list-style-type: none"> • A reliable fast, efficient, regular, affordable (cheaper than existing park and ride + bus travel pricing) service needs to be put in place. Train is always expensive so that just leaves bus or tram. • Bus lanes need widened bridges. • Longer term Witney needs a train station.
Park & Ride	<ul style="list-style-type: none"> • Idea of a P&R IS NOT SENSIBLE. I WOULD NOT USE IT AS A CAR DRIVER, as it would be more practical for me to take the bus the whole way from Witney or just drive the whole way. Whatever is chosen, must be affordable for commuters. • Park and ride at Eynsham is a very bad idea. It should be at Witney. It would do nothing for traffic congestion on single-carriageway road between Witney and Eynsham. • Please avoid a park and ride at Eynsham. It would exacerbate traffic at Eynsham, esp. at peak times. Stop more building until we have sensible infrastructure. • P&R strategy of the CC is fundamental to these proposals. If the plan is to shift car users from Peartree to Eynsham, early dialogue is required with the bus companies to decide the optimum service pattern for Eynsham P&R to be an attractive proposition. • P&R at Eynsham has never been consulted on - it should be nearer Witney and certainly before the end of the existing dual carriageway to reduce congestion. Eynsham site increases B4490 traffic with priority over A40 at roundabout!
Connectivity	<ul style="list-style-type: none"> • Important that whatever method of bringing people in should deliver them to both the P&R to connect with the existing system. • Better public transport links are the way forward, but please think about people get to the stops from home, and then on to their final destinations. Driving a car to Witney to then get on the bus to Oxford is illogical - people will just drive on down the A40 as normal. Local buses from the villages into Witney are infrequent and unreliable. So we need an integrated strategy. Will we be able to get bicycles on to the buses? If not will there be secure bike storage at some stops and in Oxford?
Cycling	<ul style="list-style-type: none"> • All new roads must have safe, segregated cycle provision. • Disappointed that no mention of cycle lanes, either in terms of providing better maintenance, nor providing parking areas along the A40, where one could park and cycle from. Anyone that lives more westerly than Witney would be taking great risks cycling along the A40. Car parks at Witney, Eynsham and Cassington to park and cycle from. • INVESTMENT IN CYCLING (parking, lanes). • Cycle lanes both ways MUST be kept/improved (dangerous cycling against oncoming headlights after dark) and need 2m separation from fast vehicles.
Highway / Dual Carriageway	<ul style="list-style-type: none"> • Big delays seem to be caused by accidents at Barnard Gate. Measures to reduce these would be useful. • A40 needs more carriageway space. Schemes elsewhere show that people will not abandon their cars. Stealing a lane for buses will anger everyone. • Plan for car increase now and build a dual carriageway. More cars into Oxford = more prosperity. • The A40 /A44 link road is a must too as part of the northern gateway. • This is a refreshing opportunity for us to make a real change to the A40, but you must listen to commuters. The dual carriageway is just not a long term option. Many people will say dual carriageway, as they do not understand the implications of one. • Dual carriageway on existing line past Eynsham is unacceptable on noise grounds.

	<ul style="list-style-type: none"> The main alternative of making more dual carriageway will fuel demand from cars and soon require the additional extension, making that option cost GBP 220 mn.
Innovative modes / Other options	<ul style="list-style-type: none"> Direct, frequent Witney to Hanborough bus to connect to an improved train service to Oxford. Bus lane and guided busway. Monorail to be considered also, Monorail would be fast, efficient and have much less environmental impact.

Summary of comments received, to question 5, from people who selected Dual Carriageway as top priority in question 4

Top Priority Dual Carriageway – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Serve a range of destinations / expand network	<ul style="list-style-type: none"> Use for national and local journeys It means I can still get on a bus in Carterton and get to work in Oxford without having to change to a second form of transport e.g. car to Witney to pick up tram or train, as I would assume the terminus would be at Witney. It is the only one that hits more than one target - Oxford city centre commuters, Oxford periphery commuters and also the 28% of users that are through traffic. There is no public transport to and from our village. A dual carriageway would also benefit those who are travelling further afield on the A40 from places such as Gloucestershire Recognition that the nature of modern living requires point to point transport requirements.
Routing / Choice of routes	<ul style="list-style-type: none"> One east bound lane between Eynsham and the Duke's Cut canal bridge could be designated for bus priority. If/when the problem of congestion in North Oxford is resolved the bus priority lane could be removed to allow the Dual Carriageway to function normally. This bypass needs to be further north than proposed- the 1991 Department for Transport proposed route Cassington suffers as a rat run, with large volumes of traffic using it to get to the A44. The dual carriageway option states that the access to Cassington would be relocated to the east of the village and this would solve the congestion at peak times. At the moment, friends and family will not turn right at Barnards Green to Witney. Most drive to Eynsham roundabout and then turn back towards Witney. System to separate A40 traffic at North Oxford to prevent delays due to rise of local and through traffic.
Meets needs of variety of users	<ul style="list-style-type: none"> Many people using the A40 do not want to go into central Oxford. Some go to the hospitals and schools etc. Because 90% of peak hour users are evidently commuting or on school runs and about three-quarters of these would be unlikely to use a bus/tram/train since they're very unlikely to want to all go into north or central Oxford. People might be persuaded to use one bus or train, but then having to transfer to another..? Since we as taxpayers will be footing the bill, the eventual benefit should be for as many as possible.

	<ul style="list-style-type: none"> • Only option for those workers at the hospital who work 13 hour shifts! • Most appropriate for all road users.
Reduce congestion / Improve traffic flow	<ul style="list-style-type: none"> • I do not think a train will alleviate the current congestion. At least a dual carriageway would allow the free flow of traffic, if the junctions were suitably controlled. • Reduce traffic congestion and improve traffic flow • Easing traffic flow between the A40 and the A44, so as to alleviate the A4095 rat-running via the lower road. • Improve traffic flow • This is a major route, much of the traffic wanting to go past Oxford. West bound traffic in the afternoons is at crisis level. East bound traffic is also at crisis level. • Congestion at Eynsham - this must be addressed and large lorries also contribute to the frustration, which provokes drivers into overtaking, as there are no overtaking lanes, from Oxford to Witney.
Improve journey time	<ul style="list-style-type: none"> • The main issue with the A40 is passing traffic which cannot go at national speed limits like lorries. Even at 5:15 in the morning I cannot travel at 60 MPH as there are copious amounts of heavy goods vehicles travelling at 40 - 50 mph. • To get to a morning hospital appointment we have to leave before 6am or sit in traffic, to do the 15mile journey takes 90mins on a good day. The stopped or slow moving traffic is incessant throughout the day. • The current traffic solution currently doubles my commute time at peak times. • I don't want to travel to Oxford; I want to get around Oxford which takes a very long time going via the A40 and ring roads.
Economic / Business	<ul style="list-style-type: none"> • A dual carriageway is inevitable over time as the regional economy develops. It would also provide capacity for more buses, if that is what is wanted. • The infrastructure needed for supplying businesses in West Oxfordshire will not be satisfied by the bus lanes. • If economic development is a goal - and not just the alleviation of commuter misery, then you need to factor in the infrastructure for commercial traffic thus generated.
Implementation / Costs	<ul style="list-style-type: none"> • Eynsham Bypass Option would require considerable land acquisition. • Other schemes are either too expensive, so will not be done, or, like the bus lane, do not address the situation. • Not so expensive and easy to complete. • All other options seem expensive with limited use.
Public transport	<ul style="list-style-type: none"> • Tram and train are non-starters because of cost and land purchase. Despite encouraging people not to drive, car use will increase and the dual carriageway caters for this increase. • Possible dualling with bus lane along the middle. • This scheme is independent of bus & train operators who may choose to stop/reduce services if they are not financially viable. • A bus lane would only serve those places able to travel by bus. Unless there are going to be buses to all villages and at frequent intervals the car remains the principal option. • Not everyone lives or works in a town. Even if public transport were available most of the problem is not caused by local traffic. This is a trunk road. • If rail and intercity coach stations were outside of cities and towns instead of in the centre a great deal of congestion would be reduced.

Highway / Dual Carriageway	<ul style="list-style-type: none"> • I don't feel there are sufficient buses to warrant a dedicated lane, and think a tram route would get in the way. • A dual carriageway would undoubtedly have benefits particularly for long distance travel to areas such as Cheltenham • A dual carriageway would not succeed because: <ul style="list-style-type: none"> a) It would only address that link and not any of the junction constraints. Further on-line improvements such as the North of Oxford bypass and other measures along the A40 corridor would be needed at great capital and environmental cost if further congestion is to be avoided in the short- to medium- term b) It would lead to increased vehicular trips with adverse impacts throughout Oxford and West Oxfordshire wherever these trips originate c) It would incentivise the transfer of trips from public transport to private car, impacting on the viability of public transport and undermining the justification for any capital expenditure on alternative modes d) It would adversely impact on the environment, including increased noise, carbon emissions and poorer air quality e) It would reduce accessibility for those without access to a car • If a dual carriageway is part of a selected solution I urge to council to consider whether the second phase 'tin hat bypass' linked to the A40 should in fact be the first stage as North Oxford is the main bottleneck, and with the Northern Gateway Development this area will continue to be an issue for traffic. • Grants would be better spent on a dual carriageway • Offers most benefit, but accept that this will only make the road more attractive to road users • I think anything other than a dual carriageway will become an expensive white elephant. • Dual carriageway is the only viable solution long-term and the bus lane should be used only as addition to this. • Dual carriageway would ease the congestion and pollution of stop start stop of car usage. • People need the A40 for a lot more reasons than just work - getting to other parts of the country etc. Dualling may have some impact upon the environment, but more straightforward fit. • Road unsuited to its current purpose. Any other option skirts around the issue, consumes money and time before an appropriate solution is offered. • A40 stretch between Wolvercote roundabout has always been a bottleneck. Dualling this stretch is the only answer. • Dualling would improve the mobility of all traffic, including buses, negating the need for dedicated bus lane. • Only way is dual carriageway. Hardly ever any delays on the existing dual carriageway. The delays start where it goes single track. • A40 needs more carriageway space. • It is very important to have dual carriageway because the time going from A to B is faster , so less pollution for the environment • Motorists will always prefer to travel by car for convenience. • The A40 is a major east/west route and it ought to be dual carriageway all the way from Cheltenham. • Reduces congestion north of Oxford. • Is anything necessary if the improvements at the Wolvercote and Cutteslowe roundabouts solve the problem? DC should then be effective. • Having invested substantial funds to dual carriageway most of the A40 from Minster Lovell to the M40, it makes little sense to leave the remaining bottlenecks.
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	<ul style="list-style-type: none"> • The volume of cars has increased dramatically especially in the holiday season. • This is also a strategic road for Brize Norton and the only option should be to upgrade it as a road - not some sub-par public transport scheme that is appropriate to big cities but not to rural Oxfordshire. • The A40 is not just an Oxfordshire road but a trunk route from east to west etc., it links M5/6 traffic to the home counties and London as well as providing for Oxford to Witney and the Cotswolds. Only a good road can really perform this function. • Commuter journeys into Oxford from West Oxfordshire are not all easily served by the current bus network, very good though it is and the volume of traffic also includes an amount of freight which is starting to rebuild as the economy improves. Much of this traffic is now starting to come over the Swinford Toll Bridge and dualling the A40 should entice it back to a more efficient, cost-effective route. • Dual carriageway would be good but would create a bottleneck at Wolvercote. It would also encourage more cars, as drivers could feel it would speed their journey up instead of the buses.
Park & Ride	<ul style="list-style-type: none"> • To avoid excessive car parking in rural areas (e.g. park/ride near villages/small towns).
Other comments	<ul style="list-style-type: none"> • Most practical option • Whilst commuter traffic is the major component of the traffic in peak hours, these proposals do nothing to address the excessive through traffic problem. • Value for money, limited risk of time/cost escalation during construction, provided improvements for all types of road users. • Less impact on villages. • Less disruption to gardens bordering A40 • If you do not do it now it will have to be done at some point in the future. • Dual Carriageway with (possible hard shoulder which could be used as Bus Lane) and Train.

Summary of comments received, to question 6, from people who selected Dual Carriageway as top priority in question 4

Top Priority Dual Carriageway – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Land use planning / Strategic planning	<ul style="list-style-type: none"> • Dualling north of Eynsham would create an area of land, outside the floodplain, suitable to build on. This would meet the housing targets and resolve the traffic problem. • I don't believe that enough research has been done to show where traffic is actually going. • Thought should be given to continuing the A40 on a new route eastwards parallel to the northern bypass and joining the existing A40 at Forest Hill. The large band of land between the two dual carriageways should then be made available for housing, business and retail development as a way of paying for this. This would incorporate the current Barton Park development. • Some plans for dualling run just north of Eynsham where the Neighbourhood Plan may recommend such development. It would be bad to lose the value of both homes and businesses to a road, important as improving the A40 is to both.
Public transport	<ul style="list-style-type: none"> • A bus lane would be counter-productive - look at the failure of the M4 Heathrow bus lane. It may provide short term gain but road

	<p>traffic is increasing year on year and delaying the widening to a dual carriageway will merely add to the long term costs.</p> <ul style="list-style-type: none"> • There is no guarantee that a bus lane will mean that more people travel to Oxford in that way. • The cost of installing a bus lane will be comparable with a dual carriageway and to have a lane left idle for significant periods of time for buses only is a waste of money. • Public transport needs to be better than the car rather than making car transport worse to force people reluctantly into a poor public transport system.
Park & Ride	<ul style="list-style-type: none"> • Bus lane will not work.
Cycling	<ul style="list-style-type: none"> • INVESTMENT IN CYCLING (parking, lanes).
Reduce congestion / Improve traffic flow	<ul style="list-style-type: none"> • The road is at saturation point. • The A40 corridor take 75% cars, but the A4095, THAT RUNS PARALLEL THROUGH Witney - North Leigh - Long Hanborough - Bladon already has increased considerably, as an alternative, so a dual carriageway would hopefully improve journeys. •
Highway / Dual Carriageway	<ul style="list-style-type: none"> • Dual Carriageway needs to be continuous through the A40 and throughout the Wolvercote and Cutteslowe roundabouts otherwise traffic will continue to be impeded. • Dualling is the only long-term solution. • The A40 cannot cope with existing traffic volume and with the continued growth of Witney and Carterton, this will only get worse. Existing bottlenecks at Cassington lights and the Eynsham roundabout need to be looked at as part of the plans, as they are the root cause of the delays. • Remove through traffic from the built up Oxford. Contrary to OCC pie charts, I believe that most traffic is through traffic. • You could bypass Eynsham and stop toll bridge charging. • Basic problem for traffic on the eastbound, which turns left at the Wolvercote roundabout to the A34. This traffic stops eastbound traffic from getting onto the roundabout. Dual carriageway it and have an elevated section going along the Sunderland Ave. • Only long term movement strategy. Should be dual carriageway, north of Oxford to deal with extra intra and inter regional mobility and the impact of Gateway development. • Strongly against dual carriage way. Environmentally very damaging as just builds on car culture which is going to have to change. Also then end up building new north oxford by-pass v damaging to oxford green belt. More congestion around Wolvercote - very damaging for that community. • It is also essential to invest in the "additional A 40 by-pass". • Dualling the road is completely unsustainable and would only bring short term benefits - an illogical 20th century approach! • The congestion comes from, Wolvercote roundabout, Cassington lights and Eynsham roundabout; I don't believe that the modifications being carried out at Wolvercote will help. A better road from Witney to Abingdon/A34 south. A link road A40/A34 north and a link road A44/A34 north and south. • I have always believed that it's not the volume, but the obstacles, lights, roundabouts.

	<ul style="list-style-type: none"> • Planning for the future the dual carriageway should be 6 lanes. • A quick fix for outbound traffic would be to remove the Eynsham traffic lights as that is where the problem lies and not as reported at Cassington. Make that junction a bus gate only or close it altogether that way traffic will be sucked away from the Eynsham roundabout quicker thereby not backing up to the Cassington lights. • Dual carriageway will merely move congestion to suburban roads in North Oxford and increase pollution. A Strategic Link Road, A40/A44 is necessary, but without a dual carriageway. Suburban roads, such as Sunderland Avenue and the Barton Fields stretch of the A40, should not form part of a major trunk road, and options must be found to take M40-bound traffic away from them. • Either use the existing route (for bus lane) and include a pedestrian underpass or use the 1991 alignment well north of the village.
A40/A44 Link Road / A34 Access	<ul style="list-style-type: none"> • More radical proposal to send A40 through traffic via the A34, avoiding Oxford completely may be viable if the A40 WEST IS DUALLED TO HANDLE IT. • Filter lane to the A34 from the A40 sounds like a good idea. Also, the filter at Wolvercote roundabout. • Two junctions near the Wolvercote roundabout, one to approach the A34 and one off the A34 onto the A40. You don't then have to hit Oxford for the M40.
Innovative modes / Other options	<ul style="list-style-type: none"> • Encourage more use of motorcycles. • Dual a tidal. Use of tolls to fund/incentivise. • Bus priority on Swinford Toll. • No roundabouts on the carriageway • A flyover over both of the roundabouts in North Oxford. • Slip roads and bridges both east and west of Eynsham
Environmental impacts	<ul style="list-style-type: none"> • Generous planting could offset land acquisition and clearance of verge side trees and other vegetation.
Implementation	<ul style="list-style-type: none"> • The short and long-term plans should meet with no time gap in the middle. • Must ensure that whichever system is decided upon, it will provide for future later developments that are being considered in the area. • Any roadworks need to be carried out quickly, unlike the roundabouts, which are taking over a year and probably will not work when they are completed.
Urge to take action	<ul style="list-style-type: none"> • Must be a priority for investment and action for this area. The current situation is an absolute millstone round the neck of this region and is slowing economic ability and business effectiveness.
Other Comments	<ul style="list-style-type: none"> • The dev. Of the A40, must be priority to most effectively use an asset to link West Oxon to Oxford and beyond. • Shores Green needs doing now (what happened to the money?). • Plan for car increase now and build a dual carriageway. More cars into Oxford = more prosperity. • Long term you should dual all the way to the M5. Plant new trees now, to impede less on wildlife. • More work available in West Oxon to halt the mass commuting in the first place.

	<ul style="list-style-type: none"> • Further levels can be added as required, with minimal land acquisition. This is a tried and tested system. • In the long term, a three-lane dual carriageway, which could include a bus lane in each direction, would be the best option.
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Summary of comments received, to question 5, from people who selected Train as top priority in question 4

Top Priority Train – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Serve a range of destinations / expand network	<ul style="list-style-type: none"> • Would give a straightforward and direct route to London. • Can add trains and increase train lengths, to increase capacity, if planning sufficient and new bigger station in Oxford later (which is a necessity). • Creating a viable train service between Witney and Oxford would also need to be linked to Oxford services and beyond, allowing for a fully integrated and therefore more cost effective service, which could hopefully easily be extended and improved as future needs emerge. • Quick connections could be established between major towns like Banbury or Bicester in future with extra junctions. • Extension to Carterton in future is a really good opportunity. I urge Council to take long term view here. • Can be extended westward at a later date.
Routing / Choice of routes	<ul style="list-style-type: none"> • Trains running locally - Carterton to Witney, with cycle routes to stations. • Onward connections are needed from Oxford station (to Headington). • The north train line would seem to be better as it requires less track, and is less-prone to flooding. The station at Ducklington is easier for Carterton residents however. • The red train link between Cogges and Oxford is best as opposed to Ducklington. It is very busy in that area and extremely hard to get to other than drive. Far less safe also. Cogges is not busy and much safer and will cause less disruption building. I don't know how people will get to a station at Ducklington roundabout realistically. • Train would take to Oxford City and you may need to consider that not all passengers want city. Many want to go to hospitals or Cowley side of Oxford.
Meets needs of variety of users	<ul style="list-style-type: none"> • A train line connects us to the rest of the world and would dramatically increase investment in the area and the value of living here. It would bring more businesses and make things much easier for commuters between Witney and Oxford. • The Green Belt is crucial to us all. I am sure that a very large number of people who commute along the A40 by car would use a train were these available. • It has been a proven method before and many people used it [train] for work, school and recreational journeys. • Supports older generation who cannot drive.

	<ul style="list-style-type: none"> • Ideal for holiday makers and for those who need to travel to London and Europe easily.
Reduce congestion / Improve traffic flow	<ul style="list-style-type: none"> • Gets the local traffic off of the A40 and people will not have as stressful journey that they currently face every day. • Increasing travel to Oxford by car to Long Hanborough and then train to Oxford. Many have noticed the use by other travellers has increased considerably along this route. By opening up a line or inserting a new line from Witney to Oxford would bring relief to the current traffic load on the A40. • It would also not only reduce A40 congestion, but reduce Witney traffic problems a great deal. • We need to reduce traffic and ease congestion on the A40, so a train/tram would do that.
Improve journey time /Frequency	<ul style="list-style-type: none"> • Train could and should, provide a direct link into Oxford railway station, as it joins the current network. Essential for quicker and convenient journeys to work, as it will reduce number of cars along the A40. • Quickest commuter option – trains provide faster journeys that would waste less of peoples' day.
Cost of travel	<ul style="list-style-type: none"> • Parking in Oxford is expensive • Good investment for the future, as I feel people would use this if it was reasonably priced. • The cost of tickets would be a concern. It is often too expensive to travel by train. • Train will be worthwhile with rising fuel costs • There would have to be sufficient, free parking at the new stations, as the train is proportionally more expensive. • Not supported the bus lane because a bus from Witney to Oxford is so expensive. As a family of 3 it costs us £15 and we would not use again as a result. • A return bus journey currently costs £6.90 from Witney to Oxford. It is much cheaper just to drive it (also quicker), so I would not give up my car for such and expensive and time consuming/consistently bad service.
Economic / Business	<ul style="list-style-type: none"> • Railways bring jobs and opportunities, especially to those living in Witney, who work in London (and Oxford) • It would also boost the local economy as thousands of tourists would include Witney as a direct link to the Cotswolds. A "Gateway to the Cotswolds" if you'd like.
Housing & employment growth	<ul style="list-style-type: none"> • Looks to future growth – a modern mass transport system is required.
Implementation / Costs	<ul style="list-style-type: none"> • Needs to be a long term solution regardless of cost.
Public transport	<ul style="list-style-type: none"> • More road widening will produce short-term benefit, if any. Public transport is the key mechanism to deliver more connected and compact cities; cars deliver the opposite. • Greater number of passengers can be carried than other options - Each small train has a capacity of around 300 people. • There has to be more than 1 or 2 trains per hour, if not, make it double track. You have to do everything to get people to use it. • If people had to get on a bus to reach Oxford city centre, this would undermine the whole proposal • Most people travel by car down the A40, not bus, so adding a bus lane will only make the problem worse, unless it's not £6 just for one days return to Oxfordshire County Council.
Highway / Dual Carriageway	<ul style="list-style-type: none"> • Oxfordshire needs to plan for the long term and I see road options as being short to medium term solutions with the same problems - congested roads/pollution simply arising years into the future.

	<ul style="list-style-type: none"> • Expanding the road would simply bring more traffic, faster, to the bottlenecks (wherever they be) on the bypass - and there is simply no point in having a car to drive around Oxford if your place of work is, say for the sake of argument, the Council offices in the centre of town. • Widening the A40 will never solve the problem, as there will always be an increase in traffic. People need a viable alternative into Oxford. • Unless the A40 - A34 slip road is made, there is no point in making a dual carriageway, as it will still become a bottleneck at roundabout. • Not opposed to some improvements to the A40, but could, especially if dualled, attract more traffic and excessive growth.
Park & Ride	<ul style="list-style-type: none"> • A park and ride/tram system could be incorporated if red train route from Oxford Hill to Yarnton was done.
Measures to encourage non car travel	<ul style="list-style-type: none"> • All alternatives to 'car' need to be both considered and implemented, as congestion at Oxford remains inevitable.
Cycling	<ul style="list-style-type: none"> • Other options do not go into Oxford and might disrupt cycle paths.
Environmental impacts	<ul style="list-style-type: none"> • Would make more sense to re-open old railway line, as less biological impact. • I believe this method would lesson negative impacts on environment in the future. • Keeps cars out of Oxford and so keeps pollution down. Avoids traffic delays because there are not any traffic lights to impede the movement of a train, which means people are not sitting in their own fumes. • Best environmental long term option; allows flexibility for future; if electrification happens at some point in future then there is low pollution but even with diesel trains there is lower pollution than an increase in cars/lorries/vans (which will what will happen if dual carriageway) • Lower CO2 emissions
Other comments	<ul style="list-style-type: none"> • Train will act as competition for the current bus operator, Stagecoach, who hold a monopoly over Witney's citizens currently and would continue to do so with all other plans. • Parking in Oxford is limited • Good safety record • I suggest, if possible - 1. Provide a large car park close to Long Hanborough station. 2. Dual the rail line between Long Hanborough and Oxford, for the sole use of a train system just moving between those two stations. You could add a passing point along the way to enable more trains to be utilised (one each way at the same time). The shortness of the route would mean short journey times and therefore, more train runs. • You could use automated trains on a Maglev system. • With a larger number of cars removed, the A40 should suffice as it is.

Summary of comments received, to question 6, from people who selected Train as top priority in question 4

Top Priority Train – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Land use planning / Strategic planning	<ul style="list-style-type: none"> • Council have pursued car based policy for years and this consultation continues the orthodoxy. • Integrated development and transport planning to enable proximity for the shortest journeys, and to maximise benefits of the public transport. • Building fewer houses to help reduce the amount of traffic. • The combination of an ageing population and lack of low-cost housing in Oxford make it imperative for the city to offer suitable transport. Also, given the likely expansion in Carterton over the coming years, we should ensure that any solution considers this anticipated demand • It needs to be about connecting Oxford with Witney, Carterton and Eynsham, not just about the A40 • Even better solution: look at why people travel to Oxford. Housing is more affordable outside the city. N.Oxford has a considerable amount of under occupied large housing units – what could the council do to increase occupancy (room rental, house share)? More jobs are needed in places like Witney and Carterton NOT Oxford. Over predicting the need for employment buildings puts more pressure on housing in Oxford e.g. recent application to turn office blocks in Reliance Way (unoccupied since built).
Public transport	<ul style="list-style-type: none"> • There should also be a choice in public transport. Faster and fewer stops, as well as all the stops. • Buses will only work if cheap enough for passengers and times of buses and destinations are convenient for the majority. If bus services were improved it may get more use. • Reducing the traffic would help and there is a link bus from Water Eaton, so a train to Water Eaton would be good. • A direct, fast and frequent bus service between West Oxon and Headington is needed. • If you have to widen the road to create a bus-lane, why not widen the road and put a tram down the middle, like you see in so many European towns. • Any public transport scheme should include service/stop at or near Cassington • Rail or rapid transit is the best long term strategy - especially as almost all the traffic is work related between Witney and Oxford - as Witney has become a dormitory town for Oxford - with the consequent horrendous rush hour problems. Rail links to Oxford parkway with integrated bus services to the city centre, or perhaps rail links to Cowley (business parks/BMW?) have got to be the way forward.
Park & Ride	<ul style="list-style-type: none"> • A P&R is pointless unless the bus lane is there to support it.

	<ul style="list-style-type: none"> • Park and ride in Eynsham is not cost effective, as the bottleneck starts more at Barnard Gate. • Park and ride at Eynsham doesn't address the fact that most of the cars that will use that, will be coming from Witney and West Oxon and the A40 to Eynsham will get congested. • Park and ride at Eynsham is too little too late. Needs to be at Shores Green. • Park and ride on the A40 opposite Eynsham. People who live in Eynsham will be able to walk to it, and I would cycle (from Freeland) if this was built -it is a great idea).
Cycling	<ul style="list-style-type: none"> • All main roads and all new roads and links must have safe, segregated cycle provision. Without this, all new work supresses cycling. • Consider cyclists - many from Witney, Eynsham and Cassington cycle both west and east. • Please improve the cycle paths. They need maintaining and widening. They also need to have the broken glass swept regularly. Currently, they are bumpy and on occasion, too narrow. • Keep cycle lanes. Do whatever you can to make using cars for local journeys unattractive. • Encouraging bike use by providing safe traffic free cycle routes from Villages not directly lying on the A40 corridor should also be a priority • It is important to improve the cycle track to encourage use all year round. Have wider tracks, better surface, white lines, lighting etc.
Delivery	<ul style="list-style-type: none"> • Use of Community Infrastructure Levy could make it easier to raise the funding, from developers, for the more expensive train / tram option. Compulsory purchase powers exist for securing the land if not provided from current owners.
Highway / Dual carriageway	<ul style="list-style-type: none"> • Separate through traffic from local traffic. Remove bottlenecks at Eynsham, Cassington and Wolvercote. Dual Carriageway will only double up the amount of traffic between all of the bottlenecks. Concentrate money and expertise on the bottlenecks, not building more roads/bigger roads. • Shores Green interchange is long overdue • What would you do with the more cars resulting from a dual carriageway, once they got to Oxford? • Road tunnel from Wolvercote to A40 near Cutteslowe Park. Give priority to vehicles on A40 and feed traffic at existing traffic lights and roundabout between Witney and Cassington. • The only problem with the A40 over the last 50 years has been the bottlenecks at the Wolvercote and Banbury Road roundabouts. Separate the traffic heading North to join the A44 from that heading East/West and the congestion will disappear. • During the consultation a simple way of helping the flow of traffic on the A40 would be to connect the two sets of traffic lights at Cassington together so that they operate logically. At present it is possible to have one set on green and the other on red at the same time, resulting in no traffic flow until they are both on green. A simple cheap solution that would help everybody. • Improved access to Carterton / Brize Norton from the A40 should be given greater funding priority. It seems nonsensical that Brize Norton air base, a national strategic facility, is via 'B' roads. Upgrading the B4477 to 'A' class and providing west facing slips on the A40 would take large vehicles off local twisty, narrow and in some cases dangerous roads and deliver them straight to the entrance of the base. It would also facilitate the growth of Carterton.
A40/A44 Link Road / A34 Access	<ul style="list-style-type: none"> • Link onto A34 both ways to move traffic along quicker - A34 third lane. • Link A40 to A34 and A44. • Problem with the A40 congestion stems from the Wolvercote roundabout. The link from the A40 to the A34 and then around the

	north of Oxford, would help this.
Innovative Modes / Other options	<ul style="list-style-type: none"> • Why not build an overhead transport system, as someone recently suggested in the press. It could go into Oxford, stop on the outskirts on tunnel under the roundabouts. Especially at Wolvercote, as there is already a tunnel there. In Chicago, what's underground is incredible. • Monorail should also be considered if it could provide direct link to Oxford Station. Rail or other service needs to be reasonably frequent.
Origin/Destination	<ul style="list-style-type: none"> • Bus timetable that supports those working at Brookes (Stagecoach). • None of the options help people with getting to the hospitals, which is a problem for the elderly. • Solution must include improved access to central Oxford (not just to Wolvercote). • Huge problem is getting to Headington, where many people in West Oxfordshire want to go. The commute by public transport is very long, involving 2 buses and driving also takes a long time, due to the weight of the traffic. • Dual carriageway would also help people that didn't have to go into Oxford. Not everyone that is using the A40, is travelling into Oxford, so would help a larger group.
Measures to encourage non car travel	<ul style="list-style-type: none"> • More encouragement for users to use push bikes/trains. Keeping cars off the roads. • More focus on capping road use. • Need to encourage a shift to fast public transport.
Other	<ul style="list-style-type: none"> • We do need cars, but people need an incentive not to use them. I got the bus when I worked in the city, but then the company moved to Cowley and there was parking, so I drove. The other alternative was to go 1 1/2 - 2 hrs on the bus – NO BRAINER! • The County Council has the opportunity to show vision for the future rather than the pragmatism of the present. • Reduce congestion at [Swinford] toll bridge by bringing in electric payment or not open in peak hours. • Contest your road figures too, as a large number of the phone trackings are probably on the same coach/bus. • Reduce immigration; therefore reduce the need for housing - problem solved! • A40 can perhaps become a speed controlled route. • Cancel Trident and use some of the money for the rail line.

Summary of comments received, to question 5, from people who selected Tram as top priority in question 4

Top Priority Tram – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Serve a range of destinations / expand network	<ul style="list-style-type: none"> • Trams can access the centre of Witney and Oxford, burrowing under Carfax and going onwards towards Abingdon. This is good to get people to their place of work. • A tram system can be extended into towns and linked to existing rail network and upgraded in the future. • Could be extended westward to Carterton, Bampton and Burford easily.

	<ul style="list-style-type: none"> • A modern tram network, accessing the major employment sites in the City Centre, Headington and Cowley is the best option. • A network of trams in and around Oxford, including to Eynsham and Witney would link all employment and population centres, including several promising sites for major eco-town redevelopment (e.g. Cassington quarry). • Survey existing A40 users to identify destinations and develop tram routes to serve these.
Meets needs of variety of users	<ul style="list-style-type: none"> • Most of the traffic is going from West Oxon to the city centre, therefore something completely new needs to be built for people to have a stress free journey • A tram link is the most efficient solution. Any bus running the same route as tram can terminate at tram stop. Passengers can carry on their journeys on tram.
Reduce Congestion / Improve traffic flow	<ul style="list-style-type: none"> • Biggest impact on traffic being freed up, as it will reduce congestion. • Train/tram will encourage people to get out of their cars. • Removes car traffic at source and is flexible and easy to use. • To enable modal shift in travel behaviour within Witney and beyond. • How many people per hour could travel on tram or light rail? Is it significant compared to the current peak of 1000 vehicles per hour on the A40? • All others involve use of the A40 and no matter how well you improve the junctions between Witney and Oxford, you will still have congestion points, which will seriously delay traffic. • The issues with the A40 cannot be solved with more tarmac or more buses. Giving car users a viable alternative through trains or trams which cannot be affected by the bottlenecks of Duke's Cut or the Botley Road will be the only options, which will leave cars parked in West Oxon.
Successfully implemented elsewhere	<ul style="list-style-type: none"> • Huge success in Croydon, so invest in the long term and not just a cheap solution • Works exceptionally well elsewhere and would be extendable to the rest of the city to all other destinations • A tram line, as seen in Manchester, Sheffield and Birmingham, is the best and most flexible for people's needs - whether the need be commuting into Oxford, shopping or recreation (with modifications to the A40 itself near the Wolvercote roundabout).
Improve Journey Time /Frequency	<ul style="list-style-type: none"> • Trains provide fast journeys to work and good investment for the future. • A Witney to Oxford tramway would be good - quiet, frequent and convenient. • Most efficient transport locally for people to get from A to B
Cost of Travel	<ul style="list-style-type: none"> • You need to reduce the volume of traffic using the A40 at the peak times, by offering a quick, efficient and cost effective alternative. • Not supported the bus lane because a bus from Witney to Oxford is so expensive. As a family of 3 it costs us £15 and we would not use again as a result.
Routing	<ul style="list-style-type: none"> • My preferred option is a tram system running alongside the railway. • Trains/trams running locally - Carterton to Witney, with cycle routes to stations. • Has anyone considered the route of Witney, Eynsham, Botley and Oxford? The route is actually shorter and will help relieve another major traffic problem, namely the Botley Road. I would suggest tram stops at the Seacourt Park and Ride, behind Waitrose, then near the train station, then perhaps, along Hythe Bridge Street, George Street, terminating in Broad Street. • Within Oxford City, use could be made of the existing rail corridor to directly access the city centre, and dedicated off road routes

	<p>could be provided - tramways can cross the green belt at minimal impact. A single tunnel from the rail station to the science area could cater for all flows.</p> <ul style="list-style-type: none"> • Tram network could take over the Redbridge - Cowley branch (helping regeneration) and new lines parallel to existing railway to Abingdon, Witney, Woodstock via Kidlington - opportunity for Shipton Quarry housing.
Scale of Housing & Employment Growth	<ul style="list-style-type: none"> • Provides infrastructure to support housing expansion, thus improving travel, without imposing a strain on what is existing. • A tram solution is possible but it is likely to only work if the tram can go right to city centre, therefore, a tram link from Botley to Barton is also necessary. • While house building continues at its present rate, no improvements to roads will be of any use.
Implementation Costs	<ul style="list-style-type: none"> • Costs a lot, but is the most suitable for the long term. • The cost is not that bad for a long term investment. • The tram has less impact than the train scheme and is cheaper. • A tram network would deliver the highest benefit and be the most cost effective.
Environmental Impacts	<ul style="list-style-type: none"> • I believe this method would lesson negative impacts on environment in the future. • A tram system has the added feature of reducing pollution on the road network • My initial preference was for an electric train, but as this appears not to be possible nor does it offer a direct link to the city centre, then I feel the tram would be more environmentally friendly, both for emissions, noise and visual impact • Less land usage and green belt should remain so. • Road widening for use by lorries and other traffic entails more noise and air pollution. Wolvercote is becoming a really unpleasant place to live - the air tastes foul on some days - particularly when we have a high pressure system and the air floats across us from the west, northwest, north, or north east. The road noise already means that we have to speak up when in our gardens. • Trains are more numerous and noisy - we have no sound barriers and our air is polluted enough already.
Highway Improvements / Dual Carriageway	<ul style="list-style-type: none"> • Not convinced that a dual carriageway on its own would solve anything • More road widening will produce short-term benefit, if any, as any increase in road capacity will only increase the number of cars going in to Oxford. • Adding extra lanes will just push the congestion along, and won't help with emissions or deliver much of a speedup overall • All road schemes will have a negative impact on cyclists who use the A40. • If you dual the A40, all that does is get you to the end of the queue quicker. • Dualling is a short-term solution and trains end up away from the centre of Oxford. • On the face of it, the 'easy' solution is a dual carriageway. This, however, is absolutely the wrong solution. A dual carriageway would not only ruin the daily lives of residents in this historic village but it would have a dramatically negative impact on the value of property in the village. Furthermore, the dual carriageway solution won't actually solve the problem.
Other Comments	<ul style="list-style-type: none"> • Tram to help as the current situation causes problems both domestically and for our business. • Please do not think of putting a car park by the 4 Pillars Hotel on the allotments as this would encroach the village of Ducklington • Schemes elsewhere show that people will not abandon their cars. Stealing a lane for buses will anger everyone. • Bus will never be as popular as a tram. Need to move away from roads over the next 50 yrs.

	<ul style="list-style-type: none"> • A bus lane would be the WORST POSSIBLE solution. It would infuriate everyone. • Train option is not good as it wouldn't go into centre of Oxford and there is limited capacity already on the rail network.
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Summary of comments received, to question 6, from people who selected Tram as top priority in question 4

Top Priority Tram – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Land Use Planning / Strategic Planning	<ul style="list-style-type: none"> • Need to develop a joint strategy to identify new housing locations and transport options. Prioritise lower cost options initially which can be funded substantially through developer contributions. • Any strategy needs to be part of a plan to for central Oxon as a whole. Piecemeal measures will not work and not be efficient. • The A40 option should be part of a wider vision for the Oxford area. • Integrated development and transport planning to enable proximity for the shortest journeys and to maximise benefits of the public transport
Public Transport	<ul style="list-style-type: none"> • Public transport is the key mechanism to deliver more connected and compact cities; cars deliver the opposite. • There should also be a choice in public transport. Faster and fewer stops, as well as all the stops. • Public transport links need to be improved and made more reliable to encourage people to use them and not rely on their cars. • Whatever is chosen, I am hoping public transport fares will be reasonable and the services offer quick transfers or directly link into the City Centre, otherwise people will still choose to travel by car. •
Park & Ride	<ul style="list-style-type: none"> • Park and ride at Eynsham is too little too late. It needs to be at Shores Green. • Why build a car park next to Eynsham if a car park next to Witney is the future option? Does that make sense to have two within a few miles of each other? Presumably the Park and Ride could start further west, even if the initial bus lane started at Eynsham. •
Cycling	<ul style="list-style-type: none"> • All main roads and all new roads and links must have safe, segregated cycle provision. Without this, all new work supresses cycling. • Keep cycle lanes. Do whatever you can to make using cars for local journeys unattractive. • Considering that it is unlikely that we will be able to keep allowing car traffic to increase as it does, it is extremely disappointing that cycling is not part of the solution. With any new considered traffic investment, it is worth looking for the opportunity to improve the facilities in a way that reduces traffic and offers cheaper travel alternatives on what is a flat route that could be cycled by all. • The A40 plans should include the B4044 now serving as a shortcut into Oxford. One great initiative is a cycle path along this road (www.b4044path.org). This initiative is mentioned in the A40 Baseline Report, but with reservations: those could be overcome as previous studies have shown. This route is more direct to the centre of Oxford from Eynsham, but is really busy

	<ul style="list-style-type: none"> and unpleasant to cycle. There may be no greater number of accidents, but you need strong nerves to ride it.
Highway	<ul style="list-style-type: none"> Two junctions near the Wolvercote roundabout; one to approach the A34 and one off the A34 onto the A40. You don't then have to hit Oxford for the M40. There is a need for improvement and better sequencing at the lights to the west of Eynsham and at Cassington. If one extra lane were built - 2 into Oxford for rush hour, then swaps to 2 out of Oxford for evening rush hour.
A40/A44 Link Road / A34 Access	<ul style="list-style-type: none"> Oxford almost had the problem sorted 5 years ago, when you did the A34 bridge, then you stopped short, when you did not put an on and off for the A34. All traffic still goes to Wolvercote roundabout or cuts through the BP garage. There is a major need for better links for traffic coming along the A40 from the West (Cheltenham direction) to the A34. A lot of the congestion is caused by lorries getting backed up at the Wolvercote roundabout as they try to turn left to get to the A34. If slip roads were in place off the A40 onto the A34 in both directions this would alleviate a lot of the problems. Creating a direct junction between A40 and A34 to take traffic going around Oxford away from the Wolvercote junction.
Measures to encourage non car travel	<ul style="list-style-type: none"> The council has pursued car-based policy and elements of this continue the orthodoxy. All alternatives to 'car' need to be both considered and implemented, including a cycle solution, as congestion at Oxford remains inevitable. More focus on capping road use. More encouragement for users to use push bikes and trains combination. We do need cars, but people need an incentive not to use them. I got the bus when I worked in the city, but then the company moved to Cowley and there was parking, so I drove. The other alternative was to go 1 1/2 - 2 hrs on the bus – NO BRAINER! Need to discourage people from driving into Oxford not make it easier for them. Living along the A40 I do not want traffic fumes for all our children to increase.
Other	<ul style="list-style-type: none"> It is wrong that WODC has already indicated which option they prefer. This should not be discussed until after the result of this consultation. The urban cable car option should be considered. From my understanding, it is greener, cheaper and could be built initially from Witney to Water Eaton. It would be able to offer more frequent journeys than the tram or train options as indicated here. Reduce immigration; therefore reduce the need for housing - problem solved! Get local business sponsorship to support the tram

Summary of comments received, to question 5, from people who selected Bus Lane and Dual Carriageway as top priority in question 4

Top Priority Bus Lane and Dual Carriageway – Comments in response to “what are your reasons for your choice”.

Theme	Comments / Reasoning Given
Highway / Dual Carriageway	<ul style="list-style-type: none"> • Northern by-pass of Eynsham would be essential as homes to the north of the village are already too close to the A40 • Take traffic out of Eynsham • Sort traffic access out over the toll bridge • Remove the road blocks as part of the dualling • This is a main artery road and needs investment • Bottlenecks come when it goes down to one lane • There is currently too much traffic for a single carriageway road
Ease of construction / deliverable	<ul style="list-style-type: none"> • Other options will take too long to implement
Cost effective	<ul style="list-style-type: none"> • Less expensive than the train or tram • Appears to be the most cost effective with the greatest flexibility • Uses the existing route so it is more economical • Greatest impact for reasonable cost • Minimum cost to the tax payer and customers
Cycling	<ul style="list-style-type: none"> • Where are the complimentary cycle plans?
A40/A44 link road and northern Oxford bypass	<ul style="list-style-type: none"> • Only supporting this scheme if the A40 - A44 link road and the north Oxford by-pass are also built
Swift interchange	<ul style="list-style-type: none"> • Presumably easier to transfer to local Oxford buses at the park and ride or Northern Gateway than the train or tram station
Offers variety of modes of transport options	<ul style="list-style-type: none"> • Capacity is greatest • Dual carriageway plus the bus provision would gain more passenger usage rather than the expensive options • Combination of bus lane and dual carriageway should improve journey times for the majority of people • The need to provide for both quicker journeys for commuters into Oxford by public transport and also short and long distance journeys by private transport (personal and commercial) which will inevitably continue • Gives good options for travellers from Witney and Eynsham • Bus and/or car are more likely to get you closer to where you wish to be and not all car drivers park their car for the day then need to be out and about • Most useful • The sheer volume of traffic means that a bus lane and dual carriageway is needed • Dual carriageway would assist vehicles travelling through Oxford, assist commuters to get to work on time and provide additional bus capacity whilst improving reliability on the network and bus times • Maximizes choice • Bus lane - people could get to Oxford easier. Dual Carriageway - access to the M40 and London • Requirements for drivers and non-drivers need to be satisfied • Only a streamline multi headed hit on such a heavily used road can make a difference, especially considering all the

	development and building plans
Environmental impacts	<ul style="list-style-type: none"> • Causes less disruption to communities and countryside • A more punctual bus service would encourage more use and a dual carriageway might speed up traffic flow • Least amount of additional land needed • Less likely to want to use land on either side of the road, as biodiversity suffers, so bus lane / tram is a good collaborative option with a dual carriageway
Other Comments	<ul style="list-style-type: none"> • Most of the traffic at the Wolvercote roundabout is going straight along the A40 and not into Oxford • Commercial vehicles need to get through Oxford ASAP • Best long term solution • It has to be considered a major long term investment, while costing more; it would allow for better long term planning as the county expands • Guided busway, trains and trams have fixed destination points which limits them, do not easily allow commuters / users to reach where they need to get to, are very expensive and will not offer value for money.

Summary of comments received, to question 6, from people who selected Bus Lane and Dual Carriageway as top priority in question 4

Top Priority Bus Lane and Dual Carriageway – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Economic / Business	<ul style="list-style-type: none"> • Business transport needs are different to private transport needs •
Public transport	<ul style="list-style-type: none"> • A bus lane would benefit for work, but not for any other time • Train, tram and guided busway options seem like a massive waste of money • Have you considered a one way bus lane towards Oxford and a dual carriageway?
Park & Ride	<ul style="list-style-type: none"> • Proposal for a park and ride at Eynsham without dualling and bus lanes has not been thought through and would not ease congestion on the A40.
Reduce congestion / Improve traffic flow /Journey times	<ul style="list-style-type: none"> • The congestion on the Wolvercote roundabout is appalling now and when the northern gateway development is built, it can only get worse • A40 bus lanes should ensure equally fast journeys, compared to the three more expensive and disruptive options.
Cycling	<ul style="list-style-type: none"> • Please maintain cycle routes. What about a cycle track on the B4449 from Eynsham to Botley. •
Environmental Impacts	<ul style="list-style-type: none"> • Modern buses can be eco-friendly - more so than diesel trains.

A40/A44 Link Road / A34 Access	<ul style="list-style-type: none"> • Dual carriageway will not help unless there is a left hand turn for lorries and other vehicles going to the A34. • The proposal to provide a link from the A40 to the A34 at Pear Tree seems very sensible. It would relieve pressure on the Woodstock roundabout. • It is essential that the dual carriageway around Witney is properly linked to the A34, ideally with a grade separated junction.
Highway / Dual Carriageway	<ul style="list-style-type: none"> • Bus lane and dual carriageway should be diverted away from North Oxford. • For an A40 dual carriageway to be successful; the bottleneck at the Wolvercote roundabout must be removed. • Bus lane without the dual carriageway will not solve congestion.
Other comments	<ul style="list-style-type: none"> • Need to start with the best way to ease the flow of traffic.

Summary of comments received, to question 5, from people who selected Guided Bus with Dual Carriageway as top priority in question 4

Top Priority Guided Bus with Dual Carriageway – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Serve a range of destinations	<ul style="list-style-type: none"> • Most people want to travel in their own vehicles - due to the fact that buses/trams/trains do not travel all the way through the county, going from their home area to work area. I feel it is important to dual the A40 and very short sighted of the council to try and shut off roads out of Cassington, such as Horsmore Lane, which then causes extra problems in the village. • There are several different destinations by car, so guided bus routes would deal with the large percentage of car travellers to Oxford City (west side of Witney to Oxford). Dual carriageway would ease the congestion and pollution of stop start stop of car usage. Trains increased to accommodate more passengers, but need more car parks. • Since your research suggests that the majority of users travel from West Oxon to Oxford, the busway would meet those needs and make use of a pre-existing defunct route. DC still v useful, but maintain the cycle path. • This would cater both for people using the A40 as a through route and for local users/commuters
Improve Journey Time /Frequency	<ul style="list-style-type: none"> • Guided bus lane would make journeys for buses quicker. Dualling would make journey quicker for drivers. • To keep traffic moving and quicker journeys. • There needs to be a good frequency of service into Oxford. 1 train every 30 mins is of no use, similarly 1 tram every 20 mins is of limited use but a frequent bus service and a dual carriageway would provide the extra capacity to encourage people to use it. Why stand all the way to Oxford on a train or a tram when you could sit in your car, makes no sense. Also the service MUST go into the centre of Oxford. Changing services would massively discourage people.
Economic / Business	<ul style="list-style-type: none"> • Been used successfully in Cambridgeshire and would be very useful for opening up businesses (Siemens) in Eynsham that want to expand (local industry for local people). Until the A40 is dualled, West Oxon will always be a poor relation.
Meets needs of	<ul style="list-style-type: none"> • We need better public transport, but for the sick and disabled, then car journeys are the only way.

variety of users	<ul style="list-style-type: none"> • The guided busway can also have a cycle track and footpath. • Lorries need to use the A40 (not small local roads) so it needs to be dual carriageway ideally. Bus lanes are good for getting cars off the road. Guided buses have less emissions (?) But this is all an ideal....Realistically, I favour a new buslane as its the cheapest.
Reduce Congestion / Improve traffic flow	<ul style="list-style-type: none"> • I don't commute on A40 so want the option that reduces congestion for a car user. • I am open to suggestion on other options but I think it is important to improve the public transport network along the A40 as well as the lane for private cars. • If I understand "guided busway" correctly, it would provide flexible and cost effective mass transit to the city centre. A dual carriageway would enable traffic to sort itself out and may reduce queuing at the Enysham roundabout enabling left turning traffic to filter away. • I use the A40 to connect to the M40 regularly to go across to East Anglia, Kent, etc. We need to miss out Oxford to help traffic flow much better. • This would remove buses from the road and allow the A40 traffic to flow quickly. • There is sufficient demand for a dual carriageway but at the same time an incentive has to be offered to get people out of their cars. • Congestion is too bad not to have a dual carriageway.
Other comments	<ul style="list-style-type: none"> • Affecting existing habitats and cost. • I worked in Cambridge for 4 years and their guided bus route was very effective for both buses and cycles. A dual carriageway will relieve the traffic pressure for cars and vans on the A40. A bus lane will be ineffective as the bus will have to get through the traffic to join the bus lane. Trams and trains will be ineffective as people already have an option to use public transport but do not use it. Also a guided bus can use the roads thus negating the requirement for special stops. • I really think that a dual carriageway AND a guided bus route will be the best option. • Sadly, the reinstatement of the railway does not make economic sense. The old route is also unfeasible and a new route would need to skirt Eynsham to the south of the industrial estate before rejoining it's old route. A dual carriageway is essential. • Cost, capacity, reduce congestion. However in the long run, car traffic into Oxford is not sustainable at all. Funding should go primarily into active mode transport and public transport. Cycling is not only better for the environment, but also for people's health, saving enormously on health budgets. I am surprised that there is hardly any mention of active mode transport in this consultation. Or what the implications are for the bike paths along the A40.

Summary of comments received, to question 6, from people who selected Guided Bus with Dual Carriageway as top priority in question 4

Top Priority Guided Bus with Dual Carriageway – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Issue of heavy traffic on routes parallel to the A40	<ul style="list-style-type: none"> The A40 corridor take 75% cars, but the A4095, THAT RUNS PARALLEL THROUGH Witney - North Leigh - Long Hanborough - Bladon already has increased considerably, as an alternative, so a dual carriageway would hopefully improve journeys and along with guided buses, encourage less car use.
Housing & employment growth	<ul style="list-style-type: none"> It is ridiculous to put houses in West Oxon, without giving priority to better infrastructure - a suitable road system. It would increase the amount of businesses settling in West Oxon and expanding.
Public transport	<ul style="list-style-type: none"> Research to find out why buses only take up 1% of the current A40 traffic. Why don't people use the buses more? No point creating bus lanes if people are not going to use them. Use the existing train route from Witney to Oxford, as guided busway.
Park & Ride	<ul style="list-style-type: none"> Yes to park and ride at Eynsham - where queues start. If there is to be a P&R north of Eynsham and charges are made to park, parking restrictions must be made in the village to prevent long term parking. This is happening now, the village roads are clogged with cars of people driving in from outlying villages to catch the bus to Oxford.
Cycling	<ul style="list-style-type: none"> Cycle lanes - open up the old railway line for cycling and electric cars It should be sustainable which prioritises buses and bikes. The A40 plans should include the B4044 now serving as a shortcut into Oxford. One great initiative is a cycle path along this road (www.b4044path.org). This initiative is mentioned in the A40 Baseline Report, although I do not agree with the report that the proposed plan for the crossing of the B4044 at the toll bridge is problematic. I know that there is a well-designed solution (undertaken in collaboration with Sustrans and up to road design standard), that OCC planners should look at, please.
A40/A44 Link Road	<ul style="list-style-type: none"> Provide bypass or link road towards the A34 to avoid the roundabouts. Similar to old 'tin hat' plan? A junction from the A40 directly onto the A34 would massively help and should be a matter of priority as many trips to the Wolvercote roundabout are people destined for the A34.

	<ul style="list-style-type: none"> Sort out Peartree/Wolvercote roundabouts and links between A34/A44/A40... Some way of transferring onto the A34 (North and South) without using the Wolvercote roundabout would be wonderful! Build slipways to allow access to the A34 both north and South before the Wolvercote roundabout - this will significantly reduce traffic at the roundabout improving journey times down Woodstock Road and Sunderland Avenue.
Highway / Dual Carriageway	<ul style="list-style-type: none"> Whatever option is chosen it is only at best a medium term thing. Traffic will continue to grow and the M25 is a perfect example of no matter how many lanes you build they will fill up. It seems ridiculous to have a dual carriageway A40 from West of Witney through to Barnard Gate and then reduce it down to single carriageway thereafter when significant additional traffic joins from Eynsham and surrounding villages. A link road to the Peartree roundabout is also essential as Woodstock Road roundabout will remain a bottleneck. A Western ringroad at Eynsham on to the A40 to alleviate the bottleneck at the toll bridge roundabout and to keep traffic out of the village makes sense. The road is used as a significant link from the M40 to the West, we need a dual carriage way! In the short term a tidal middle lane would provide some relief. This could be achieved quickly and at minimal cost. Also consider 3 lanes with 2 open going east in the morning and 2 going west in the afternoon. With lighted gantries this system works well in Denham, Bucks to and from Uxbridge, Middlesex. It also operates well entering and leaving Central Birmingham. The A40 is a major trunk route and must not be seen simply as a "local" problem. The strategy should focus on both aspects. In particular, a northern bypass would assist the bottleneck at the Wolvercote and Cutteslowe roundabouts by removing through traffic and leaving the inner route for local traffic.
Urge to take action	<ul style="list-style-type: none"> Think big- there have been too many scrappy, on-the-cheap, half -arsed solutions in the past.
Car parking	<ul style="list-style-type: none"> Make car parks HUGE! (maybe multi storey?)
Rail	<ul style="list-style-type: none"> A train line would also be a good idea from West Oxfordshire!
Other comments	<ul style="list-style-type: none"> This was looked at approx. 20 years ago - the plans do not seem to have changed very much. If you are putting in a bus lane/tram lane, perhaps it can stop at the top of the village [Cassington] by the traffic light and then also, at the bottom of the village [Cassington] - Horsemore Lane end. Perhaps housing developments should be restricted until the traffic problems are sorted.

Summary of comments received, to question 5, from people who selected Train with Dual Carriageway as top priority in question 4

Top Priority Train with Dual Carriageway – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given

Reduce congestion / Improve traffic flow / Journey times	<ul style="list-style-type: none"> • Train or tram - either would relieve some of the pressure on the road. • Not convinced that a dual carriageway on its own would solve anything. • The road desperately needs to be a dual carriageway to cope with the volume of traffic. It would also make it safer for emergency vehicles and having an additional bus lane may encourage more people to take the bus. The train would be a desirable extra option and give people the chance to take a short journey to work, rather than spend 2hrs in a traffic jam. I believe that both are needed given the scale of the issue. • For a freer flow of traffic that isn't going to bunch at the junctions north of Oxford. • There's significant congestion when the A40 becomes single carriageway (near Witney East interchange), and bad congestion at the lights near Eynsham. The bus takes way too long even without traffic (~45 mins), because it has half a dozen stops in Eynsham and several along Botley Road, yet none near the much larger population area of Madley Park. The train from Hanborough takes <10 mins. If we could get from Witney to Oxford in that time, we'd not bother taking the car! • Long term increasing the road capacity only encourages more use of cars etc. Trains or trams remove vehicles from the roads. • This scheme improves both local and through traffic issues. • Provide fast links into oxford and beyond. • Even without the dreadful roadworks, there is always a queue at the end of the A40 where a bottleneck forms. • Local trains are good and would free up traffic from the dual carriageway. • Trains keep traffic off roads! And Oxford stations (Central & Water Eaton) provide good access to city centre for pedestrians and bus passengers.
Offers variety of modes of transport options	<ul style="list-style-type: none"> • Smoother commute to work, better quality of life. I think this is the best option, as it will create more space and give another way for people to travel on a daily basis • Train is fast, though expensive way of travelling to Oxford and London, then further north. Despite this, a tremendous number of vehicles need to use the road network throughout the UK. The A40 is an important access and link route and therefore should be dualled. • Railway route is largely still in place (other than in Witney). I would happily support light rail (tram) instead, but feel there is sufficient demand to least consider a full rail service. I generally do not support new roads, but the lack of dual carriageway between Oxford and Witney is an obvious anomaly, irrespective of whether a rail connection is provided. • Give commuters a quick, reliable way to get between Carterton/Witney to Oxford in less than 25 minutes. Long-term this cannot be achieved by road as usage will increase. Instead, we need either a dedicated bus lane along the whole route of the A40, or a train/tram service that serves central Witney & Carterton. I do also believe that the A40 should be dualled throughout to account for traffic not linked to city centre commuters. This is a huge problem and needs more than one solution. • Dual Carriageway seems to be the most cost effective, and seem to be the most sensible. If you took forward any of the other schemes, it involves people changing behaviour. It's all very well putting in Public transport, but it is no good, if it's not going where you want to go. The Railway is attractive as it will give local commuters a choice on how they get to Oxford, combined with a park and ride at Eynsham, it will reduce inner Oxford congestion, rather than concentrate on the A40. • D. Carriageway flexible for cars & buses. P. transport won't reduce cars on A40, a dual-carriageway gives option for all. Trains provide fast service to encourage other use. Buses are nasty. People don't like take buses/walk to stops. If you can park in Oxford you drive so fix for all not just for p. transport. Witney is growing, home/shopping bringing more people by car not bus so

- roads need improving. I only travel to Oxford, I have to for work & it's painful. I would never go for fun if roads not improved.
- Train removes commuters to oxford centre from the road entirely, dual carriageway then benefits all remaining road users - cars, buses, vans or otherwise.
 - Train would be quick access to Oxford city encouraging commuters to use it, this would reduce cars on the A40 so people who have no choice but to drive can do so more smoothly.
 - The A40 is a through route; any scheme must provide capacity for these flows. Rail provides rapid access to the city centre and connectivity to other regional destinations. A Dual carriageway provides capacity for through traffic as well as local public transport. This does not conflict with restricted access to central Oxford by private car.
 - This section of A40 should've been 'dualled' decades ago & the train would give a viable option for those wishing to use Public Transport.
 - Dual carriageway essential due to amount of cars using A40. Train would help decrease this.
 - A40 dualling is overdue, it is needed, to support a large range of local journeys, not just Witney to Oxford. In the longer term, we need to get regular Oxford commuters off the roads. Park and Ride would be a lot more attractive if the rail network could be used for this purpose, so that Park and Ride buses were not forced to compete with cars on Oxford's arterial roads. Trams would make sense only if strict traffic restrictions were applied to Woodstock road to avoid traffic.
 - Train is great for commuters and dual carriageway for through traffic.
 - Trains are very reliable for direct trips from Witney, Eynsham and Oxford however the A40 must take priority as needed for all other journeys.
 - There are some journeys that inevitably need cars, but others which don't, so integrating into the rail network seems to be essential while at the same time improving traffic flows.
 - To give other users an option. The A40 is a major route as we all know and therefore should surely be dual carriageway.
 - Gives flexible options. If I could catch a train directly to Oxford, I would. Furthermore, I would give strong consideration to using a train directly to London and further via Oxford Parkway. Dualling the A40 also increases capacity for those who have to use their car for business or to visit the hospitals, say. Our hospitals are centres of excellence yet the experience of getting there is slow. Electric trains or trams would also reduce the levels of pollution, where as a bus lane would not.
 - Dual carriageway only way to relieve congestion. Train excellent for onward linkage to London.
 - Train - ideal for people working in Oxford; dual carriage to improve through journeys
 - Both Train and Dual Carriageway enable onward connections & provide an integrated solution to more people - a Bus Lane doesn't help the Lorries or LGVs transporting goods & the Tram & Guided Busway seem even less useful - the Tram will cost a fortune & offer a less integrated solution than the Train, whilst the Guided Busway looks like it'll fulfil the same role as a regular bus lane but with added cost and less/no flexibility for it to be used by other vehicles (for example emergency services).
 - In the longer term a train from Witney/Carterton would help, but the A40 needs to be widened in any event as it's now too far over capacity for any other solutions to help enough. It's reasonable to assume the A40 should be carrying even more vehicles, but many of these now rat-run on the A4095 to avoid the A40, making the Villages on the A4095 very unpleasant during rush-hour & limiting their growth. Many villages in West Oxon will never be served by rail - these people will still need the A40.
 - With the new developments cannot ignore how many more cars there will be so must make it a dual carriageway whilst giving commuters the option to use better fast moving public transport too.

	<ul style="list-style-type: none"> • People will always travel by car & the road network will need to support more and more cars long term. A train in addition to the improved road network will provide a popular and useful alternative, helping to ease congestion on the A40. • Would use either for commute to work. • Dual Carriageway would benefit congestion for now and the future. Train is a very popular mode of transport for those able to use it, this proposed line would, I am sure, be very worthwhile.
Highway / Dual carriageway	<ul style="list-style-type: none"> • I would prioritise the dual carriageway first, turning the Eynsham junction into a sunken one (similar to Minster Lovell) with links both ways. I would also move the Peartree junction to where the A40 meets the A34, reducing the amount of traffic that reaches the Wolvercote roundabout. I believe that the combination of these two strategies would be the most effective way of reducing congestion at north Oxford, by letting commuters use the train and vans and light goods having easier access to Oxford. • We were once promised a dual carriageway, which should have been completed by 1991. We are still waiting! A local train would be terrific. • Car usage will only increase with a nationally increasing population, consequently, it is essential that a major route such as the A40 must be dualled. • Traffic moves better when there is dual-carriageway. I use the A40 through both Oxon and Gloucestershire and see how the traffic moves on single and dual. • Dual carriageways allow traffic to move easier than single roadways with roundabouts and traffic lights. • More cars and drivers on the road at the same time. • Dual-carriageway due to the number of vehicles that are using the A40. • Dualling the A40 would stop the rat run in our village [Eynsham]. The roundabout at the southern end of Witney Road has traffic on it so fast that someone will be knocked over soon. • Prefer more traffic being diverted away from Eynsham. • Dual carriageway with additional north oxford bypass is absolutely essential, especially if the insane 'Northern Gateway' goes ahead. It would bring east-west travel round Oxford up to a reasonable late 20th century standard. • The bypass in N. Oxford is vital to allow businesses to flourish in West Oxfordshire to link through to London which reduces the pull of Oxford. • Within a modern rural county where a diverse workforce work shifts and unsocial hours, public transport will only ever provide a limited solution for a limited part of the population. Improving road infrastructure with dual carriageway has to be the no 1 priority. • Improvements are needed urgently and dualling would appear to be the best way forward however a longer term alternative would be beneficial and my preference would be a rail link. • To get traffic moving. • Most traffic (75%) is car travel so it makes sense to widen the carriageway and combine this with a train service. • Cheltenham should have 2 choices of dual carriageway to London should ease traffic if only for another 20 years at the current population growth. • There are a high volume of lorries which you will never convert to a train, bus lane or other. I strongly support the need for a dual carriageway as this is one of the main links between the M40 & M5. • Dual carriageway would help far more people get around this part of the county including business users who cannot use public transport (Deliveries and providers)

	<ul style="list-style-type: none"> • Not all traffic is going into Oxford or will use the bus, hence bus lane won't really help. Need to dual it and separate long distance traffic and traffic not entering Oxford from local traffic/traffic going into Oxford. Ditto for A34. • We need a road solution within the next 3 to 5 years. However a train link to Witney and beyond makes sense in the longer term when finances are better.
Public transport	<ul style="list-style-type: none"> • A bus service into Cassington would be useful. • As I work in Headington with no direct bus route to the hospitals, I will always have to drive to work, unless this changes. • I just want to get to Oxford, without spending hours travelling 10 miles. • Getting into Oxford - better direct links - double tramway, for quick return travel, or the train - a better bus link to Hanborough (even in the evenings) would be better. • There don't seem to be many buses on that route so a bus lane wouldn't help very much. I have no experience of a tram. • Where I work needs 2 buses. would always use car. if train was reasonably priced would use. • People using the A40 are not commuting to Oxford but are commuting around Oxford to the M40, London or the A34 to the south. Buses and park & ride schemes do not solve any of the issues but just cause frustration as the empty lane sits adjacent to the queues of traffic. • People who use the A40 aren't necessarily using it to drive into Oxford, I use it to travel to London, also to travel south on the A34. Many of the lorries that use the A40 are travelling to join the M40 southbound and I believe that building a bus lane will have no or little impact on the traffic. • I do not live close to a bus stop. <i>(Post Code supplied for Broadwell in rural West Oxon)</i>
Mass transit / rail	<ul style="list-style-type: none"> • Wherever the railway is in existence, there is overwhelming evidence that this is the most successful and popular method of mass transportation. Offer best in terms of journey time reliability at both national and local level. It will be increasingly important for centres of population to be connected to the rail system. West Oxon has Witney (28,000), Carterton (15,000) and RAF Brize Norton, the largest RAF base in the country, needing that connection. • More people can be carried on a train that links directly to Oxford station/London. • Ending of the dual-carriageway at Shores Green causes much of the congestion and makes accidents more likely. A regular train service from the west would take traffic off of the roads. • Nobody really wants to travel by bus. The problem with Oxford station is that it is on the edge of town, so you are still likely to have a significant journey to get to your destination. That leaves the dual-carriageway. • Train needs to get direct to Oxford station, not Yarnton. Adds too much time onto journey. • Maximise convenience and speed. Also, train can link with the network for on-journeys. • Red train line Witney, north of A40 via Cassington to main line. Park and ride stop at Eynsham or Cassington. • Tram is a speedier way of public transport. • Need additional capacity for current and future housing. Bus lane will make a marginal difference. • Train can be expanded in the future. Dual-carriageway gives a better flow of traffic and if train was used, then it would have less traffic anyhow. Double tracked railway electrified. • Train will allow a parkway to reduce commuter traffic and dual carriage way will accommodate through traffic to London. • For people commuting between West Oxon and Oxford city the train option would be invaluable, and an extension of the railway network would be much easier to integrate into the existing rail network than trams or guided buses.

	<ul style="list-style-type: none"> • Not everyone is trying to get to Oxford alone. Therefore any bus services would have limited impact. Train service although similar would enable users to travel to other destinations. People unlikely to use bus service to ongoing destinations, as it will still be affected by traffic congestion. • Train removes road traffic from Witney and Carterton. It would enable better bus network to Witney. It would reduce pollution and noise. Train preferred to tram as faster. Park and Ride in Eynsham would not reduce the number of journeys. • The A40 is a main trunk road with a lot of long distance traffic, as such it requires greater capacity. However, at peak time most of the traffic is for Oxford/East Oxford, any scheme that only accounts for moving people to the North Oxford junctions will not be particularly helpful, as this is not the main employment centre. A scheme that can provide a shorter and reliable transit time to the main employment centres in East Oxford and central Oxford is required. • Train offers greatest capacity and greatest scope for expansion. It is more future proof and is the only option to provide a "proper" solution. • Having a dual carriageway would be great and it is needed, but it would increase the number of cars approaching bottlenecks. There needs to be an option to remove vehicles from the road. With Oxford Parkway opening, a rail line seems to be the obvious solution - but a double track, not single! A single track is a short-sighted option. • I think that would maximise the number of people able to benefit getting into Oxford. Trains need to be frequent. • The A40 does not cope with the current levels of traffic. It is not enough to provide a solution for today's problems. The railway could provide long term capacity and get traffic off of the roads.
Land use planning / housing growth	<ul style="list-style-type: none"> • A Train service would provide quick and efficient access into Oxford and beyond. Investment in roads infrastructure has been ignored for years and reflects a complete failure of government by all successive parties. Development and housebuilding has continued with no thought to infrastructure planning which has led to appalling congestion causing absolute misery to thousands of commuters and additional environmental damage. • Train or Tram would take passenger vehicles off the road. Bus lanes & dual carriageways would do nothing to alleviate the bottlenecks. • Best improvement to travel arrangements and able to cope with longer terms growth.
Cycling	<ul style="list-style-type: none"> • More cycle path facilities on all routes into Oxford would be good and well (I'm not a cyclist). • Tram should be linked with a proper dual bicycle lane along the proposed route.
Innovative modes / Other options	<ul style="list-style-type: none"> • More focus on capping road use. Trains running locally - Carterton to Witney, with cycle routes to stations. • The North Oxford bypass should be given priority over the dual carriageway. • Flyover or other roundabout modification to allow free flow across the Eynsham and the Wolvercote roundabouts.
Other comments	<ul style="list-style-type: none"> • Easy link to Oxford and other parts of the country. Dual carriageway very necessary • Appeared more usable • Need a combination of solutions to help those travelling to work and into Oxford for leisure. • It benefits car users and commercial traffic. This helps trade in the area and jobs. I'm in favour of a slip road through the gateway site to the A44 and A34, to the north and further beyond. • I do not use the A40 to go into central Oxford, (in fact to go into Oxford rarely!) but to access the ring road and M40/A34. My commuting route is Witney to Nuneham Courtney. The train link up would be a good idea as commuters would be able to link up with routes into London for example. I use the Charlbury train for regular trips in to London, but there is a lack of trains later

in the evening, which necessitates using Oxford station.

- Higher investment is a longer term investment and would bring much wider benefits. Make the journey between Witney/Oxford/A34 easier to prevent A4095 being used as a rat run between Witney and A34 (north)
- Train to get into Oxford train station would be great as there is limited parking in centre. Dual carriage way would be very beneficial to most drivers as lots are driving through Oxford onto other destinations so bus service wouldn't be for them. Personally, as a teacher I have to carry lots of things into work (laptop, books) so having a car is much more convenient and means I can travel straight to my destination. Currently, I spend over an hour getting in and back home, despite leaving at 6.
- The issue with the A40 are caused in great part by people traveling towards the M40 to London.
- Most traffic on the A40 is not buses (1% of traffic). Train and tram approaches both create traffic problems elsewhere, and do not help relieve traffic from sources other than Witney/Eynsham. Realistically, few people who travel from outside Witney to Oxford are likely to stop in Witney and get on a tram/train (presumably at nontrivial extra cost - some parking fees + tram/train fees, versus just parking fees in Oxford which may be trivial/non-existent if using a company car park etc).
- Dual carriageway is the most straightforward and benefits more people (& those passing through as well as going to Oxford), although I am mindful of the dangers of simply increasing traffic. Nevertheless, schemes that don't go all the way into Oxford are unlikely to be widely used, except possibly by rush-hour commuters. How people will complete journeys is critical. Environmental impact is also a key consideration.
- Fulfils all objectives and train line can be extended in future.
- I have no interest in going into the centre of Oxford and therefore none of the other options would meet my needs.
- People are used to using cars. If they can't then the only other alternative that I think they would consider has to be quick.
- It would benefit the most people.
- Personal preferences and most flexibility.
- Travelling to Oxford daily from Witney and back is a total nightmare.
- My choice is the 'golden' option and the most expensive option. I believe that we really must future proof the ability of residents, businesses and out of district commuters to travel to Oxford and further on the A40 in both directions.
- Train will improve links for locals; improve areas potential for economic growth. Visitors are more likely to get train than bus from Oxford. Dual carriageway reduces travel time, standard of life is improved, as is productivity for local business as staff on time, people don't avoid area due to traffic which is the current situation. Less standing traffic reduces emissions. Until cost of public transport is reduced in line with the cost of private travel people will continue to use own vehicles.

Summary of comments received, to question 6, from people who selected Train with Dual Carriageway as top priority in question 4

Theme	Comments / Reasoning Given
Funding / Scale of growth / Land use planning	<ul style="list-style-type: none"> • You won't get enough money to do it properly. It's crazy to allow more homes to be built in the A40 corridor, until this and other infrastructure problems have been sorted out. • Infrastructure must be in place before any further development takes place. • We desperately need housing but without decent transport links to & from the West of Oxford there is no point. • I believe the road traffic will continue to grow with the growing population.
Public transport	<ul style="list-style-type: none"> • A minimum response of bus priority will not solve the problems. • Working with some bus companies may help - for instance, if the Oxford Tube ran a service from Witney to/from London, particularly in peak time (0630 to 0800, 1630 to 1830). The X90/Oxford Bus Company could also consider this. Many commuters travel on the A40 to Thornhill P&R; providing an alternative, closer P&R for instance at Eynsham, coupled with London-bound services could reduce this. • Public transport must be cheaper to attract more people. It's cheaper for the two of us to drive into Oxford and park at the P&R than to catch public transport. That seems very wrong. • Any scheme would need to be affordable to travel on. • A tramway would be terrific if was part of a wider light railway running through and around Oxford to relieve traffic on the ringroad. There are currently no effective time-efficient options to commute into the city centre from the outer edges of the city limits. It takes me 45 minutes on a bus to travel what would be a three-mile direct journey. • The new stations at Witney, Eynsham and elsewhere should have good cross-modal links (e.g. to bus lines) but also park and ride sites for those coming from further afield. Rail-based park & ride would have greater uptake than bus-based park and ride because the rail service into the centre of Oxford would be much faster at peak times. Cowley line could be extended to Wheatley! • Capacity issues for local rail services need to be talked through with Network Rail before they rebuild Oxford Station. • Dedicated bus lane very expensive for very little gain for most road users. • People want to access Oxford city centre without having to change from one mode of transport to another. Direct and easy access is important. • It would be good to have better bus links. This will be helped considerably by having a new Park and Ride adjacent to the A40 north of Eynsham. This would allow for car drivers travelling from all points west and south of Eynsham to transfer to Park & Ride buses serving the new Northern Gateway developments, the Oxford Parkway Station and Oxford itself. • I have not supported a bus lane or guided bus way as unless you can guarantee buses every 5 minutes the space provided would be inefficient.
Park & Ride	<ul style="list-style-type: none"> • The proposed park and ride is a good idea, but should be further west. Most of the traffic is coming from Witney and not Eynsham. • Park and ride schemes increase the volume of local traffic so should be placed before the jam (not Eynsham)".
Busway	<ul style="list-style-type: none"> • Guided busway should start at Shores Green, not Ducklington, allowing normal bus travel and pick up through Witney prior to guided travelling. • A guided busway appears to offer the worst of both worlds - high cost (Cambridge!), lack of connectivity to rail, no increase in through capacity.

Cycling	<ul style="list-style-type: none"> • What happens to the cycle lanes if you expand the A40? • Not seen a lot mentioned for the provision of cycles. • Concerned about the future of the footpath/cyclepath if bus lanes or dual carriageway is chosen, footpath/cyclepath will still be required. • Whatever works to the roads are decided I strongly believe the cycle lane should be improved. If it was made wider in certain areas to make it less daunting and the surface improved it would encourage far more people to commute into Oxford using bicycles. The benefits to cycling outweigh any other transport option.
Highway / Dual carriageway	<ul style="list-style-type: none"> • It would be beneficial if [roadworks] work in the countryside could be carried out 24/7. This would not disrupt locals and would mean the work could be completed far more quickly and with less disruption. • Stop traffic coming from Witney way on the A40 from turning right onto Witney road - stop the rat run. • If dual-carriageway is chosen it should go between Witney and Eyn, not just Eyn alone. • Do it properly. Dual-carriageway, new junctions, connections to the A34 and by-pass Wolvercote and Banbury Rd junctions. • Must sort out the connection to the A34, P&Rs, and routes into central Oxford (by strongly discouraging their use if necessary) before dualling. • Has a survey been carried out as to where the traffic goes to? It appears the majority is trying to access the ring road, the A34 and the M40 to bypass the city centre completely, the amount of cars I follow in the morning from Witney, around the ring road and pass as they go into the Science Park at the Kassam stadium is staggering, and this is replicated around the ring road, and with the northern gateway planned this will only increase. • The Design of the A40 dualling should not prevent future upgrades to the A34. Ideally, the A34 should be upgraded to Motorway status, and upgraded from Newbury, to join the M40, at Wheatley, separating the local Oxford Ring Road Traffic, from national traffic. • I was disappointed to see the at-grade junction at Witney [A40 Downs road], surely it should be separated, else it will create a pinch point? • A40 is important route for West Oxfordshire - congestion causes major delay and drives traffic into surrounding villages. Poor network is disincentive for businesses to locate in W Ox. Work near housing is best solution to traffic. Housing near Oxford is also needed. Greenbelt is wrecking wider countryside. Through traffic should be prioritised. A40 s/b treated as trunk road and the train reinstated for local traffic. A40 causes pollution due to delays. N Oxford bypass vitally important. • Dual carriage way - like people have been suggesting for ages. Currently, people spend all the time sitting at the roundabouts and at the traffic lights down the A40 single lane sections between Witney and Oxford. • A bus service running from Carterton & Witney to the John Radcliffe to accommodate the vast about of nurses working shifts who would happily use a bus if it was direct, reliable and fitted around our 12hr shifts. • The issue with the A40 are caused in great part by people traveling towards motorways. • Any solution must provide long term capacity for all traffic, not just local commuting access to Oxford centre/hospitals. The A40-A44 link is key. Car commuting can be controlled by further restrictions on access to Oxford City centre by car. • The junctions at Eynsham and Cassington would also need additional investment/Improvement • By far majority of users are car drivers and not going into Oxford but using the ring road to access roads to London or into Cotswolds. Needs dual carriageways both sides and improved roundabouts as these are the main cause of jams especially

	<p>lorries using the Wolvercote roundabout which stop cars from using the lanes to spread the flow.</p> <ul style="list-style-type: none"> • The most difficult issue is bottle neck at the wolvercote roundabout and the toll bridge. • A link road between the A40 and A34 that avoided roundabouts would prevent congestion and speed up journeys. • A new Thames crossing is required. It is madness to be reliant on narrow bridges not intended for today's vehicles. • Separate roads to divert cars wanting to go north to Bicester or straight on to bypass for M40 London. • Why not have a slip road from west of Eynsham that connects with A34 northbound or even M40 so that all the traffic that is going around Oxford is filtered off. • Dual carriageway will help considerably however, the solution used to connect the A40 to the A34 also needs to be improved in order to maintain traffic flow. Current A34 traffic will restrict any improvement. • The additional "northern by-pass may make some sense but, since the majority of traffic seems to be going to Oxford, the benefit may be too low relative to the cost.
A40/A44 Link Road / A34 Access	<ul style="list-style-type: none"> • Why are you not considering a direct connection between the A40 with the A34? It connects the west with the northern and southern routes of the A34. It would help to relive some of the congestion at the wolvercote roundabout. • Dual carriageway but linking to the A34 west of Wolvercote, otherwise there will still be snarl ups. • A40 smoothly connecting to the A34 further west of Oxford. Slip roads from east of Cassington to the A34 north and south. • Filter lane to the A34 from the A40 sounds like a good idea. Also, the filter at Wolvercote roundabout. • Is there a plan to put a slip road on and off the A34 onto the A40 as this might stop a lot of traffic going as far as Wolvercote roundabout. • A direct junction from the A40 to the A34 looks like a logical option to explore.
North Oxford Bypass	<ul style="list-style-type: none"> • It would seem obvious to link with the bypass north of Oxford, taking through traffic, leaving the local traffic only at all the north Oxford junctions. • Fly over across both Wolvercote and Cutteslowe islands. • Dualling needs to include the north Oxford relief Road, and ultimately, the bypassing of Green Road Roundabout.
Origin & Destination	<ul style="list-style-type: none"> • The traffic survey shows 72% of the peak traffics destination as OXFORD, this is however far too vague. My guess is the majority are not heading for the Centre but other parts of the City and therefore improved bus/train/tram routes would be of no benefit to them, other than marginally short term reducing the traffic on the A40; BUT they would definitely NOT solve the long term traffic problems on the road. CRITICALLY none of the public transport options would help the people of West Oxfordshire.
School Transport	<ul style="list-style-type: none"> • I would like to know the percentage of road users commuting to schools. A scheme to encourage parents to put their children on buses could have a vast impact on the traffic levels (as is evident during school holidays).
Urge to take action	<ul style="list-style-type: none"> • Please just do it quickly! • Need to spend a lot of money. It's been put off for 30 years - far too long. • Please get on with it! • Other countries would have gone ahead and done it by now. Please hurry up.
Railway improvements	<ul style="list-style-type: none"> • Essential to dual track the Cotswold line between Charlbury and Wolvercote junction, to increase capacity, promote Hanborough station as a form of 'Witney Parkway' and integrate bus journeys to dovetail train timetable. Look ahead to next century to create the Oxford - Witney- Swindon- Cheltenham line. Possibly introducing the tram system, capable of upgrading later to a

	<p>rail line.</p> <ul style="list-style-type: none"> Using the existing old rail line is a good idea, as this worked well. Carterton needs to be included in this new strategy, as there are loads of new homes there. Given transit time and traffic on P&R buses etc is still slow from North Oxford to centre just moving people to that junction will not help. An off-the-road solution for the whole distance to central Oxford is required that provides a short reliable non-traffic affected journey time, particularly for people who need to commute onwards to East Ox, now the main employment centre. Uptake of the train from Hanborough (extended parking full daily) shows the appetite for this style of travel. extend the rail link towards the west or link to any existing rail links.
Bus Lane at Swinford Toll Bridge	<ul style="list-style-type: none"> Do not think that buses need priority at the toll bridge - managing that or preparing for that would be chaotic. Fix the Swinford toll bridge. By removing the charge (e.g. compulsory purchase), the queues would be much shorter.
Deliverability & Use	<ul style="list-style-type: none"> It's important to find out whether people would actually use the proposed schemes or might just like the idea of them. I like the idea of the train (or tram), but know I wouldn't use it regularly if it takes significantly longer to get to my destination in central Oxford. You have to overlook the short term objections of self interest groups, eg NIMBY'S for the greater good of the community.

Summary of comments received, to question 5, from people who selected Tram with Dual Carriageway as top priority in question 4

Top Priority Bus Lane and Dual Carriageway – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Serve a range of destinations	<ul style="list-style-type: none"> Most of the traffic is going from West Oxon to the city centre, therefore something completely new needs to be built, as well as improving the A40 (dualling). It is a shame that everything takes so long to achieve. The A40 is a passage through which people coming from a range of often rural locations travel to a range of locations in Oxford. Buses, trams and trains help people that live along those routes, but not otherwise. A40 is beyond capacity and only dualling will help that. Dualling must come first, but a reliable train service serving local community into Oxford and hopefully London would combat that. I am aware that the old rail line has been put to other uses. Trams take up less space than rail lines. Train only goes to one destination in Oxford. Current public transport only available to centre, Oxford needs a circular tram. Tram might be best for getting into Oxford but car is needed for onward journeys to London and airports. A tram will give frequent mass transit access to Oxford - it should link to the station - whilst the Dual Carriageway is needed for through traffic.

	<ul style="list-style-type: none"> • Contrary to reports I do not see 70% of A40 traffic heading for central Oxford, more like 2% and possibly 30–40% to East Oxford or beyond. The bulk of the traffic is heading either for the A34 or the M40. It's not all about Oxford you know, most of us are trying to avoid the place. If you also want to improve public transport use to get into Oxford the only options attractive to the general public will be trams or trains, busses just don't cut it regardless of bus lanes or stupid guideways.
Meets needs of variety of users	<ul style="list-style-type: none"> • TAKE TRAFFIC AWAY FROM A40 AND GIVE PEOPLE OPTION OF OTHER MODES OF TRANSPORT - NOT EVERYONE DRIVES OR WANTS TO + AGING POPULATION AND YOUNG PERSONS . ALSO CONNECT OTHER VILLAGES ie : EYSHAM WHICH HAS GROWING POPULATION. PITY DR BEECHING DID AWAY WITH TRAINS IN 1960'S - VERY SHORT SIGHTED WE COULD DO WITH THEM NOW !!" • Needs a scheme that will enable all transport users to get through reliably - public, private and business. Anything less is really just playing at it - a false short term economy which won't significantly improve matters.
Reduce Congestion / Improve traffic flow	<ul style="list-style-type: none"> • Provided alternative ways into Oxford and eases road congestion. Bus has to be reliable to be an alternative to driving - It is no good the bus being stuck in a jam! • Easing of congestion. Removal of vehicles saturation separation of long and short haul. • Allow greater flow of traffic, but also offer public transport options to reduce some people's journeys. For those who are not driving to central Oxford this is a double benefit. • Dual Carriageway to easy through traffic congestion, Tram to remove traffic for commute
Successfully implemented else where	<ul style="list-style-type: none"> • The fact that this combination is used successfully in various European countries e.g. Germany.
Improve journey time /Frequency	<ul style="list-style-type: none"> • Trains provide fast journeys and good investment for the future. More encouragement for users to use push bikes/trains. Keeping cars off the roads. I believe this method would lesson negative impacts on env. In the future. • Trams are more frequent than trains/less impact on the environment. Dual carriageway to relieve pressure. Trams are good for local and DC good for carrying from further west. Trams would work better if spread across all the city, so you wouldn't have to change to another form of transport to get elsewhere. Trains would be good if they linked up with Oxford Parkway. • Trams are likely to be quicker than buses as they will have a dedicated route which should not be impeded (too much) by other traffic. Case study could be Nottingham.
Cost of Travel	<ul style="list-style-type: none"> • I support the train and tram, as I feel people would use this if it was reasonably priced. Not supported the bus lane because a bus from Witney to Oxford is so expensive. As a family of 3 it costs us £15 and we would not use again as a result.
Economic / Business	<ul style="list-style-type: none"> • I cannot employ people to work for my employer in Oxford, due to the commute adding 3 hours to their day, esp. if it involves paying for childcare on top. The system of getting to Oxford must be improved. Tram and DC to make it accessible for all drivers and non-drivers.
Housing & employment growth	<ul style="list-style-type: none"> • We need a dual carriageway because of the rapid expansion of Carterton and Witney. I note that most journeys surveyed are into Oxford - would encourage more commute by cycle in this instance or bus. I frequently use the route and most are heading to the A34 or M40. • Encouraging public transport use is fine, but there are enough people who'll never use it, so increasing numbers of homes in W/Oxon will inevitably lead to increased use of the A40 no matter what you do to encourage otherwise. Increasing capacity of

	<p>the A40 is essential, hence the dual carriageway however, that's only a temporary solution - in less than a generation we'll just end up with another A34. So need extra solution. I like the tram idea, which could expand throughout the city/county</p>
Implementation	<ul style="list-style-type: none"> • Tram gives opportunities for increasing the number of stops without incurring extra costs (as opposed to railway).
Public transport	<ul style="list-style-type: none"> • This requires a radical and comprehensive solution. Tram seems to offer more capacity than train. If this is not the case, then I switch to train and DC. • Not supporting bus and guided busway, as only 1% of use is bus and still get congestion at Dukes cut end. Tram/DC is beneficial for everyone. Trams into central Oxford would be a great incentive to leave the car at home. If all the suggested works to the A40 up until 2025 were completed, do we really need any of the other schemes? • It could encourage commuters to leave their cars behind. Tram or train would both be good however it would depend on where they started, could cause massive parking problems. I don't think just a dual carriageway is any good as it would just fill up with traffic as now. Alternatively having effective and fast buses from Witney to Oxford, using bus lanes, might encourage people to use them.
Other comments	<ul style="list-style-type: none"> • Tram needs to go to Oxford station with its own dedicated platform. DC needs to go beyond Green Roundabout to take traffic away from congested routes. • Makes use of current transport corridor and does not add to travel. Issues with Eynsham. Uses less greenbelt land. Longer term, you need to consider the next 30 yrs. Need a bus lane in both directions. Tram very dependent on planned Oxford terminals. • Reality is that people use cars = Dual carriage way. Trams are a fantastic system in many other countries that have a hop on hop off possibility and would be a first step to connect with a city tram system which would be so much better than the thousands of empty buses which pollute and break up the roads. Bus lanes are mostly empty too. Also better than trains due to the non-availability of train stations and the fact that trains are run privately. • To provide a permanent solution to a problem that will only increase over time. • Tram would be efficient and (?) cheaper than train. Dual carriageway would improve driving options. Some train/tram links between Oxford and Witney is essential. • Best solution for drivers and non-drivers. • Most practical • Best long term solution and dual carriageways are safer. New tram system installed in the city of Bordeaux is integrated fantastically well. Tram should go from the centre of expanding Witney to the Centre of Oxford. Cost of course the problem. Concerned re environmental impact on Oxford Meadows and other areas.

Summary of comments received, to question 6, from people who selected Tram with Dual Carriageway as top priority in question 4

Top Priority Bus Lane and Dual Carriageway – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Other Road Issues: A415, A34	<ul style="list-style-type: none"> • New Witney to Abingdon road also needed and upgrade A34 to 3 lane motorway. • The intersection with the A34 needs attention. It is always on the travel news. The A34 needs looking at - It really ought to be a motorway.
Cycling	<ul style="list-style-type: none"> • I also want to see a bicycle lane that is not directly attached to the road – let's have some greenery between the road and the cyclist - for safety, feeling of cycling through nature and better air. Again something other countries are doing as a matter of course whenever major roadworks are being done.
Park and Ride	<ul style="list-style-type: none"> • Free Park and Ride from Eynsham • Current planned P&R at Eynsham, unlikely to work without dedicated bus lanes, both ways and given the origin of most of the traffic, should this not be at Witney, where most of the journeys are generated. Also issue of cost. If it was free, it might work, again depends upon terminus/route in Oxford. • I think a park and ride at Eynsham is a good idea but it needs to be big enough to be useful, 500 spaces doesn't seem very much. A park and ride in Witney outskirts would be better, as so many people have to commute from there. If more housing comes to the area it will get even worse. I guess that to build a double decker park and ride would be very expensive but maybe cost effective in the long run. I am delighted to hear that you are considering doing something about the A40.
North Oxford bypass	<ul style="list-style-type: none"> • Consider the 'tin-hat' scheme again, which would relieve pressure on Oxford North, whether or the not the ill-conceived Northern Gateway development goes ahead. • YOU NEED TO LOOK FURTHER THAN THE NEXT 5 YEARS - IT IS THE JUNCTION TO THE A34 THAT NEEDS TO BE LOOKED AND THAT A LOT OF TRAFFIC COMES OFF THE M40 AT WHEATLEY TO GET TO A40 AROUND OXFORD. IT NEEDS A NEW ROAD OR TUNNEL TO TAKE THIS TRAFFIC AND ALLOW OXFORD JUST TO HAVE ITS OWN RING ROAD AGAIN !!! IT IS GETTING IMPOSSIBLE TO USE FACILITIES IN OXFORD i.e: JR IN HEADINGTON NIGHTMARE TO GET TO AND GET AWAY FROM. AVOID COMING INTO OR NEAR OXFORD OR ANYWHERE NORTH OF BOTLEY - DUE TO THE A34 + A40.
Public transport	<ul style="list-style-type: none"> • Short term solution would be a guided bus way. • Tramway or rail needs to link to Carterton - and Swindon. Bus/ tram services to link from Faringdon/ Carterton via Witney to London rail services with through ticketing and guaranteed connections. Regular and reliable bus services Carterton/ Witney to South Oxon Abingdon Wantage Didcot. • Any strategy has to be future proof - half-baked niche ideas like the guided bus way don't open options up for future expansion/improvement of transport options. The tram idea opens up the possibility of taking it further whilst also providing a realistic alternative to people who can and want to avoid the roads. It's not clear on the consultation document however, how those trams would link up with the city centre.
Highway / Dual carriageway	<ul style="list-style-type: none"> • There should be no debate. The A40 must be a dual carriageway. The Q is which other mode will compliment it? • Matt Oliver reported in the Oxford Times (quoting Oxfordshire C.C) on 1st October that provision of a dual carriageway would allow travel from Witney to Oxford in 7 minutes. The distance from Ducklington Lane in Witney to Sunderland Avenue in Oxford is 9.9 miles so 7 minutes is equivalent to 84.9 mph. At 70mph the time would be 8.49 minutes. To achieve these travel times there should be no hold ups at traffic lights or roundabouts. Motorway style slip road entries and exits are needed.

	<ul style="list-style-type: none"> • New link of motorway standard - no roundabouts - A40 west of Wolvercote to M40 East-bound. New dual carriageway from Witney/ Carterton to Abingdon/ Didcot - linking to upgraded motorway standard A34. • There is a need to take through traffic away from Oxford - A40 and A420 through traffic need to be taken North and West of Oxford towards Junction 9. • To be successful it will also be necessary to resolve Wolvercote to Cutteslowe. When I say dual the A40 I mean all of it from Witney onwards. Not fussed how this is achieved provided it happens. Also, the Cassington lights need fixing. The number of times those lights hold traffic for no reason is unbelievable. • You are asking for long term but one jam can be solved short term. Highways Dept needs to send out one man to solve one jam without costly consultation. An instant solution to congestion on the A40 at the Cassington lights would be CHANGE THE PHASING. For twenty years I've driven through these lights. At rush hours there are horrendous queues on the A40 while the local traffic waiting to join the A40 is but a handful. At rush hour the phasing should be weighted heavily in the A40's favour.
A40/A44 Link Road	<ul style="list-style-type: none"> • Completely redesign the Peartree interchange to take traffic away from the Wolvercote roundabout. • I am disappointed that the current Wolvercote roundabout does not include a left turn slip from the A40 onto the A44. Many cars could turn left without waiting for the roundabout. • A40 should have a direct slip road onto A34, preferred both ways.
Journey time	<ul style="list-style-type: none"> • Urgently required, as can be 20-30 mins for a 3 min journey, most of the time including weekends, moreover, the expansion of housing more than outstrips the road improvements. It's not the 70s! • All solutions must offer significant benefit to commuter traffic to give a time + financial benefit to commuters. Without an affordable mass transit solution uptake will be limited.
Land use / Longevity	<ul style="list-style-type: none"> • The current "fixes" ie roundabout works at Wolvercote and Cutteslowe and proposed bus lanes and a park and ride at Eynsham are temporary at best and likely to contribute to even more congestion at worst. A permanent solution is needed. Much of the cost can be funded by providing land for much needed housing in Eynsham and north Cutteslowe and by re-locating both the Oxford golf clubs (Banbury Road and Cowley) at a combined site and utilising the existing golf course land for housing.
Other comments	<ul style="list-style-type: none"> • People do not drive for fun. They will only take public transport, if there are no changes involved. A40 must be dualled, if more houses are to be built. Public transport cannot fill every need, but it will help some journeys.

Summary of comments received, to question 5, from people who selected “Other Combination” as top priority in question

4

- **Tram and dual-carriageway with a bus lane via Eynsham** - Provides alternative ways into Oxford and eases road congestion. Bus has to be reliable to be an alternative to driving - It is no good the bus being stuck in a jam!
- **Guided busway and tram** - A totally segregated mode is required to reach central Oxford from Witney. A guided busway has the lowest upfront cost, but it absolutely needs a 100% segregated route through Oxford and proper bus terminals to avoid paying on the bus. A tram is my personal favourite, as it would have

the rail-effect in rider-ship and is the most comfortable means of travel. It requires strong collaboration with a continental town with experience on tram-rail, to learn from their best practices.

- **Tram and train –**
 - Proper public transport is better for the environment and less traffic is better for the air pollution and peoples' health. Building more and more houses miles away from where people work is stupid and short sighted. This forces people to commute and increases the problem of congestion.
 - Tram and train is sustainable and will unlock the possibility of getting into London. It will take the daily frustrations of bus travel out of resident's daily lives and provide a real alternative. House prices in the city are forcing more workers into a long commute. Tram and Train will provide a measurable benefit to the standard of living for those in West Oxon.
 - Longer distance traffic often has no choice about using the A40. Encouraging local travellers especially between West Oxfordshire and Oxford to shift from the car is therefore the most sustainable option. Trains allows interconnection to the national network. Trams encourage modal shift better than bus services and can run into central Oxford (perhaps eventually through it to relieve congestion elsewhere). The two together provide more choice and utility to encourage people to ditch the car.
- **Underpass for local traffic only at the Cassington junction, picking up the old Eynsham road where the services are** - I think anything other than a dual carriageway will become an expensive white elephant. Everyone has got used to using their car (by necessity) to get to exactly where they want to go. It will be difficult to change habits.
- **Monorail –**
 - It seems most practical as it would be fast, efficient and have much less environmental impact.
 - Land is available along the A40 margin. Fast construction time. Frequency of service, automated. Avoids re-engineering existing road junctions.
 - Keep impact on the countryside lower and reduces noise. Keep everything on existing A40 route, rather than building on more fields.
- **More focus on capping road use. Trains running locally - Carterton to Witney, with cycle routes to stations** - Trains provide fast journeys and good investment for the future. More encouragement for users to use push bikes/trains. Keeping cars off the roads. I believe this method would lesson negative impacts on the environment in the future.
- **Bus Lane and the Park and Ride** - Bus lane, as with all the other options is too expensive and not sufficiently suitable to deal with forecast traffic and journey flows. (This is the reason given by this individual, despite its contradiction).
- **Dual carriageway with North Oxford bypass** - By the councils own admission, the A40 is a major trunk road and through route. This is the major issue to be addressed and so the only option is dualling the road with a new link or bypass around North Oxford. Dualling can only work if there is a connection with the A34 and easier access to the M40 London. Remove through traffic from the built up Oxford. Contrary to OCC pie charts, I believe that the most traffic is through traffic. If the amounts of money being bandied about for various options are to be believed, then dualling is the best value for money.
- **Bus lane good for local traffic to central Oxford, associated with dualling for through traffic. Monorail from Witney to Oxford Parkway** – monorail would be cheaper and easier to maintain than a tram way and could be fitted into spaces too narrow for guided buses or tram in Witney and Eynsham.
- **Trolley bus** - Clean emissions. No cost for ripping up roads and spending more on steel for rail tracks. All you need is over head electric cables on posts. It will cost a fraction of the price of trams.
- **Train and bus lane -**
 - All the options list dual carriageway, which is a bit biased towards respondents ticking an option that includes dual carriageway. If Eynsham and Witney were connected to the train, it would be great, though personally, I think the cost-benefit would be less than that which I would receive from the bus

- lane. If there was a bus lane and P&R, then I would hope that the bus companies would get together to provide better bus routes to connect to Headington at rush hour. I would be concerned if the bus lane impacts upon the cycle path.
- Cost-effective, not too much impact on wildlife or green spaces. Promoting public transport.
 - Ensure that buses run to the east of Oxford. A lot of people live in west Oxon and work in east Oxon. If buses stop at Peartree and the city, people still opt to drive. Give people the best options on public transport.
 - Train convenient for onward travel beyond Oxford.
 - Provides jobs to run buses and trains.
 - In the longer term a train service would be desirable, not least because it offers the opportunity to extend the line, but however, an edge of town station doesn't seem ideal.
 - How will the residents of west Oxfordshire get to work while the work to build a bus lane is carried out? All other roads accessing Oxford are nearing saturation now without any more traffic diverting off the A40.
 - A train offers the option to bypass the Wolvercote roundabout. It would also attract people from using the road, as trains are known as being the preferred travel option for many people over buses. Maintaining a bus lane along the A40, would also keep flexibility for local travel.
 - At present, most of the traffic is coming from Witney and will cheekily park in Eynsham.
- **Guided bus lane and bus lane –**
 - Think bus lane is a better, low environmental impact option. Toll bridge is a big factor, as it causes total gridlock. Buses too, go over this bridge, which is absurd. Plans to build 200+ houses will not help the situation.
 - The bus lane seems the most straight forward and deliverable option
 - **Cycle lane –**
 - Disappointed that no mention of cycle lanes, either in terms of providing better maintenance, nor providing parking areas along the A40, where one could park and cycle from. Anyone that lives more westerly than Witney would be taking great risks cycling along the A40. Car parks should be at Witney, Eynsham and Cassington to park and cycle from.
 - Put a cycle track on Farmoor Road. Needs to be a mix of carrot and stick strategies to lessen car travel and to recognise that people live complicated lives, often combining getting to work and collecting children. Some car travel will be necessary, but make it quicker for people to cycle.
 - The cycle lane on the south side of the A40 should be retained and widened. That on the north side could be subsumed into a bus lane.
 - Cycling infrastructure around the Eynsham and Wolvercote roundabouts is very poor and dangerous for cyclists. These and other A40 junctions (Witney, Barnard Gate, Cassington), should be redesigned for safe and convenient cycling otherwise people will not choose cycling over car travel.
 - The widely supported B4044 Community Path (www.b4044path.org) would be the logical choice.
 - **Tram with stations at Yarnton Junction and an extension across Peartree Hill to Oxford Parkway** - Tram has possibility of Carterton extension, but needs a proper interchange at a rebuilt Yarnton junction and an extension along the line of the old 1.3 mile L&NWR link to Oxford Parkway.
 - **Introduce a "smart card" system on the Swinford toll bridge** - The toll bridge at Eynsham is the main hold up for buses, this needs to be looked at during rush hour.
 - **Introduce a congestion charge for Oxford City (this would generate income and discourage cars)**
 - **Provide better links to Long Hanborough (station), including a cycle lane and a regular bus service [from Eynsham]**
 - **Slow the traffic down during the rush hours and do something about the lights at Eynsham –**

- **Tin Hat first** - You may find that this solves 90% of the congestion problems along the A40 by transiting the majority of the A40 traffic which continues to the east of Oxford, and that you do not need anything else. Has this been modelled? What is the true destination of the 72% of morning peak traffic going to "Oxford"? City Centre, South Oxford, North Oxford, East Oxford, the JR? Until you understand this, you do not know the correct "long-term strategy to tackle congestion"
- **Link road between the A40-A34 and A40-A44** –
 - A great deal of eastbound traffic wants to get to the A34, then north to the M40 or south to the M4 or the ferry ports to Europe. It is currently merged with domestic traffic on a single carriageway leading to the Wolvercote roundabout. A link road to the A34 would relieve most of the congestion at the Wolvercote roundabout, and dualling would greatly improve the flow if it is carried through to the Cutteslowe roundabout.
 - The new Kidlington railway station is on the route of an extended A40 an added bonus.
- **Look at ways of eliminating existing bottlenecks - flyovers, local bypasses, etc.** –
 - The schemes proposed are papering over the cracks. Separate the local and through traffic and eliminate bottlenecks at Eynsham, Cassington and Wolvercote. What takes precedence local, traffic, cyclists, and pedestrians?
 - Build a bridge at Eynsham Roundabout site so the traffic can flow off into Eynsham, whilst the A40 traffic can continue
 - Close the 2nd Eynsham junction
 - Change Cassington junction to maybe a roundabout.
- **City congestion charge** - Making people pay to drive into the city would encourage more people onto public transport. The costs outlined in the schemes are very high at a time when services are being cut. Surely a congestion charge would be cost effective and would raise income.
- **3-lane smart highway** - Within the footprint of the existing A40, create a 3-lane smart highway, with appropriate electronically-controlled signage. Two lanes towards Oxford in the morning, two lanes away from Oxford in the afternoon. Bridge over A40 at Barnard Gate; no right turns at Evenlode Arms; close Cassington junction (new slip road to village from Eynsham roundabout; access to properties on south of A40 direct from Eynsham). This scheme works well on a heavily-used highway south of Lincoln city centre.

Reasons against different options

- A dual carriageway will solve nothing, due to the traffic jams at Wolvercote where people are trying to get to Oxford by car.
- A dual carriageway will not discourage car use, people will drive to a station for a tram or train, but with a guided bus way, the bus can make the whole journey.
- At present the traffic flow along the A40 flows nicely, if it were not for the Wolvercote roundabout and maybe Eynsham. There is no need for dualling the A40, as this only encourages more vehicles.
- Worried about a dual carriageway, as more lorries will transit through and it will encourage more cars in the long run.
- Dual carriageway, train or trams are not cost effective.
- Elderly people living in the south of Eynsham will not benefit from just improvements to the A40 itself.
- A dual carriageway would be a disastrous step and simply prolong the problem: moving the congestion along to another part of the road network and requiring further expense (e.g. north Oxford bypass), simply getting traffic to the next roundabout queue more quickly, not reducing pollution, not reducing congestion in Oxford or other destinations, not providing a lower cost and time-saving alternative to car ownership.
- Train - expensive and service would be too infrequent
- Guided bus - poor value, buses too small for purpose and would not connect with rail services.

- A dual carriageway will merely encourage more traffic long term so spending on alternatives to the car is inevitable - better to get people shifting now than spend £120 million on widening the road and still need to spend millions on public transport schemes later.
- But won't the standard argument apply - many / most will hope that others will use the bus, so they can stay in their cars. The A40 will stay static only marginally less so, 30,000 users are too much for the bus to absorb. Nor does it help those heading to anywhere in Oxford other than the town centre - only the extended dual carriage way does that.

Summary of comments received, to question 6, from people who selected “Other Combination” as top priority in question

4

Planning

- The dualling (or possibility of) has been a topic of discussion since I passed my driving test in 1979. The road is at saturation point. I believe any future housing developments in West Oxon, should be totally banned until the A40 problem is solved.
- Strategy should be bold and forward looking, rather than a piecemeal approach. This way, the opportunity for Government funding may be greater.
- Strategic planning must take into account Carterton. Employment growth at Northern Gateway and Yarnton Science Park will put unsustainable pressure on Witney and Woodstock housing, unless Carterton can become a viable option.
- Plan for car increase now and build a dual carriageway. More cars into Oxford = more prosperity.
- Flooding happens on both sides of the A40 and so building there will just exacerbate the problem.
- Need to create jobs that aren't in Oxford or make houses in Oxford affordable so that people don't have to live in Witney and drive into Oxford every day.
- How are we going to manage until such time as the chosen plan can be carried out? All routes into Oxford are saturated now - plus, if work to dual or add bus lanes are carried out on the A40, how will people get to work while this is going on?
- Stop building new homes in West Oxfordshire.
- We need a quantum leap in inducing modal shift, using sticks (taxes, pricing) as well as carrots (good buses, first-rate active travel infrastructure; excellent transport interchanges for all modes e.g. Park& Rides). Costing of physical infrastructure projects must include capitalised maintenance costs, in addition to installation costs.

Public Transport

- One should actively pursue a deal with Chiltern Railway, for discounted travel into Oxford for users of the Peartree Park and Ride.
- We need bus lanes and park and rides, Eynsham and Shores Green - electric buses too.
- Please don't lose the cycle lane. I think that there should be more public transport links between different parts of Oxford.
- A bus lane might encourage better transport links, but it is the availability of direct links to peoples' areas of work, as well as travel time, that will encourage us all to use public transport.
- Please encourage the bus companies to stop schedule padding - stopping and waiting in Botley and Eynsham only to join queues of traffic. It is a disincentive for people to take the bus if they are made late by sitting at bus stops, for the sake of a notional schedule. Provide an 'every ? mins' service to get workers to their destination quickly.
- Affordable public transport. Give people incentives. Bus passes for Siemens, BMW etc. Encourage employees.

- Different modes of transport suit different journeys. Train is good for commuting, getting to work but is expensive. Buses are good for getting to work locally and good value. Cars are best for shopping and going out at weekends. The current schemes don't take account of different modes of transport suiting different uses and times of the week.

Swinford Toll Bridge

- Sort toll bridge. Bridge for going into Oxford and one for coming out.
- Buy toll bridge and widen it.

Eynsham P&R

- Idea of a P&R is not sensible. I would not use it as a car driver, as it would be more practical for me to take the bus the whole way from Witney or just drive the whole way. Whatever is chosen must be affordable for commuters.
- I doubt whether 72% of travellers go into the centre of Oxford. This means that a P&R will be underused, as people will not give up their cars for the bus into the centre.
- Eynsham Park and Ride is absurd, no one will use it half way to Oxford.
- "Park and Ride should be relocated east of the B4449, with improvements to the A40/B4449 roundabout. It could then serve the A40, buses using Swinford bridge, tram (or train) to Yarnton Junction / Oxford / Oxford Parkway and would mean a smaller Park and Ride at Ducklington (it's too far to walk from Cogges to Ducklington).

Oxford destinations and other destinations

- Bus lanes do serve a purpose, but they are limited. People need the A40 for a lot more reasons than just work - getting to other parts of the country. Train and tram are vastly more costly, but also limit the benefits and may not actually be that convenient to most. Dualling may have some impact upon the environment, but a more straightforward fit to help people reach their various destinations.

Eastern end of A40

- The intersection with the A34 needs attention. It is always on the travel news. The A34 needs looking at - It really ought to be a motorway.
- Essential that improvements are made at Wolvercote to help the flow and I would encourage a hamburger and lights at this roundabout, together with the Peartree link before the A34 flyover.
- Two junctions near the Wolvercote roundabout, one to approach the A34 and one off the A34 onto the A40. You don't then have to hit Oxford if you are bound for the M40.
- Until there is a ring road around the north of Oxford, dual carriageway is useless.

Funding

- Get funding from the MOD for some road improvements near Carterton.

Miscellaneous

- "LTP4 makes a clear commitment to modal shift - i.e. encouraging people to get out of their cars and to travel in some other way. In these circumstances, you would expect some investment in infrastructure to promote cycling and walking. Sadly all the options presented are completely

silent about promoting active travel. This is a glaring omission! I have many other observations, but your outrageous limitation on space suggests to me that you do not wish to know them..."

- Any plans to reduce congestion along the A40 should also incorporate solutions to deal with congestion on other roads (B4044 for example); otherwise the problem will only move from one road to another.
- If economic development is a goal - and not just the alleviation of commuter misery, then you need to factor in the infrastructure for commercial traffic thus generated

Future:

- LOCAL: the proposals attach too little weight to the likes of a) Oxford Parkway station; or b) new homes at Barton, both of which will generate extra traffic, nor do they tackle term-time congestion (congestion is much reduced during school holidays!).
- REGIONAL: Oxford needs a comprehensive traffic strategy to address; a) removing Southampton-Midlands traffic from the A34 in Oxford by means of a new A34-M40 link, perhaps via Didcot; b) removing London-Cotswolds traffic from the A40 in Oxford.
- "Any additional infrastructure, including A40 improvements, will need to be paid for... And I suspect the main funders will be developers happy to do so in exchange for more opportunities to build in West Oxfordshire. These opportunities will mean strategic sites in addition to those proposed in the excellent WODC draft Local Plan. I therefore (reluctantly, for I sympathise with the current commuters' plight) do not agree that improvements to the A40 will be of general benefit to W Oxfordshire." Leave it alone until the current mania for house-building has subsided.

Appendix 4: Summary of responses from organisations

This document summarises and truncates the original responses, in order to pull out the main themes, and points.

Organisation	Comments
A40 Cyclists Group	<p>We note that the figure of 72% given for Oxford as a destination for traffic is nonsense, because it clearly includes all traffic heading northward or eastward as well. Even an accurate figure would be useless without distinguishing between journeys to the city centre and those to the major employment centres in Headington: the former might be well served by buses along the A40, but none of the options offered would improve the latter.</p> <p>We consider it disgraceful that the consultation exercise does not address cycling at all, despite being launched within weeks of the adoption of LTP4 which advocates a modal shift towards cycling. We accept that cycling is not for everyone, but it is axiomatic that whatever measures are taken to improve A40 journeys must not discourage or hinder cycling by further impairing the poor facilities already in place.</p> <p>It is essential that the interests of cyclists be considered at every stage of the design and implementation of any changes to the A40 route. This was entirely neglected in the current works at the Wolvercote and Cutteslowe roundabouts, with the result that the cycle route to Oxford and Headington was on more than one occasion closed without warning. Only after some fairly acrimonious exchanges and the intervention of Cllr. Mathew has the situation improved to the extent that cyclists are being consulted and notified of changes to the route. It remains to be seen whether the finished works will be satisfactory for cyclists, who were certainly omitted from traffic flow modelling.</p> <p>Those of us who attended the exhibition were glibly assured that cycle paths would be retained in both directions under all the options. We do not, however, believe this to be the case:</p> <ul style="list-style-type: none"> • The detailed dual carriageway feasibility study in June of this year by URS Infrastructure and Environment Ltd. does not show a cycle path at all between Eynsham and Barnard Gate. Inexplicably, neither this document nor the A40 Witney to Oxford corridor study (March 2015) is included in the documents presented for the consultation. • Figure 3.3 of the latter document shows a cycle lane separated from a bus lane by a matter of centimetres. This violates current Department for Transport design standards because it would be not only unpleasant but probably lethal to cyclists at vehicle speeds exceeding a few mph. We are astonished that anyone could imagine otherwise; yet it seems that as a result of this the current 1-2m grass verge between the existing cycle paths and the carriageway is regarded in the schemes offered as wasted space which could be occupied by (say) a bus lane. <p>In fact, the current cycle paths are substandard in construction, drainage, width, and (in places) separation from the carriageway: current design standards specify 3m width and 1.5m separation. We do not see how even a single bus lane could be</p>

	<p>accommodated in the current footprint of the road were this to be rectified. In principle the road could be widened on the side away from existing buildings, but this would require very careful management in order to maintain a through route for cyclists (including safe crossings) at every stage of construction – hence the need to design this in from the outset, as was manifestly not done for the roundabout improvements (or indeed when the A34 flyover was replaced, where the contractors, Costain, generously avoided closing the cycle path for the duration when they were belatedly made aware of the effects it would have). Any reconstruction which affects the cycle path must of course include re-laying it to current standards.</p> <p>It is essential to maintain cycle paths in both directions, because cyclists commute in both directions and cycling after dark against oncoming headlights is difficult and dangerous even with high-power lights, which themselves risk dazzling motorists. It is also essential to maintain at least the recommended 1.5m lateral separation between cycle paths and bus lanes or the carriageway, to reduce both wind shock and spray from puddles.</p>
<p>Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust.</p>	<p>The A40 corridor is ecologically sensitive, with a number of sites of biodiversity value including priority habitats, Local Wildlife Site (LWS), Sites of Special Scientific Interest (SSSI), and the Oxforde Meadows Special Area of Conservation (SAC), as well as priority and protected species, and the Oxford Meadows to Farmoor Conservation Target Area (CTA).</p> <p>It is not possible to form a fully formed view on the relative ecological impacts of the different proposed schemes without ecological survey and assessment. The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 require consideration of alternative and their environmental impact; it is important that the environmental impact of all options is considered at an early stage to ensure that it has been fully integrated into the decision making process.</p> <p>It had already been identified that the option of a dual carriageway has the potential to encroach on the SAC. There is also the potential for indirect effects on the SAC.</p> <p>The proximity of all options to the Oxford Meadows Special Area of Conservation (SC) means that screening will need to be undertaken in accordance with The Conservation of Habitats and Species Regulations 2012. Assessment will be required as set out in section 61 of the Regulations. Under Regulation 62, it is only possible to take forward an option which would have an adverse effect on the SAC if there are imperative reasons of overriding public interest of social or economic nature. It would need to be demonstrated that there are no alternative solutions and compensation for the impact would be required.</p>
<p>Bike Safe</p>	<p>The policy position: our starting point to comment on the proposed scheme is the Local Transport Plan 4, it is essential that any transport scheme should be consistent with the key policies of LTP4. A key plank of LTP4 is the achievement of 'modal shift' i.e. to encourage people to reduce their usage of cars and to encourage them to use other means of travel – notably public transport and cycling.</p> <p>The policy and delivery gap: the proposed investment to the A40 corridor is one of the flagship projects under LTP4. In this context it is deeply regrettable that no consideration appears to have been given to how improved cycling infrastructure could contribute to the</p>

bigger policy goals.

Think in terms of the western approaches, not just the A40: we encourage OCC to go much further and to consider investments from the perspective of the western approaches to Oxford. This means that instead of concentrating all the budget on the A40, it should look at making investments in the other principal route from Witney and Eynsham – the B4044.

If only one part of the road network is 'improved' it is inevitable that more people will be attracted to use that part of the network. In turn, that will lead to use beyond its capacity and before too long congestion will be as bad as before. The growth in population will lead to a growth in travel, especially since many of the proposed employment sites are not in West Oxfordshire but in the city.

A key element of the A40 strategy must be to increase travel options not to choose an approach that will put all the investment into a single mode of travel. Similarly, where it is possible to create a choice of routes, this will avoid bottlenecks.

It makes sense to encourage use of the B4044 as an alternative route. This will take pressure off the A40. The inclusion of a bus lane from the Siemens Roundabout to the Toll Bridge is a good start to make this route more attractive. But that is just one small step and a more ambitious and multi-modal investment is needed if the goal of diversity in travel mode and routes is to be achieved.

Integrate cycling infrastructure into bigger schemes as a matter of course.

A40 Bus Lanes: This is the most attractive of the options. It is consistent with the central policy of LTP 4 (modal shift) and it is the cheapest and easiest to deliver. Evidence suggests that people are happy to switch to buses for longer journeys if the service is frequent, comfortable and reliable. It is hard to see the benefit of a Park and Ride facility at both Eynsham and Shores Green. Clarity on the site of the P&R is essential. We would urge OCC to be bold and go for a Shores Green Park and Ride from the outset. Wherever the P&R is built, it **MUST** be designed to enable people to choose to cycle to the P&R, not just be designed for access by car drivers.

While we believe that the bus lanes are the best option, their construction must not be at the expense of making existing cycling infrastructure less fit for purpose and less attractive to (potential) users.

The Eynsham – Wolvercote section is unusual in that there is a path on both sides of the A40. Although it may be controversial, we believe that it may be justifiable to make room for the bus lanes by reducing the cycle lanes to one side of the road only provided that the following conditions are met:

- A wholly new, wider (3.5m or more) and high quality path is built on one side of the road. Our sense is that it would be better built on the south side of the road, but others may have a different view.
- The new path should be separated from the carriageway by a grass strip of at least 2 metres and that strip should include an anti-glare barrier for those cycling in the dark.
- The loss of an existing cycle lane must be compensated for by constructing a new segregated path along the B4044 from Eynsham to Botley.
- The new segregated provision alongside the B4044 would be a flagship model of how LTP4 is to be implemented and built to

	<p>high quality standards and agreed with the Oxfordshire Cycling Network.</p> <p>The proposed bus lane from Siemen's Roundabout to the Toll Bridge should be a shared use bus lane to accommodate cyclists. It should be a minimum of 4m wide, and in addition, it may be worth building it with a chamfered edge along its length to allow cyclists onto the adjacent pavement to allow a bus to pass. A separate pavement for pedestrians should be retained.</p> <p>Provision of an off-road cycle path from the Toll Bridge to Eynsham westbound to enable vehicles to overtake slow moving cyclists.</p> <p>Guided busways have some benefits over on road bus services under certain conditions, but it is not clear from the information provided that those conditions are met for the A40. In particular, the cost seems to be significantly higher than a dedicated bus lane and there is no time savings benefit. In these circumstances, the key question must be “will more people stop using their cars to use a guided busway service than to use a park and ride bus lane service”. If so, then it may be worth looking in more detail at the busway option, but there is simply not enough information for us to comment in an informed way. If the busway option is chosen, there is the need provide high quality cycling provision at the Witney end of the busway.</p> <p>Dual Carriageway. This option should be rejected. It is in direct opposition to the central message of LTP4, modal shift. Building a dual carriageway will do nothing to contribute to numerous policy priorities such as improving air quality, encouraging active travel and reducing congestion.</p> <p>Railway. Attractive as this option might be to some people, there must be serious doubts as to whether it offers value for money, given the very high capital costs and the likelihood that it will not be effective in attracting more than a small minority of travellers. As it stands this option appears to be neither practicable in terms of rail capacity nor attractive to enough users.</p> <p>Tramway. This option suffers from poor research and an excessively narrow approach.</p>
Brize Norton Parish Council	<p>Proposals give a very limited solution to the problems of congestion on the A40. Principally it leaves the bridge at Duke's Cut as an obstruction to traffic flow.</p> <p>Proposed the Key Solution is to 1) build an additional bridge at Duke's Cut, and 2) put in place a system that will cope with the volume of traffic that comes from the confluence of the A40, A44, and A34 as well as local traffic on the north side of Oxford and Summertown, as well as giving access to P&R at Peartree and Water Eaton and the new rail station at Oxford Parkway.</p> <p>Bus lane: This offers no improvement in traffic flow for other vehicles, so car and commercial vehicle journey times would be unaffected. No commercial advantage to businesses in WOD.</p> <p>Dual Carriageway: Of little value if the Key Solution is not implemented. With the Key Solution incorporated it gives maximum flexibility for all road users and would almost certainly give the WOD the road access it desperately needs.</p> <p>Guided Busway: This proposal is three times the cost of Bus lane, with no additional benefits. In addition special buses will be</p>

	<p>needed, which will limit its attractiveness to the bus operators. Witney to Oxford Tram: it is inflexible and of little or no benefit to both road users and local businesses.</p> <p>Witney to Oxford Train: Only 1-2 trains per hour in each direction so it has limited capacity. Carrying capacity could be increased by using longer trains, but this would need longer platforms and increase the capital cost. It is proposed to use either the old railway route to join Cotswold line at Yarnton, or alternatively a new route to the north of the A40. Inflexible and of little or no benefit to both road users and local businesses.</p> <p>It is clear that making adequate provision for both bus and cars will give the public (and also business) the best solution to the A40 problem.</p> <p>Conclusions:</p> <ol style="list-style-type: none"> 1. The dual carriageway option for the A40 provides the best solution for all road users. 2. This is only a viable proposition if a second bridge is constructed across the railway and canal at Duke's Cut. 3. Connect this to the A44/A4260 roundabout and you immediately improve access to key routes. 4. This would be the basis of a radical change to traffic flows and could become the start of a clockwise gyratory system.
<p>Cherwell District Council</p>	<p>We have reviewed the information in 'Connecting Oxfordshire - Investing in the A40'. We note the potential 'North Oxford' bypass as part of the A40 Dual Carriageway but do not feel there is sufficient information accompanying the informal consultation for us to provide you with meaningful officer comments.</p> <p>A number of the proposals identified in this document including the potential bypass are within Cherwell District Council, the Oxford Green Belt and within the proximity of the Oxford SAC.</p>
<p>Corpus Christi College</p>	<p>The College supports a strategy which is based on provision of bus lanes, in conjunction with a park and ride site at Eynsham and a regular bus service linking the park and ride site with Oxford City Centre. Such a strategy would be the 'most affordable' option and hence more likely to be deliverable. It also provides the opportunity for existing bus services such as the S1, S2 and the S7 to stop at the proposed park and ride to provide a greater frequency of services and a greater variety of destinations such as the John Radcliffe Hospital and Headington, in addition to the City Centre. It would also allow local service 11 (if diverted via the Park and Ride site) to provide access to destinations such as Long Hanborough, Freeland and Northleigh. It would also allow local service 18 (if diverted via the Park and Ride site) to provide access to destinations such as Clanfield, Bampton, Aston, Standlake and Stanton Harcourt. The County Council owns land north of the A40 at Eynsham to the east and west of the junction with Witney Road. The County Council ownership of this land would help implementation of the proposed park and ride site in this location. A park and ride site located close to the junction of the A40 and Witney Road would also allow the S1 to stop at the park and ride site. This would allow a better frequency of services to Witney, Carterton and the City Centre. The proposed park and ride site at Eynsham provides an opportunity to provide a bus interchange with a wide variety of potential destinations. In conjunction with adequate parking and passenger facilities such as a heated waiting room including real time</p>

	<p>information, refreshments and public toilets, it would encourage more people to use local bus services as an alternative to driving on the A40 into Oxford.</p> <p>A possible model for such a bus interchange is the Ferrytoll Park and Ride site in Fife (north of Edinburgh).</p>
CPRE Oxfordshire	<p>Our current position can be summarised as follows:</p> <ol style="list-style-type: none"> 1. Decisions on the most appropriate strategy to accommodate planned growth in the sub-region needs to be based on an informed analysis, which is not yet available. 2. A comprehensive land use / transport study for the sub-region is essential now, before effects of alternatives can be compared. 3. Whilst development of public transport is fully supported in principle and a tram/train would appear to be likely to achieve the maximum transfer of car commuter traffic from roads, this only applies to employment in Oxford; drivers may still choose to drive to other employment opportunities in the wider area. 4. The consequences of not maintaining adequate road capacity to accommodate the essential needs of planned land uses are likely to include severe damage to the environment of communities lying along secondary main roads, diversion of trips to employment opportunities outside the immediate Oxford area such as Swindon, and high levels of atmospheric pollution from traffic on overloaded roads. 5. If a tramway could attract sufficient Witney-Oxford commuters, it is the preferred option. 6. However, alternatives appear to require much more detailed technical study before any reliable cost comparisons and cost benefit analysis can be made. <p>Once probable usage of alternatives can be established, cost benefit comparisons can be made that will then influence the availability of grants, loans and the required third party funding from development. A major decision of this importance should not be based on cost alone.</p>
Cyclox	<p>We have read the Consultation responses by the Civic Society, by Oxfordshire Cycling Network, by the A40 Cyclist UserGroup and by Bikesafe, the B4044 cycle path campaign. We don't intend to repeat the arguments, which have been well made in the other submissions from Oxfordshire cycling organisations. We completely endorse their views and conclusions.</p> <p>We emphasise also that :</p> <ol style="list-style-type: none"> 1. we consider that the thinking underlying all five proposals too closely adheres to the discredited "Predict and Provide" highways philosophy, abandoned nationally twenty or more years ago. 2. possible, even likely, technical advances in the medium term could shrink or even render unnecessary major hardware investments like those offered in the proposals. These might for example include autonomously-driven vehicles, offering the chance for saving roadspace by close platooning; realtime highly-localised congestion-pricing to discourage jam-occupiers; improved electric-assist bikes, including cargo bikes. On the last possibility, we note that in the Netherlands already by 2014, 20% of new bike sales were e-

	<p>bikes; that the average commuter trip distance on an e-bike is around 50% further than on an unassisted bike.</p> <p>3. At the Wolvercote Roundabout grade-separation of Active Travellers by an overbridge and concourse with ramps (cycling and walking) is essential, and needs to be linked to the developing proposals for Northern Gateway.</p> <p>4. References to cycling were made in the Baseline Study, though with an undue emphasis simply on cycling just for leisure purposes. It made sensible comments on the value of Travel Planning⁷. None of this has been picked up in the current proposals.</p> <p>We consider that only a fundamental re-think, to include much improved provision for Active Travel, can lead to satisfactory solutions to the transport problems on the NorthWest approach to Oxford.</p>
Eynsham Parish Council	<p>Eynsham Parish Council (EPC) is very disappointed that during the whole planning process for this stage, no attempt was made to consult EPC.</p> <p>The Consultation Feedback Form for this consultation pointedly avoids any reference to the components of the Local Growth Fund Scheme which overlap the options on which OCC is purporting to consult. It is also disappointing that OCC has not chosen to provide any background documents for reference on its consultation page other than the 'Investing in the A40' outline. This is clearly based on the A40 Witney – Oxford Corridor Route Strategy Baseline Statement, September 2014, yet neither this, nor any other supporting documents, have been made accessible so people can make more informed decisions about the choices offered.</p> <p>None of the options available will be viable unless it is shown how they fit into the overall developing infrastructure of West Oxfordshire, and particularly with those settlements directly affected along the A40 route.</p> <p>Because of the failure of OCC to provide adequate supporting documentation for these proposals and the apparent non-compliance with NPPF 31, EPC cannot comment on any of the proposals other than as above.</p>
The Eynsham Society	<ul style="list-style-type: none"> • We do not support the idea of a Park and Ride situated at Eynsham. • The traffic destination figures shown in the consultation document make no sense • The consultation appears to be taking place in a policy vacuum. • Far more detail is required than is shown on the crude diagrams presented. • Any changes to the A40 width or alignment which bring traffic closer to existing properties in north Eynsham, or increase the already intolerable noise levels experienced there, are entirely unacceptable. <p>Dual carriageway. We do not support this at all, because it would merely increase car traffic and move the congestion to North Oxford, unless the majority of traffic were heading to the M40 via the mooted new link to Peartree – which is both unlikely and unknown.</p>

Train or tram. These options are very similar, the main difference being that trams would allow 2-way running in the same space. Superficially these options are attractive, but “up to 1-2 trains per hour” are unlikely to have much impact on congestion, and they are effectively ruled out by the uncertainty over both commercial viability and capacity on existing tracks, and the extensive construction work required for bridges and car parks. In addition, the route suggested by the consultants passes north of the old railway line (now the Eynsham southern bypass) but straight through Eynsham Abbey fishponds, a scheduled ancient monument lying in the floodplain. A route south of the bypass would have to detour some way south round the industrial estate and would then lie entirely in the floodplain. We do not support this option.

We reject the red route (north of the A40) which would provide no service to Eynsham.

Guided busway. This option would provide a fast bus service into (but not out of) Oxford. Presumably it would run along the Eynsham southern bypass and under the A40 at the old Cassington railway bridge. However, the southern bypass is heavily congested in rush hour with traffic heading for Swinford Toll Bridge via the B4449 roundabout, and the route under the A40 is already in use for gravel haul roads. It is not clear that the lane along the north side from Cassington Bridge to Duke’s cut would coexist with the cycle path. We do not support this option.

A40 Bus lane(s). In principle an inbound bus lane to Oxford (and possibly an outbound one too) would help to reduce car traffic, but only if a significant proportion of this is headed for the city centre (e.g. via Peartree Park & Ride) – which cannot be determined from the figures given. Certainly it would do little for commuters to Headington, as the S2 service along the A40 nowhere connects with buses to Headington from the city centre. It would be far more useful if the Oxford bus system were not entirely radial, forcing all journeys to go via the city centre: a “circle line” round the ring road connecting with the radial routes, would greatly improve matters. Eynsham users of the S2 anyway need a better crossing over the A40 than is available at present.

We cautiously endorse the provision of a bus lane towards Oxford, and possibly one in the other direction, but only if these can be safely provided within the available width without compromising or extinguishing the cycle paths. A single “tidal flow” bus lane, not suggested in this consultation, might also be worth investigating, but only if measures are put in place to avoid dazzling oncoming cyclists after dark.

Cycle Paths

Because the consultation ignores cyclists altogether and makes invalid assumptions about available width in the existing corridor, we feel it necessary to clarify some issues.

- A modal shift towards cycling is encouraged by LTP4 to reduce congestion and improve health. No “solution” which impairs the (poor) existing provision is acceptable.
- Lateral separation between cycle paths and carriageways or bus lanes is vital to reduce the air shock experienced by cyclists from passing vehicles.
- Similarly, paths must be of adequate width and must be brought up to standard during any realignment work. They also have very poor surfacing and drainage; much of the north-side path is barely fit for wheeled vehicles.

	<ul style="list-style-type: none"> It has been suggested that space could be freed up by providing only a single two-way cycle path. This is not the case: it is difficult and dangerous to cycle after dark in contraflow to oncoming headlights, even with high-power cycle lights (which may themselves dazzle motorists). <p>Overall, we are dismayed by the paucity and poor quality of the information being offered on which to base responses to this vitally important issue, and we submit that no substantive decision should be made until this has been rectified and a properly-informed consultation has taken place.</p>
North Oxford Golf Club	<p>Routing the North Oxford Bypass as outlined would result in reduction of the Green Belt and the closure of North Oxford Golf Club as a valuable sports and social amenity for local people.</p> <p>The Club notes your proposals for alternative improvements along the present A40 corridor, which should not impact the Club significantly. However, we welcome consideration of accessibility improvements other than simply increasing road capacity. We are only too well aware from successive 'improvements' to the A 34 corridor, of the continuing increase in noise and congestion which continue to affect the Club.</p> <p>We are very surprised and alarmed to see that the County Council has floated the idea of a North Oxford Bypass running across the Course. This seems to be a resurrection of proposals made over the 1980's/90's by the then Department of Transport. These were opposed and rejected by the County Council on both transport planning grounds (including absence of cohesive strategy/simple moving congestion elsewhere) and land use (including green belt) grounds.</p> <p>These objections still apply today. It is however the latter concerns that we wish to highlight.</p> <p>Moreover, the very presence of the NOGC Course has provided the best possible protection and amenity to this very critical part of the Kidlington gap since the inception of the Oxford Green Belt in the 1960's. Without the Golf Club, there would probably be <i>NO</i> Green Belt here; it is that important.</p> <p>Even if the Council were to continue to press for some by-passing of through traffic from North Oxford, there are several ways of doing this (from the A 40 to Pear Tree link which has been previously proposed by the Council, to a wider route using spare capacity on the A 4260 (former A43)) without taking golf course land - though there would be significant amenity disbenefits in all cases.)</p> <p>Accordingly, we urge you to abandon at this stage of the Consultation, any proposal which would require golf course land.</p>
Oxford City Council	<p>This response has been endorsed by the Lead Member for Planning.</p> <p>In terms of which scheme Oxfordshire County Council should give top priority to, it is unclear from the consultation leaflet how any one scheme will bring benefit over and above any other scheme. The consultation would benefit from some further analysis of options (for instance a detailed-cost benefit analysis) and some additional information about trip destinations within Oxford City (and a further breakdown of their origins within West Oxfordshire). One question, upon which we are unclear, is whether development of the options have addressed the additional planned growth for meeting Oxfordshire's unmet housing need. Clarification is sought on this</p>

point.

It is proposed, as part of LTP4 (Local Transport Plan), that the Eynsham Park and Ride site would be ultimately linked to another remote Park and Ride Site at Lodge Hill and the route would traverse the Eastern Arc. What is unclear is how this route of the proposed Rapid Transit between these park and Ride Sites would operate.

It is disappointing that there are no options for cycle-based improvements as part of the planned investments in the A40 document.

1. A40 Bus Lane

This is the cheapest of all the options and given the segregation of the bus lanes would be likely to encourage a modal shift away from the private car. However, it will need to be linked to increased public transport investment through direct bus routes and Park and Ride services that include the existing services from Pear Tree and Water Eaton. Starting points at Eynsham (already planned) and Witney should also be included to destinations in Headington and possibly to Cowley. The new bus services should additionally focus on making improvements in journey times from West Oxfordshire to the Eastern Arc as this is where there are no real alternative public transport solutions to the private car.

The segregated bus lane is likely to improve travel times along the A40. However for the majority of people, the A40 itself is only part of the whole journey. A complete and compelling public transport based solution to ensure real improvements to journey times is essential to those final destinations not currently well-served by public transport (i.e., the Eastern Arc).

This option is preferred over others subject to further development of the option.

2. Guided Busway

This route would use the old railway line from Witney to Cassington and feature a two-way guided busway. It is likely that this option would have a direct impact on the Oxford Meadows SAC (Cassington Meadow). It is difficult to support adverse impacts to this protected habitat and unlikely that the route in its current form would be acceptable. In terms of the guided busway itself, it would depend on how the route was integrated into the wider network as to whether or not it would be successful or not.

Currently this scheme is not supported as there is insufficient evidence to demonstrate how real benefits would come forward.

3. Dual Carriageway

This option would simply involve providing more capacity for car borne transport and would probably result in an improvement in journey times in the short term, but it would not be long before the A40 was in the same position it is in now, only with two lanes of congestion rather than one. This would likely be exacerbated as there would be a higher number of car-based journeys using the A40 (which would be dual-carriageway in this option). These additional trips would then be funnelled through Sunderland Avenue, which would remain as a single carriageway (thus causing increased congestion at the Wolvercote Roundabout and along the A40). The consultation document proposes that an additional dual carriageway around the Northern Edge of Oxford may be needed to address these impacts. This would be highly costly - almost doubling the cost of this option. Finally given that 40% of journeys terminate at the Eastern Arc, therefore around half of the car-based trips would be using the additional bypass (costed at around

	<p>£100m) this would have a knock-on effect of causing additional congestion in Headington and Marston, with no public transport alternatives available to access the Eastern Arc.</p> <p>This option does not support the over-arching national objective of reducing trips by the private car. This option is not supported.</p> <p>4. Witney-Oxford Train</p> <p>The railway option involves taking people to Oxford city centre however the breakdown of journey data shows that this is not a primary destination for the majority of car-based trips along the A40. As well as being the most expensive, it is the least useful in terms of linking sources and destinations. It is unlikely that this option would benefit journey times to the Eastern Arc.</p> <p>The primary route would also result in some destruction of the Oxford Meadows SAC (Cassington Meadow) so would need to demonstrate, that the benefits of the project outweighed the costs and damage to the Oxford Meadows in construction. There are high costs involved with this option, and there perceived benefits in terms of improvements to journey times to key locations are unclear. Currently this scheme not supported as there is insufficient evidence to demonstrate how real benefits would come forward.</p> <p>5. Witney-Oxford Tram</p> <p>Much like Option 4 (Witney-Oxford Train) this option involves taking people to Oxford city centre, when the destination data demonstrates that this is not a primary destination for car-based trips originating in West Oxfordshire. Much like the Witney-Oxford Train option, it does not provide benefits in terms of journey times to the Eastern Arc and other destinations not served by rail.</p> <p>It is questionable whether it is feasible without additional expenditure (£100m). The primary route would result in an adverse impact to the Oxford Meadows SAC (Cassington Meadow) and so would need to demonstrate that the benefits of the project outweighed the cost and damage to the Oxford Meadows SAC. There are high costs involved with this option, and the perceived benefits in terms of improvements to journey times to key locations are unclear. Currently this scheme is not supported as there is insufficient evidence to demonstrate how real benefits would come forward.</p> <p>In terms of cycling improvements, these could be supplemented with the provision of electronic bicycles, which could have parking provision and a hire scheme in order to fund their running costs. Employers could provide parking spaces close to work and charging could also take place at dedicated cycle parking areas (perhaps at Eynhsam Park and Ride) or at a more remote park and ride in Witney itself (74% of the trips from West Oxfordshire originate in Witney, Carterton or elsewhere in the district).</p>
Oxford Civic Society	<p>Regrettably, we identify very many issues which render this consultation heavily flawed. It is premature in terms of known uncertainties, such as the significance of the forthcoming review of the Oxfordshire Strategic Economic Plan. It is also premature in terms of the ongoing preparation of Local Plans which will determine future land-use development, and it is premature as far as the development of any properly-coordinated strategic development plan for the whole of the Central Oxfordshire region is concerned, something which we have repeatedly called for – see: http://www.oxfordfutures.org.uk/wp-content/uploads/documents/Oxford_Futures_Full_Report.pdf</p>

	<p>The consultation also fails even to present adequately the rationale for consideration of ‘improvement’ of the A40 corridor west of Oxford in the context of Oxfordshire County Council’s recently-adopted Local Transport Plan 4, or its component parts, including the improvements to key points of constraint on the A40 corridor to which commitment has already been made, and some of which are already being implemented.</p> <p>The consultation material is seriously deficient in regard to the volume and detail of the information provided and on which lay members of the public are asked to form opinions. In preparing this response we have identified a number of key questions which require answers if meaningful consideration of ‘solutions’ is to be given. As it is, not only is the value of this consultation seriously limited, but it is not even clear whether these questions have been properly considered in the preparation of the consultation.</p> <p>Notwithstanding these criticisms, as for a ‘solution’, although the justification for any of the listed options is not adequately demonstrated, of those options presented the dedicated bus lanes scheme would appear to have the most merit in the short-to-medium-term, on the basis of economic, environmental and social cost-benefit.</p> <p>The option of dualling the existing single-carriageway would run counter to many national and local policies, and would have unacceptable corollaries and consequences in terms of costs, and social and environmental damage, not all of which have been identified in the consultation documents. This is thus clearly not an option which should be pursued.</p>
Oxford Green Belt Network	<p>We feel strongly that any solution to the problems of the A40 should be based on public transport and that an approach involving the dualling of the A40 should be avoided.</p> <p><u>A40 Bus Lane</u>: This would be our preferred solution in the short term, since it is much less costly than other suggestions and can be implemented much sooner. In addition, it would take up less land than other options and be less damaging to the environment, including the Green Belt.</p> <p><u>Guided Busway</u>: Experience at Cambridge suggests that this solution takes much longer and costs much more than is anticipated because of the construction costs. The approximate cost quoted in the Consultation would also rise considerably because of the need for work on the bridges on the approaches to Oxford. We therefore have reservations about this as a realistic option.</p> <p><u>A40 Dual Carriageway</u>: We believe that this would be a retrograde step for a range of reasons. It is widely accepted that creating more road space serves to encourage and increase vehicular movement and thus does nothing to solve the problem in the longer term. The extra traffic that would use the dual carriageway would also create a need for more parking space in Oxford which, if it could be found, would take up precious land. Building the dual carriageway would also itself consume more land and could well have adverse effects on the Oxford Meadows Area of Special Conservation as a result, not only of encroachment, but also from run-off and pollution. The extra vehicular movement would also add to the levels of air pollution, already at unacceptably high levels in the vicinity of Wolvercote and Pear Tree.</p> <p>The Consultation suggests that, because of the additional traffic that it would generate, the dual carriageway option would be likely to resurrect the discredited idea of a bypass of North Oxford, the “Tin Hat” scheme as it came to be known when this was under consideration 20 years ago. We consider this idea to be totally unacceptable.</p>

	<p><u>Witney-Oxford Train</u>: Despite the cost, this could well be a solution for the longer term. The cost is high but if the money could be found, this might well be the time to restore the old railway track.</p> <p>We do not, however, favour the idea of a new line north of the A40, the one in red in the Consultation, because of its impact on the countryside, including the Green Belt closer to Oxford.</p> <p><u>Witney-Oxford Tram</u>: This alternative to the train is worth considering, particularly if the joint tram-train operation were to be permitted. If not, we would have reservations over the consequences of running the tram alongside the A40 for the reasons set out in the consultation.</p>
Oxford Preservation Trust	<p>In general our key concerns with regard to any of the options would be the potential impact and harm to the character of Oxford and its green setting.</p> <p>In particular we are concerned about the impact that a Dual Carriageway would have as such a scheme would be likely to generate an increase in traffic and necessitate further road expansion including as stated a A40-A44 strategic link road and potentially a north Oxford bypass.</p> <p>OPT own c 800 acres of land in and around the city of Oxford – at Marston and to West of the city and we have general concerns about the impact of the proposed options which may involve very large infrastructure schemes for the A40 but also potentially connected to even greater cross county-regional schemes and the effect these might have on other local issues like flooding and mitigation measures like the Western Flood Alleviation scheme.</p> <p>OPT is also concerned about impacts on its own landholdings specifically those at Wolvercote. OPT owns part of Pixey Mead which is designated as part of the Oxford Meadows Area of Special Conservation and we would therefore be concerned about any encroachment on the OMASC but also the impact of increased traffic and associated air pollution which might affect our ability to manage our land to meet our statutory duties. We also restored and opened Wolvercote Lakes to the public in 2014 and we would be concerned about the impact on the hydrology of the Lakes and the surrounding area from any schemes as our own experience here has shown this is fragile.</p>
Oxfordshire Cycling Network (OCN)	<p>OCN includes members from 29 cycling and supporting organisations in the county represents the 170,000 cyclists in the county and the 460,000 who would cycle if it was safe, convenient and pleasant.</p> <p>A significant problem with the consultation document is the lack of context. The A40 covers a single route and a limited set of modes within a wider area and the lack of this broader picture makes it very difficult for non-experts to respond to this consultation.</p> <p>We are appalled at the lack of consideration of active travel in this document – both as a mode in its own right, and in combination with other modes. LTP4 sets out a clear agenda for modal shift, and this should be followed through in any consideration of infrastructure investment. To omit active travel in the consideration of such a large and forward-looking topic as A40 investments suggests an urgent need for scrutiny of the processes that have led to this.</p>

It is essential that any bus, tram or train route in Witney or Eynsham be connected to the people it serves by active travel options that meet adequate Standards.

In addition to the proposed Park and Ride at Eynsham, a Park and Ride at Witney should also be evaluated. This would provide added convenience and hence increase the potential for mode shift.

Considering **active travel from end-to-end**, despite shortcomings in the route, the existing A40 cycle path is well used today. Recent data from the Council's cycle counters indicates 167 users on a weekday on one side of the road – so probably about 330 journeys a day. With ambitions to approximately triple the rate of cycling, this could rise to 1000 journeys per day. While this would remain a fraction of total journeys on the route, it would have a significant economic benefit through health benefits and reduced road congestion.

At 12 miles, Witney to Oxford is a practical commute on an unassisted cycle in under one hour. This may be quicker door-to-door than the same journey by motorised modes. Electric bicycles will make it even quicker and more practical.

The reason that more people do not adopt potentially healthier, cheaper and often quicker active travel is that the routes are not of adequate standards....**they must be coherent, direct, safe, comfortable and attractive.**

The current A40 cycle route ismainly safe, but it is interrupted with poor junctions and crossings, is poorly maintained and unpleasantly close to noisy, polluting motor traffic.

Thus, our request for the A40 corridor is four-fold:

1. Any bus, tram or tram terminal must be well-connected to nearby residences and workplaces by active travel routes meeting adequate active travel standards.
 - a. This connection should include suitable quality and quantity of cycle parking.
 - b. The door-to-door synergy between active and public transport modes can be reinforced by good facilities for carrying cycles on buses (or trams or trains).
 - c. A Park and Ride at Witney should be part of the evaluation, in addition to one at Eynsham.
2. A cycle route parallel to the A40 should be retained. If any works are conducted on the A40, the cycle route should be upgraded to comply with adequate modern standards at the same time.
 - a. The treatment of junctions, crossings and lay-bys is very important as these are the main current safety risks. These should be improved so that through cyclists can ride continuously and in safety.
 - b. The A40 cyclepath should have an un-stepped link to the canal path at Wolvercote Viaduct.
 - c. If the only possible solution is a two-way cycle route on one side of the A40 then it needs to be of adequate width (3 metres minimum, 4 metres preferred), have adequate crossings, adequate separation from motor traffic, and be shielded from the glare of nearside vehicle lights when travelling in the opposite direction after dark.

3. A safe, segregated cycle route should be constructed alongside the B4044 as the better route for those travelling to Botley and central Oxford.

4. More broadly, any active travel route also needs to be linked to journey origins and destinations by a coherent network. This will apply particularly to Witney and the Western and Northern approaches to Oxford.

Like the other options, an economic benefit analysis, including health and environmental impacts, is necessary before a good decision is possible. Recent analysis of cycling investments shows median economic returns of 13:1 (and 19:1 for UK investments), several times the 2-3:1 benefits put forward for typical road and rail projects.

Safety for pedestrians and cyclists

Late in the consultation process we were made aware of the A40 Corridor by URS in March 2015. We were shocked to see the diagram on page 18 showing the 'nominated section' with a bus passing about 35cm from a cyclist. The danger inherent in this should have been obvious to any transport planner, and we are very concerned that they were not picked up in the meetings between employees of URS and officers Oxfordshire County Council.

We request that Oxfordshire County Council takes immediate steps to ensure that this shocking and dangerous omission is not repeated by its officers or consultants. As this is a safety critical matter, we request that OCC communicates the actions it will be taking as soon as possible.

Response to the options presented

We would like to see a more full assessment of these options, including the cycling options, against the five Goals of LTP4.

1. To support jobs and housing growth and economic vitality
2. To support the transition to a low carbon future
3. To support social inclusion and equality of opportunity
4. To protect and where possible enhance Oxfordshire's environment and improve quality of life
5. To improve public health, safety and individual wellbeing.

The **Dual Carriageway** option most obviously fails against the Goals of LTP4. It is clearly the worst option for Goals 2,3,4 and 5. No case is made for any advantages related to Goal 1. It will encourage more private car traffic on to the roads, and so put more congestion back in to Wolvercote roundabout, Oxford, Witney and other roads, towns and villages. This aspect does not seem to have been considered by the engineering studies or by proponents of this approach. The likelihood of this is shown by the possible requirement for an extra £100 million to build a North Oxford Bypass, and there would be increases in congestion and pollution in the already congested and polluted centres of Oxford and Witney. **Thus we are strongly against this option.**

For the other options, the journey times are similar, so frequency and ability to get close to origins and destinations will be important in people's choices. The **Bus Lane** option is best against those criteria, and is also the cheapest by a considerable margin. This therefore is the option that **we tend to support.**

	<p>The other options: Guided Busway, Tram and Train all come with considerably more cost and environmental impact than the Bus Lane options. There is a possible case that the ‘quality of ride’ or the visible presence and permanence of these schemes will encourage more people to choose them. They may also have better options for combining with active travel, for example being more compatible with inclusive cycles. However, this case is not clear so we are currently neutral to these options.</p> <p>The additional expense of the non-Bus Lane options is very high. Even the cheapest, the Guided Busway at £165 million, is £115 million more than the Bus Lane option. This difference would be sufficient to pay for an investment in Active Travel at the All Party Parliamentary Cycling Group recommended level of £10 per population per year for 17 years, which could if spent wisely establish a quality network across the whole county. Thus, any more expensive option should be evaluated against the combination of Bus Lanes and a £100-200 million investment in active travel infrastructure.</p>
<p>Rail Future Thames Valley</p>	<p>We welcome the cabinet decision to proceed with the £36m programme of short-term improvements, ring fenced for public transport, and understand the decision to base the scheme on a bus lane and P&R at Eynsham. However, in choosing the location for the latter, we urge the Council to ensure it does not create obstacles for or reduce viability of longer term developments based on the re-use of the old railway line.</p> <p>It must be recognized that the Oxford destinations beyond the City centre – the hospitals, science based industries at Headington, Cowley and the Science park, etc – are badly served by through services. Any solution must create a cross-city network and also have link in from the villages and small towns surrounding Witney.</p> <p>The main problem with the A40 is uncertainty of journey times – the slightest perturbation on the route creates delays, both for cars and buses. Dualling will not overcome this problem. It is vital that there is an alternative “track” for public transport, separate from the A40 itself.</p> <p>We are also concerned that the £120m headline figure quoted is very misleading.....The real cost of a dualling scheme should therefore include the cost of the earthworks and the by-pass round north Oxford. The total costs would then be very similar to those for separate track alternatives of rail, tram or guided bus but it would still not overcome the perturbation problem.</p> <p>We recognize that currently there are a number of uncertainties about the work being done by Network Rail in the Oxford area, and any suggestions of new connections would probably receive a short term negative response!It is therefore appropriate to delay the choice of node to be used on any reuse of the old rail track. Nevertheless, we believe that rail has a major contribution to make in the short term. Development of Hanborough station...coupled with double of the track from Wolvercote Junction....re-opening the Cowley branch line. The County should improve the road access directly from the A40 to the new Hanborough station car park.</p> <p>For the longer term, we believe that rail should also provide the best solution, provided that is based on a full network across the City region.</p>

	<p>In the short – medium term the proposed £50m extension of the bus lane westwards to Witney makes sense, provided that there is a very high frequency of service (~5 minutes). The enabling works must not preclude a long term rail solution.</p> <p>In summary, we support the “A40 bus lane” as a short to medium term solution followed by “Witney-Oxford train” or “Witney-Oxford Tram” in the longer term, re-using the old railway track, the choice depending upon the outcome of the Sheffield-Rotherham pilot. We strongly oppose the idea of a Dual Carriageway, for the reasons set out above.</p>
<p>SkyCabs International Ltd</p>	<p>Background SkyCabs International Ltd has responded to a request from a resident in the Oxford area to submit a SkyCabs proposal to provide an alternative fast and on-demand transport from Witney into Oxford. Currently traffic on the A40 between Witney and Oxford is heavily congested and various solutions have been proposed. We believe SkyCabs can offer a solution that future-proofs the area for growth, is environment friendly and provides a fast, frequent service at low capital and operating costs.</p> <p>SkyCabs ESGART system SkyCabs ESGART (Elevated Small Group Automated Rapid Transport) system is a computer controlled, electric, 2-way moonbeam transport system. It offers a high frequency service, up to six seconds apart, giving a capacity of 4800 seated passengers per hour per direction, equivalent to two lanes of flowing motorway in each direction. Due to its small physical size and frequent stations it can tiptoe through cities above arterial roads and connect local communities rather than separate them like heavy rail and wide motorways.</p> <p>SkyCabs Route Overview The SkyCabs Oxford line proposal has been split into two phases: <i>Phase 1 SkyCabs Witney to Oxford</i> This services the main area of concern and could be built first. Witney to Oxford Rail Station to Bonn Square/ Westfield Turnaround. Route Length 19.2 km; 9 Stations; 115 Cabs; 16---17 min travel time; estimated construction cost £205m.</p> <p><i>Phase 2 SkyCabs Oxford to Headington</i> This extension tiptoes through the Town Centre, increases the desirable destinations and with sensitive design could blend into the historic architecture and become a tourist attraction as well. Oxford Bonn Square to John Radcliffe Hospital. Route length 4.2km; 7 stations; 45 cabs; 5-6 min travel time; estimated construction costs £45m.</p> <p>Stations mentioned above include lifts, stairs, synchronous doors. Estimate includes design, supervision, project management fees, construction, commissioning, certification and 10% contingency, but excludes land costs and local taxes.</p> <p>SkyCabs in brief The SkyCabs ESGART system consists of tall eight seater driverless cabs, with plush seats and large windows, hanging from and</p>

	<p>running in both directions along a narrow beam elevated eight to ten meters above suburban and city pavements, integrating with other forms of public transport. The tall narrow cabs can take 8 passengers seated with an additional 8 passengers standing if required and will travel up to 80km/hr. At 6 second headway between cabs, each line can move multiples of 4,800 seated passengers per hour per direction, equivalent to almost two lanes of motorway for each direction on each line. Cabs are designed of an additional eight standing passengers. Eight seated and four standing passengers give a capacity of 7,200 passengers per hour per direction.</p> <p>In an urban environment SkyCabs maximum speed will be 80km per hour, with an average of 60km/hr during a journey. The SkyCabs system conforms to ASCE Automated People Movers Standards 1,2 & 3. SkyCabs International Ltd is planning to demonstrate performance on a site at the University of Auckland during 2016.</p>
<p>South Leigh Parish Council</p>	<p>Not all of these points relate to the current consultation but need to be factored into the detail of the schemes already approved along with the long term strategy under consultation.</p> <p>1/ Improving the A40 is necessary and overdue but won't fix the traffic problems on its own.</p> <p>2/ The new slip road [at A40/Shores Green] will increase traffic through South Leigh if the congestion on the A40 at Eynsham isn't improved.</p> <p>3/ Restricting the Witney bypass may reduce congestion at Eynsham. Dedicating a "local" lane between Witney West and East could do this and may help reduce Witney's congestion.</p> <p>4/ A "park and ride" at Eynsham will increase the traffic travelling to and from the park and ride. The congestion between Witney and Eynsham will be worsened leading to more traffic through South Leigh.</p> <p>5/ A railway line is the only credible long term solution, short of a national road building strategy, but it does require a commitment to a significant level of service to be of any use. The connection to other services is also critical. I am not too sure if this will be well received in the village as we are unlikely to get a station but could end up with the railway line and level crossing. It seems an unlikely prospect but a small station/pub/shop/housing development might be good.</p> <p>6/ The bus lane to the toll bridge is a waste of money and doesn't address the problem. The size of vehicles using the bridge and volume of vehicles stopping to pay the toll cause the hold-up. Busses will get caught in the traffic prior to the bus lane, as does other traffic not destined for the bridge.</p> <p>7/ A new Thames crossing needs to be part of a long term plan.</p> <p>8/ Trams and guided vehicles don't belong to a national infrastructure. The success of these schemes would be dependent on local innovation and commitment. But the mono rail from Witney to Gloucester Green looks quite interesting as it is looking at something "outside of the box", and goes all the way to Oxford city centre.</p>

<p>Stagecoach Group plc</p>	<p><i>Conclusion:</i> Whether cost, practicality, scalability, or effectiveness is considered, it appears to Stagecoach that of the options presented, building on the proven success of our existing high-frequency bus operation in West Oxfordshire, will clearly achieve the best outcomes, at least cost, and in all probability radically more quickly than any other option presented, given the nature of the problem and its causes.</p> <p>Just as the A40 Science Transit scheme will unlock several million pounds of private capital expenditure by Stagecoach, any proposition offering comprehensive bus priority along the entire length of the A40 between Shores Green and Wolvercote can be expected to draw in significant further private sector investment, and thereafter on a recurring basis, ensuring that the improvements secured can be sustained and built upon, funded directly by the operator and users of the service.</p> <p>The potential positive impacts of a bus-based rapid-transit strategy have been demonstrated, in a not dissimilar context, by the Cambridgeshire Guided Busway in particular. This, and a somewhat similar scheme in Gosport, has proved that such solutions can compare favourably with rail based systems for their attractiveness and ability to radically increase the demand for public transport over car use. Here, the benefits of comprehensive seamless bus priority might be expected to be even greater than in Cambridgeshire, as it can tie in seamlessly to established bus priority within the City, and that planned at Oxford Northern Gateway. Streets within Cambridge have not allowed this added boost to the Busway's effectiveness.</p> <p>While the Cambridgeshire project was a response to a clear off-line opportunity for a dedicated bus priority route, very well-aligned with the known core peak journey demands, the wider A40 corridor does not offer a clearly comparable off-line link, either on the former rail trackbed or on an all-new Greenfield route. Therefore, in the case of west Oxfordshire, Stagecoach on balance believes that the impacts that have been demonstrated in Cambridgeshire can be at least as well delivered, at significantly lower cost and in all probability rather quicker, with an on-line bus priority scheme on the A40. As well as being more affordable, we consider that in the context of the local demand for transport, it would be more effective and more flexible than an off-line Guided Busway.</p> <p>We welcome the opportunity to comment on this extremely important scheme, and remain, as always, ready to assist Oxfordshire County Council, its officers and its consultants in every way as far as we can to further build upon the A40 Science Transit bus priority scheme.</p>
<p>Sustainable Witney</p>	<p>Sustainable Witney strongly support further investigation into the train and tram options for relieving congestion along the A40 Corridor.</p> <p>Oxfordshire County Council has raised some interesting options for discussion, but has not provided enough information to make an informed decision on what will be the best longterm solution. No figures are given for the potential of each option to move people from their origins to their destinations in the future. Also, the consultation might be more accurately titled "Investing in the A40 Corridor" rather than just the A-road itself.</p> <p>Sustainable Witney is concerned that OCC commissioned an engineering feasibility study into a dual carriageway between Witney and Oxford without properly investigating the potential of the other options too. This gives the impression that OCC has already</p>

	<p>decided what the longterm solution will be.</p> <p>Sustainable Witney is dismayed that West Oxfordshire District Council has decided to support the dual carriageway as the longterm solution while stating that it does not support the train or tram options at all. There simply is not enough information at this stage to form such a conclusion. Again, it gives the impression that the longterm solution has already been chosen.</p> <p>OCC and WODC recently backed a road solution in Witney which has cost the county and the district dearly in terms of legal costs, lost funding, lost officer time, and a depressing delay in resolving congestion within the town. We desperately need better, rigorous, evidence based decision making in the future.</p> <p>The West Oxfordshire Local Plan 2031 gives anticipated housing delivery in the Witney and Carterton areas as 3,685 and 2,571 respectively.</p> <ul style="list-style-type: none"> • What effect will that have on congestion in the towns themselves? • What effect would a dual carriageway east of Witney have on travel behaviour within those areas? • What effect could a light rail system have on travel behaviour within the towns and to Oxford and beyond? • What are the public health implications (something the district council is now responsible for) of locking the communities along the A40 corridor into a future of road based travel? <p>We are grateful to OCC for opening this conversation; now please let us have a thorough discussion.</p>
<p>Thomas White Oxford Ltd and Pear Tree Ltd</p>	<p>Thomas White Oxford Ltd and Pear Tree Ltd are promoting the delivery of the Northern Gateway employment led mixed-use development proposal and we welcome the opportunity to submit a response to the 'Investing in the A40' consultation.</p> <p>We are wholly supportive of the County proposals to invest in the A40, and specifically to meet the LTP key objectives, namely to deliver improved A40 journey times and reliability; to stimulate economic growth; to improve safety; and to reduce environmental impacts.</p> <p>We consider it essential that securing the full funding provisionally allocated for the delivery of the A40-A44 Strategic Link Road (west of A34) and the Northern Gateway site access infrastructure, both schemes presented as 'an agreed investment up to 2025', is given maximum priority ahead of these additional investments: it is essential that existing capacity constraints at North Oxford are fully addressed to realise the full benefits of each option proposed.</p> <p>We encourage the County to also consider cycle provision as an integral part of each scheme option. A shared cycle lane is currently in place on the south side of the A40 but the proposals do not specify if or how this will be incorporated into any of the options.</p> <p>In regards to favouring a specific option, we reserve judgement until such a time that a fuller appraisal of the options (or at least a short list of preferred options) is undertaken to ensure the maximum return on investment is achieved: this is an unique opportunity to address the challenges presented by the A40 and the solutions should accordingly be informed by a comprehensive analysis.</p>

	<p>We are committed to working collaboratively with the County and all stakeholders responsible for improved transport infrastructure in the North Oxford locality and specifically to ensure all opportunities to secure additional funding are maximised.</p> <p>Please can you keep us informed of progress with the strategy for improving the A40.</p>
<p>GreenTEA (Eynsham)</p>	<p>Green Tea is a Transition Towns group based in Eynsham. We are focussed on reducing Global Warming through a variety of actions, including travel.</p> <p>Principles underpinning Green Tea's Comments</p> <ul style="list-style-type: none"> *to reduce greenhouse gas emissions created by the movement of people and goods; *to ensure the mobility of people and access to facilities by low carbon travel. <p>Objectives</p> <ul style="list-style-type: none"> *to locate homes close to jobs and services so as to reduce the need to travel; *to encourage travel by sustainable low carbon transport, eg. walking, cycling, public transport (bus, rail and tram) and, where these modes are impracticable, car sharing; *to discourage car travel. <p>The Options</p> <p>Green Tea wants the A 40 problem addressed immediately to reduce traffic congestion and, thereby, to produce less greenhouse gas and other pollution. Traffic congestion also wastes time and money.</p> <p>Guided Busway and Railway</p> <p>We support the long term and expensive options of a guided busway and railway. Nonetheless, given the severe budget constraints of the Council, the extended period of implementation and the doubtful cost benefit, we believe these options are not practical. The cost of these options would be better spent on infrastructure to encourage bus travel, cycling and walking, for example, the Eynsham-Botley cycle path.</p> <p>A40 Dual Carriageway</p> <p>Creating more road capacity creates traffic demand. An extended dual carriageway to Wolvercote would not solve the congestion problem and would have poor cost - benefit. The major congestion problem of the Cutteslowe and Wolvercote roundabouts would remain, owing to the weight of worker and goods traffic to Headington and beyond.</p> <p>Toll Bridge Bus Lane</p> <p>Priority should be given to reducing scheduled bus delays around the Toll Bridge. A dedicated bus lane between Eynsham and the Toll Bridge would encourage bus use. This proposal probably has the quickest implementation and the best cost benefit. The Council should also consider how buses can avoid the congestion on the three roads feeding the roundabout between Eynsham and the Toll Bridge.</p>

	<p>A 40 Bus Lane We support the dual flow bus lane on the A 40. A dedicated bus lane would encourage travel by bus, and not by car, by reducing journey time and uncertainty. One of the existing off carriageway cycle lanes, preferably the south one, should be protected and widened. It is vital that cycles do not have to share lanes with buses and cars. The dedicated bus lane should be implemented as soon as possible. Ideally it should start at a park and ride west of Eynsham and continue to Headington/Cowley.</p> <p>A40 Park and Ride We support an A 40 Park&Ride which should be sited west of Eynsham further towards the beginning of the A40 traffic jams. It is preferable for commuters from, for example, Carterton, Witney, Freeland and Eynsham, to use the scheduled bus service to and from their homes than drive to a P&R. Outside these towns, there are fewer bus services and a more dispersed population. For these people, a P&R can be both convenient and sustainable, and should be <u>located where it maximises transfers</u> from outlying villages. This is likely to be where the A 40 is not congested, and where the road network from these settlements connects with the A40, for example, closer to Witney.</p> <p>A40 Bus Lane and Park and Ride A dedicated bus lane, and P&R, would encourage more bus use and less car use. There would be less traffic on the A 40 and, thereby, less congestion, greenhouse gases and pollution.</p> <p>A40 Additional Bus Another useful and achievable move, in taking cars off the A40, would be a bus service for workers from Eynsham, and perhaps Witney, via the A40, direct to Headington.</p>
University of Oxford	<p>1.0 The University's Transport Strategy and the LTP4 The University's has a comprehensive Transport Strategy which forms the basis from which the A40 proposals have been reviewed. It shares many synergies with the County's adopted Fourth Local Transport Plan (LTP4) and the OxLEP's Strategic Economic Plan. The objectives shared between the Transport Strategy and the LTP4 are to:</p> <ul style="list-style-type: none"> • Reduce the numbers of car journeys on the network – including reducing congestion during peak periods; • Promote appropriate sustainable transport alternatives – particularly by improving links on the key north–south (connecting Harwell – central Oxford – Begbroke Science Park) and east–west (connecting central Oxford – John Radcliffe – Old Road – Churchill) routes through the city; • Improve users' journey experience – by improving the quality, reliability and frequency of transport options; • Improve local air quality; and • Reduce the University's carbon footprint. <p>In responding to the A40 consultation we have considered how our Transport Strategy objectives, and those of the LTP4, will be met by the proposals.</p> <p>The University is committed to sustainable travel, encourages the use of efficient public and communal transport, cycling and walking,</p>

and is focused on reducing carbon dioxide emissions from work-related travel and University-owned vehicles. The University discourages unnecessary travel and the use of private motor transport for both commuting and business travel, with the aim of reducing traffic and parking in Oxford.

We have previously iterated our general support for the County's Transport Policies, subject to certain caveats around Workplace Parking Levies and suggestions for strengthening policies for public transport and cycling, in our response to the LTP4 consultation made in March 2015. Our response to the A40 consultation is consistent with both our Transport Strategy and our response to the LTP4.

2.0 University interest in the A40

The University is the County's largest employer with a growing workforce. Around 50% of University staff live outside the ring-road. Increasing costs of housing in Oxford (disproportionate in relation to wage inflation) can be expected to increase this percentage and result in a growing proportion of staff commuting further to and from work. We have an interest in the future of the A40 corridor for two key reasons:

1. A significant proportion of staff live on the A40 corridor in Eynsham and Witney. As these areas are relatively more affordable than Oxford and locations for future housing development, it is likely that staff numbers in these areas will grow. The ability to commute quickly and conveniently from these areas is therefore of importance for us to continue to retain and attract staff and maintain the University as an engine of growth in Oxfordshire.
2. Accessibility to Oxford on major transport corridors is key to sustaining the University's ability to both attract research grants and generate business investment in commercialising research. The A40 currently suffers from congestion which hinders access to our sites and operations and hence our ability to contribute to the wider economy of the County.

We welcome the measures confirmed for delivery by the County on the A40 including bus priority, bus lanes, Eynsham Park & Ride and the current capacity enhancements at the Wolvercote and Cutteslowe roundabouts, which should help alleviate the existing problems.

3.0 Absence of Strategic Transport and Growth Context in the Consultation

The LTP4 sets out a strategic vision for improving access to Oxford through a compelling mixture of demand management, targeted improvements at pinch points in the highways and rail networks and long-term investment in sustainable transport. The LTP4 provides the policies needed to ensure the County and City's transport networks can function and unlock economic growth in the face of planned growth in jobs and housing. The University broadly agrees with this vision, the LTP4 objectives and wishes to support its realisation.

We are therefore concerned that the A40 consultation is presented outside of and with no reference to the LTP4 strategy or its relative importance in respect of other key strategy measures that are essential to deliver the LTP4 vision e.g. investment in the Eastern Arc, bus rapid transit, demand management measures, premium cycle routes and other key highways corridors such as the

A34.

It is unclear how much of a priority the A40 corridor upgrades are for delivering the LTP4 vision in comparison to other equally pressing projects such as the Eastern Arc. It would be helpful to have an explanation of why, or indeed if, the A40 is being prioritised over other schemes and to what extent it is going to deliver the LTP4 objectives. Equally important and currently unclear, is understanding the relative likelihood of the A40 corridor proposals receiving funding, put in the context of competing with other essential LTP4 schemes in bidding for the same LGF pot.

Similarly there is no context of development growth to frame the options. Without reference to planned or likely intensity of housing and jobs development to be served by the A40 corridor it is not possible to understand where travel demand is likely to originate from and to where. Consequently the University cannot draw informed conclusions regarding which mass transit solution would best meet development; is it concentrated, high density mixed use clustered around railway stations or linear development along a tramline? This would have a huge bearing on the need for and affordability of a new mass transit system.

Without this strategic transport and growth context it is difficult to know what impact the options being consulted upon would have or to judge their relative need and benefits. Crucially, no evidence has been presented as to why the A40 proposals are required, nor information provided on to what extent the committed investments on the A40 and the proposed Northern Gateway development link road could solve the current congestion problems. There is also no assessment of what impact the other LTP4 policies will have on the predicted travel demand on the A40 corridor, for example by reducing demand through mode shift and better accommodating the remaining vehicle trips within the network.

4.0 Comments on the options

Notwithstanding these comments, we offer the following observations on the options proposed.

- A40 Bus Lane £50m

This option seems the most pragmatic manner of quickly and cost effectively moving large volumes of people with potentially simple integration with the existing highways network and bus infrastructure at either end. It could also represent the lowest cost and least difficult to deliver method of providing mass transit to new development areas at Carterton. However, unless combined with new and effective bus priority measures such as peak hour bus gates in Witney and Oxford the services will likely continue to get caught in congestion as at present and the time saving benefits could be lost. As with all the proposals, it needs to be accompanied by detailed modelling to ascertain the impact on private vehicles and freight, but could enhance the attractiveness of a new Park & Ride at Eynsham.

- Guided Busway £165m

Whilst it might be sufficiently different to a conventional bus service to attract more passengers it is hard to see how the additional investment over a bus lane is justified, unless it can penetrate far enough into Witney and Oxford. Again, patronage modelling and better understanding of trip demand is required. It would maintain the existing part dual carriageway capacity on the A40. Rather than just being a super Park & Ride commencing at the edge of Witney, it would be desirable if it was able to continue into the heart

of Witney and on to Carterton to enable movement of large numbers of people. Unless combined with effective bus priority measures and peak hour bus gates in Oxford where the guided busway section ends, it will likely get caught in congestion and the time saving benefits could be lost.

- A40 Dual Carriageway £120m

This proposal directly contradicts the LTP4 policies to manage demand and deliver non-car, sustainable access into Oxford via mass transit. It is concerning to see this option included which will simply move traffic further Eastwards along the corridor where it will still bottleneck as it meets the edge of the City. It would be interesting to see the predicted benefit:cost ratio which must be close to zero. Given the lack of road capacity and parking in the City and the planned delivery of Workplace Parking levies it would be a backward step for the County to deliver such an ineffectual, poorly targeted road widening scheme which will likely increase congestion, carbon emissions and further tarnish the City's transport reputation.

- Witney – Oxford Train £285m

Whilst an attention grabbing idea it is impossible to judge the relative value of this option given the absence of any information on expected passenger numbers, location of new stations in relation to new developments or interest from potential operators. The likely location of a station in Witney will place much of the population beyond reasonable walking distance and it is hard to see the station attracting patronage unless it was accompanied by major investment in local feeder cycling networks. In reality if such sums of money were available they would likely be better targeted at more readily deliverable projects with more obvious decongestion and accessibility benefits such as delivering passenger services and a new station on the Cowley branch line.

- Witney – Oxford Tram £240m

Again, it is without value to judge this option in the absence of passenger forecasts and location of likely halts. Furthermore, does this option include the cost of delivering the necessary tram connections on the public highway into the heart of Oxford and Witney? If such a service could be delivered it has potential to offer true mass transit to a large potential market and offer superior services to conventional buses. However, without a firm commitment to a future City-wide tram network this seems like a costly and potentially abortive investment.

5.0 The potential for cycling on the A40 corridor

As previously articulated in our response to the LTP4, the University believes that cycling has greater potential than currently provided for and has proven high benefit:cost ratios, representing excellent return on investment across a range of policy areas. We would like consideration given to upgrading the cycle routes on and around the A40 between Witney and Oxford as part of the options. Many of our staff do cycle from Witney, in spite of the distance and current provision. Eynsham is within easy cycling distance and there is an existing community campaign to upgrade the B4044 to enable safe, traffic free cycling to Botley and the City centre showing clear suppressed demand.

There is scope within all the suggested options to incorporate a quality traffic free cycle route as part of the upgraded A40 corridor and we suggest it is included by default in all options. If provided as part of the highway envelope, off-road cycle provision is recommended with paths of sufficient width and a margin strip maintained between the cycle path and the adjacent vehicle lane, as

	<p>set out in LTN 2/08 and LTN 1/12. This would provide a substantial improvement on the current user experience and safety of the cycling environment on the A40 and encourage more people to cycle.</p>
<p>URBED (Urbanism Environment Design)</p>	<p>As a frequent user of the A40 round Oxford, as well as someone involved in Oxford's future growth, I want to commend the thorough and powerful analysis in Oxford Civic Society's submission. Major road improvements MUST be considered alongside long-term spatial growth plans.</p> <p>However, in view of the complexities and lack of an agreed spatial plan, the County may also find the attached papers of help. The first followed on from a seminar at UCL on Trams for Oxford. It shows how Bus Rapid Transit along the A40 could be combined with upgraded rail services on the North South route, and ultimately by a new tram line linking Oxford's central railway station East West with strategic housing developments on the City's edge.</p> <p>The second paper develops our proposals for an improved local rail service into what Reg Harman and I call Swift Rail. While this does not solve the problem of linking up Witney and points West, it would greatly help the 'modal shift' that the OCC submission aims to bring about. It will be published shortly along with diagrammatic plans.</p> <p>Submitted paper: Trams for Oxford. Could light rail improve our historic cities? Summary of the findings from a seminar on the introduction of trams in Central Oxfordshire. Shows how Bus Rapid Transit along the A40 could be combined with upgraded rail services on the North South route, and ultimately by a new tram line linking Oxford's central railway station East West with strategic housing developments on the City's edge</p> <p>Submitted paper: SWIFT RAIL (SRT) AND GROWTH CITIES A new approach to suburban transport called Swift Rail, modelled on the extensive German Schnell Bahn and the London Docklands Light Rail systems, should reduce car use in medium sized towns and cities. The proposal draws on plans to double the rate of house building tackle congestion, and promote healthier living, and could be funded without adding to the government's financial commitments.</p> <p>Most thinking people would agree that development and infrastructure need to be considered together, and that we must find ways of reducing car usage, especially in and around towns and cities. Our proposals for Swift Rail are radically different to the usual British top down and adversarial model, but could possibly appeal to a government looking for ways of providing better services without increasing public expenditure, and for using new housing to create healthier life styles. They might also win support from a transport industry that is increasingly linked to European operators, and from cities that want to improve their quality of life, without it 'costing the earth'.</p>
<p>West Oxfordshire District Council</p>	<p>The A40 through West Oxfordshire is congested every working day causing misery for many people and restricting the economic potential of West Oxfordshire. It is a major Issue for our district and only a long –term solution will solve the problem. While the</p>

currently planned £35 million investment is very welcome, this is not enough by itself.

The problems on the A40 need to be seen in the light of the substantial growth planned in the County. The Northern Gateway development will create a major new employment node at the end of the corridor, and here are a significant number of new homes planned in West Oxfordshire. In combination with the new Oxford Parkway Station this will significantly increase the demand for travel along the A40.

It is helpful to see the agreed investment already identified for the A40 corridor on one diagram. This include important improvement to access for Carterton and Witney improvement to the road network to the north of Oxford and significant improvement to public transport. However as the Local Transport Plan itself recognizes these improvements are unlikely to wholly resolve the current capacity issues on the A40 let alone deal with the impact of future developments in West Oxfordshire.

The District Council is of the opinion tha the A40 Dual Carriagew option is the appropriate long term solution. It is appreciated that this will equire a rationalization in the number and nature of acceses joining the road. There also needs to be further expiration of the additional 'North Oxford' bypass to overcome the inherent constraints at Wolvercote and Cutteslowe roundabout.

The A40 Dual Carriageway option should be part of a wider package of measure which will also enhance public transport, cycling and walking, as well as motor vehicle travel along the A40 corridor.

This is important because of the need to manage traffic and travel demand in Oxford and to offer choice. There is limited car parking at some destinations in Oxford , and there will be changed in travel patterns caused by the Northern Gateway development and the new Oxford Parkway Station. In particular the District Council ask the County Council to investigate park and ride opportunities further along the A40 at Witney, and also bring forward the ideas in the Local Transport Plan to reconfigure bus services so that effective services are introduced to the oxford Parkway Station, to the Hospitals and to the employment areas in the eastern area of Oxford.

The District Council's comments on each scheme are as follows:

A40 Bus Lane

This option is the cheapest option and appears to be the option most easily deliverable. However, it would not significantly increase the capacity of the road for cars and freight vehicles. Therefore the District Council does no see this option as the long term solution. To get the full benefit for bus users, and increase the modal share of public transport, it would need to be accompanied by reconfigured bus services enhancing connections to key destinations in Oxford.

Guided Busway

The Guided Busway at £165m is significantly more expensive than the A40 Bus Lane option yet it doesn't appear to offer any significant advantages in journey time. For these reasons the District Council does not support this option. It is not clear where park and ride facilities would be located and this option might require significant changes to bus routes in Witney given the start of the busway at Ducklington Roundabout. Presumably this would reduce services using Oxford Hill and therefore disadvantage users in

northern and eastern areas of Witney.

A40 Dual Carriageway

The District Council strongly support the A40 Dual Carriageway option. This is the appropriate long term solution for the A40 as it significantly increases the roads capacity and would benefits both freight and passenger vehicles. It would also improve travel times and journey reliability along the A40 corridor and would stimulate economic development in West Oxfordshire.

The highway network in the North Oxford area also needs further need enhancement. The A4—A44 Strategic Link Road is an essential project and this may need to be extended into a wider North Oxford bypass. As mentioned before the A40 Dual Carriageway should be part of a wider package of measures including public transport, cycling and walking.

Witney – Oxford Train

This is the most expensive option at £285 million. It would provide a direct link to Oxford Railway Station but wouldn't enhance accessibility to other important destinations in northern and eastern areas of Oxford. The frequency of trains will be restricted by the extent of single track and would only allow 1 to 2 trains an hour in each direction. It appears likely that this option would not lead to a significant reduction in congestion on the A40. The District Council does not support this option in the context of the current consultation.

Witney – Oxford Tram

This is another expensive option at £240 million. This option would offer improved frequencies in comparison to the train option but has some significant drawbacks. It would not link directly to Oxford City Centre unless on street running was included at an additional cost of £100 million. It would also not connect directly with destination in the eastern area of Oxford. The District Council does not support this option in the context of the current consultation.

Other Comments

It is not clear from the promotion material which other options may have been considered by the County Council. The District Council is aware of the Witney to Oxford Monorail concept that is being promoted by WestOx Monorail Ltd. It would be helpful if the County Council could carry out a comparative analysis of this option, if it hasn't done this already, in order that all reasonable options are considered. However, such analysis is unlikely to change the Districts Council's view that the A40 Dual Carriageway is the appropriate long term solution.

It is important that the Council Council keeps to its timestable and reaches a conclusion in spring 2016 on the long term strategy for the A40. A number of significant decision will be taken in the near future on the details of the Local Growth Fund package and on planning for Oxford's unmet housing need. These decision need to take account of a longer term strategy for the A40.

The District Council would like to work with the County Council to help put forward a strong case for government investment as a key part of the funding package for the long-term solution. The District Council can explore the potential for developer contributions through the Community Infrastructure Levy, or from Section 106 agreements, to supplement with investment from other sources.

	<p>The District Council would also like to work with the County Council on the details of the Local Growth Fund Scheme in order to coordinate the design for this with its planning for the area.</p>
<p>West Waddy ADP on behalf of Pye Homes</p>	<p>These representations are made by West Waddy ADP and are on behalf of my client, Pye Homes, who are party to an Option agreement on approximately 45 hectares of land at the north of Oxford Hill and east of Jubilee Way, Witney. This side is known as 'Land North East of Witney'.</p> <p>The presented options for improvement the A40 Corridor route include the following: Option 1: Bus lane from Witney Shores Green to Dukes Cut along the A40 route at a cost of approximately £50 million. Option 2: Guided Bus Way...£165m Option 3: Dual Carriageway...£120m Option 4: Witney – Oxford train...£285m Option 5: Witney – Oxford tram...£240m</p> <p>My client is supportive of options 1 and 3 labelled above for the following reasons.</p> <p>My client's option agreement includes the land required for the delivery of the Shores Green slip roads onto the A40 which would aid in the delivery of the improvements to the A40 detailed in Options 1 or 3.</p> <p>The Land North East of Witney side is deliverable, as defined in the National Planning Policy Framework paragraph 47, viable and can realistically deliver the much needed Shores Green slip road to the A40. This will go some way to alleviation traffic problems within Witney as well as contribute to the strategic upgrades to the A40.</p> <p>Presently West Oxfordshire's emerging Local Plan identifies a spatial strategy that focuses housing development in Witney, Carterton and Chipping Norton. We consider this strategy to be partially correct in that housing allocations should be in locations on strategic corridors, such as the A40 to help deliver improvements. Focusing development in Witney supports this.</p>
<p>West Waddy ADP</p>	<p>West Waddy ADP welcomes the opportunity to comment on the proposed improvements to the A40 Corridor and our full response is detailed below.</p> <p>The presented options for improvement the A40 Corridor route include the following: Option 1: Bus lane from Witney Shores Green to Dukes Cut along the A40 route at a cost of approximately £50 million. Option 2: Guided Bus Way...£165m Option 3: Dual Carriageway...£120m Option 4: Witney – Oxford train...£285m Option 5: Witney – Oxford tram...£240m</p> <p>West Waddy ADP is supportive of options 1 and 3 labelled above for the following reasons.</p>

	<p>Presently West Oxfordshire's emerging Local Plan identified a spatial strategy that focuses housing development in Witney, Carterton and Chipping Norton. We consider this strategy to be partially correct in that housing allocations should be in locations on strategic corridors. Focusing housing development in Witney support this, however the Plan should look to also allocate housing at Eynsham to support planned infrastructure and especially improvements to the A40.</p> <p>We have made representations to the West Oxfordshire Local Plan and will be attending to Examination in Public beginning 23 November 2015 to argue the case for inclusion of allocated sites within the Eynsham sub area. This will be spatially aligned not only to proposed improvements to infrastructure, such as the A40 but also to economic growth within Oxfordshire, and potentially contribute to Oxford's unmet housing need.</p>
West Ox Monorail	<p><u>Summary - an addition to the options for the A40 corridor</u></p> <p>WestOx Monorail believe that enough evidence exists where monorail has been implemented successfully to conclude that it is worthy of consideration in this situation. At present monorail development is being approved in many countries where authorities have an appreciation of what it can achieve in terms of providing the right public transport solution in a given situation. It would undoubtedly be a bold and inspiring decision to explore the utilisation of monorail technology on a Witney to Oxford rapid transit system but in comparison with the alternatives it has advantages in many areas. To overlook this proposal would be to dismiss what is possibly the most viable public transport option for the A40 corridor. As part of a forward-looking strategy to benefit the city of Oxford and the residents of West Oxfordshire it could help alleviate A40 congestion and provide an iconic transport system for many years into the future.</p>
Witney Bike User Group (BUG)	<p>Firstly, WitneyBUG respectfully requests a thorough, critical evaluation of the proposed longterm options with respect to their effects on future congestion and public health in Witney.</p> <p>The focus of this consultation is to relieve congestion on the A40 between Eynsham and Oxford, however, the option chosen will influence future travel choice and hence congestion within Witney in the longterm.</p> <p>The traffic flow causing concern on the A40 is approaching 25,000 vehicles per day. The traffic flow in Bridge Street, Witney outstrips that, approaching 30,000 vehicles per day in an air quality management area. WitneyBUG is not suggesting one is directly linked to the other, but does suggest that ignoring the opportunity to positively influence both when choosing how to invest in the future of the A40 corridor would be a rare opportunity squandered.</p> <p>In a staggering omission for a transport consultant, the URS review document neglects to recognise cycling in Witney and the significant role cycling plays when properly integrated with good quality public transport: <i>9.2.7 ...This location would allow most of Witney to be within a 500m walk of the station. Other travellers would be expected to drive or use buses.</i></p> <p>Please feed this back to URS.</p> <p>Secondly, WitneyBUG respectfully requests a commitment from Oxfordshire County Council to maintain Witney's safe, direct, cycle link to Eynsham, improving its quality in line with current best practice if changes are made to it.</p>

	<p>Cycling was presumably excluded from the brief for the URS Dual Concept Carriageway Study. The drawings show the cycle path disappearing between Barnard Gate and Eynsham and no thought given to crossing junctions or any consideration given to an alternative route.</p> <p>This appears to fly in the face of Oxfordshire County Council's own policy in its recently adopted Local Transport Plan. This is very disappointing considering the time spent generating it.</p> <p>Thirdly, WitneyBUG request that current best practice is applied to the design of the cycle track alongside the proposed bus lane between Eynsham and Oxford.</p> <p>The sectional drawings of the carriageway design show no buffer space between the cycle track and the bus lane. With good design people can be protected from water spray and the bow waves of air pressure generated by blunt nosed buses moving at speed. Cycling in the bus lane is not an adequate solution and the cycle tracks must be wide enough for trikes, handcycles and cargo bikes to pass comfortably.</p>
Woodstock Town Council	<p>At the Woodstock Town Council meeting of 13th October 2015 Woodstock Town Councillors discussed the A40 Consultation and resolved that it:</p> <ol style="list-style-type: none"> 1. Welcomes the consultation exercise 2. Urges OCC to ensure that something is done 3. Recommends the option for the bus lane in both directions from Witney to Wolvercote at a cost of £50m <p>Asks that if funds become available OCC should continue to explore the practicality of the tramway option.</p>
WOT	<p>Our official position on the consultations:</p> <ol style="list-style-type: none"> a) we remain firmly opposed to the dualling of the A40 b) we favour a public transport solution, but one that isn't short term, is long term, sustainable, provides social integration and allows to connect people and work. We do not believe the proposed bus lane meets these requirements. c) we dispute the costs mentioned in the report for both the road widening (underestimated) and the rail link (overestimated) and we request the Council to have the estimates in question (road and rail) externally audited d) we continue to be in favour of the provision of a rail link between Carterton/Witney and Oxford as the lack of such mode for the combined population of Carterton (and neighbouring villages) and Witney (outlayers) has a negative impact on the economy of the area, being this in relation to the rest of the United Kingdom the largest population centre not directly served by a railway e) we see a stepped approach like the one suggested by us (e.g. reopening of the Yarnton junction/link, link to Cowley branch, etc.) as the only sustainable and long term solution to the problem.

Appendix 5: Figures mapping respondents' postcode

Figure 10: Respondents' Home Postcodes

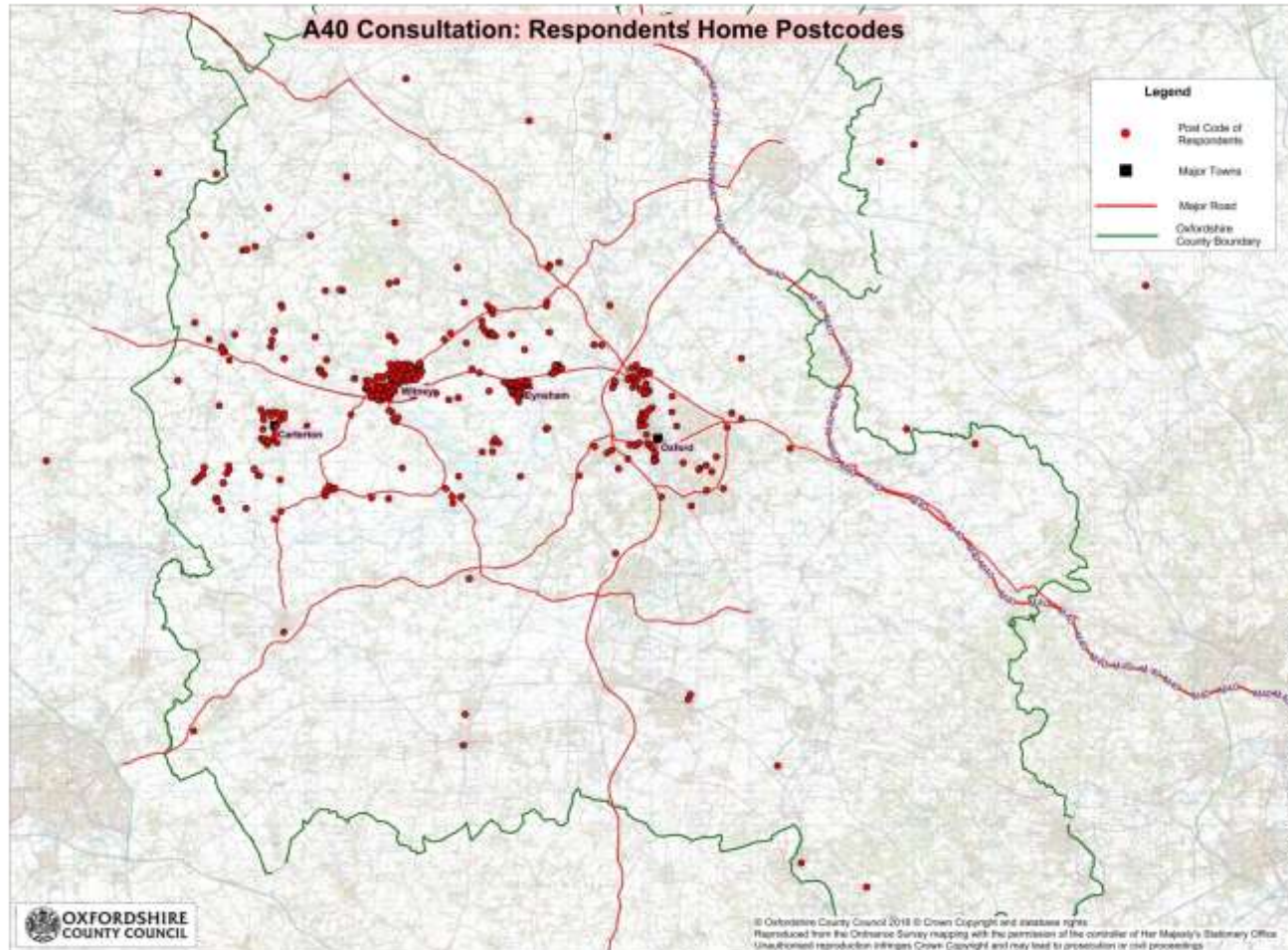


Figure 11: Respondents' postcodes showing their current mode of transport.

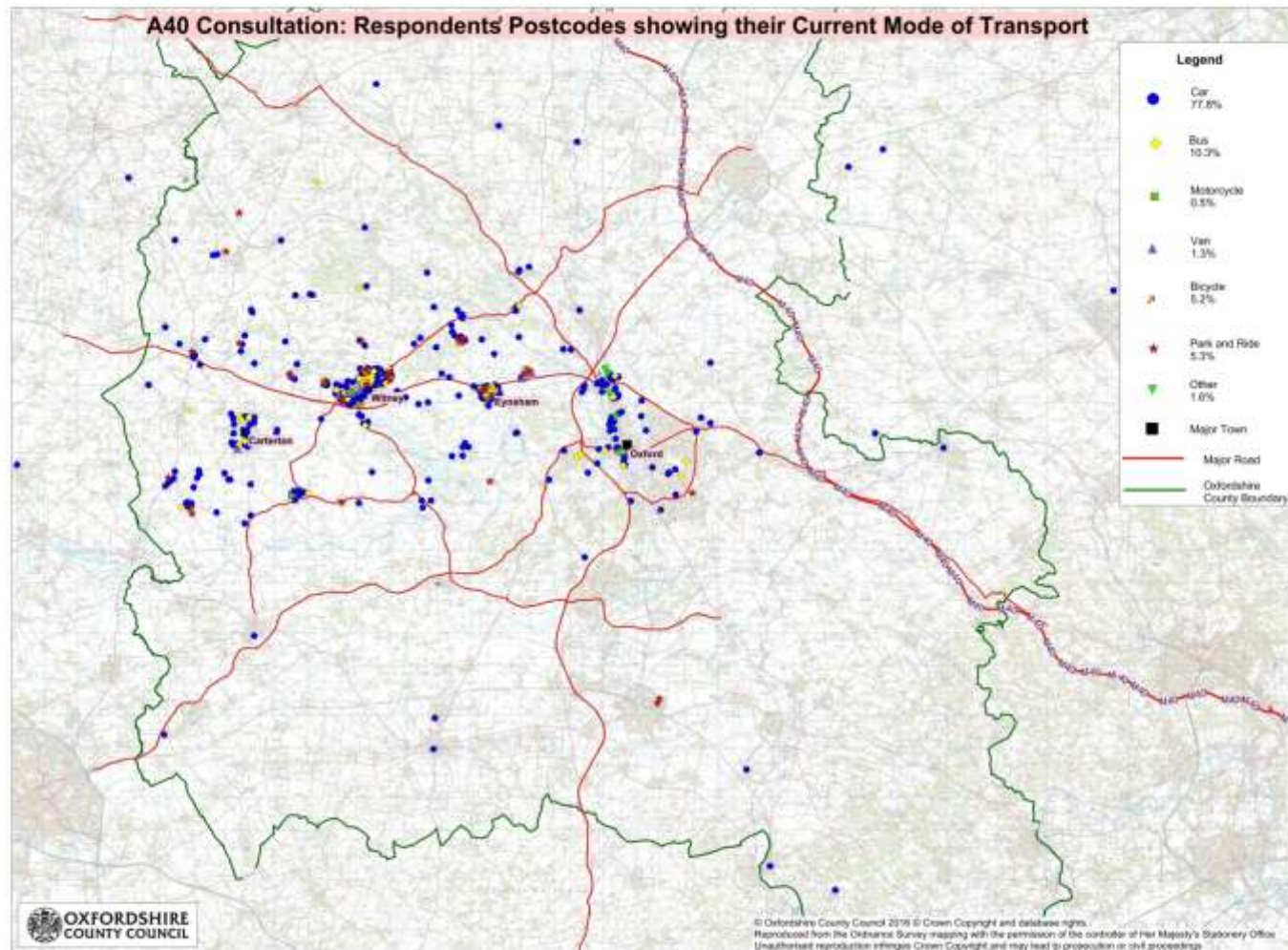


Figure 12: Respondents postcodes within the OX28 Witney area only, showing their current mode of transport.

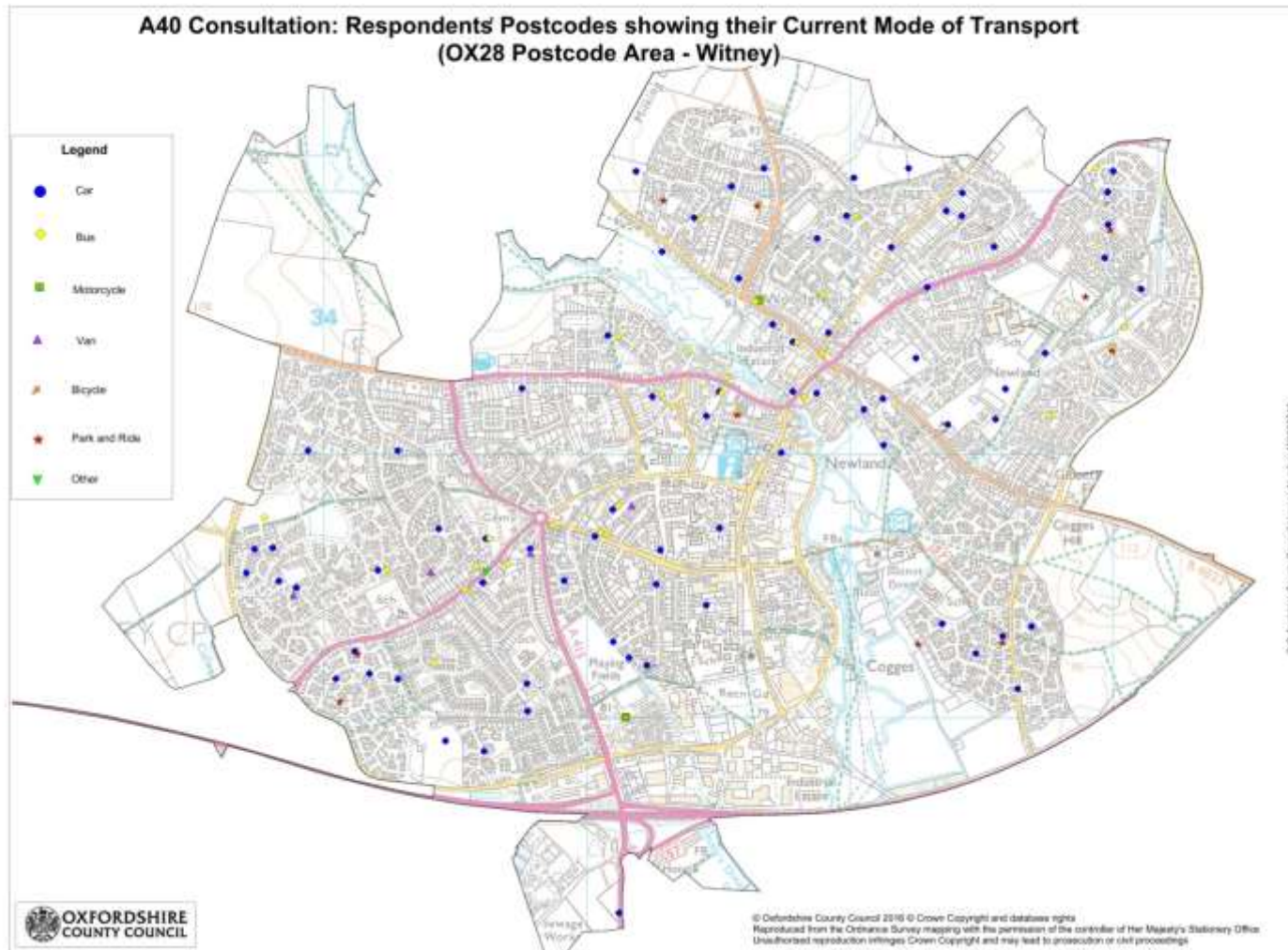


Figure 13: Respondents postcodes within the OX28 Witney area only, showing their preferred scheme.

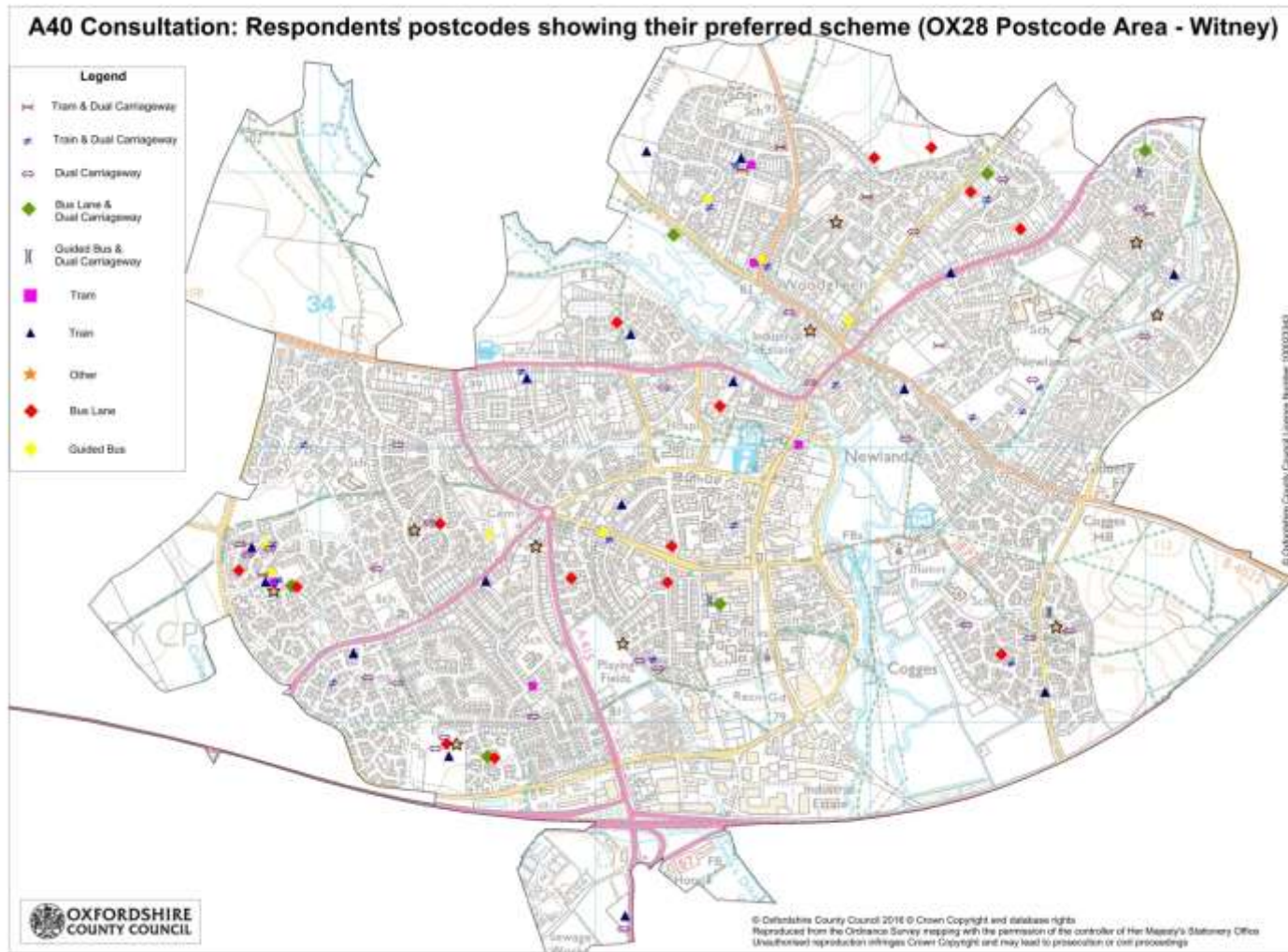


Figure 14: Respondents postcodes showing their preferred scheme

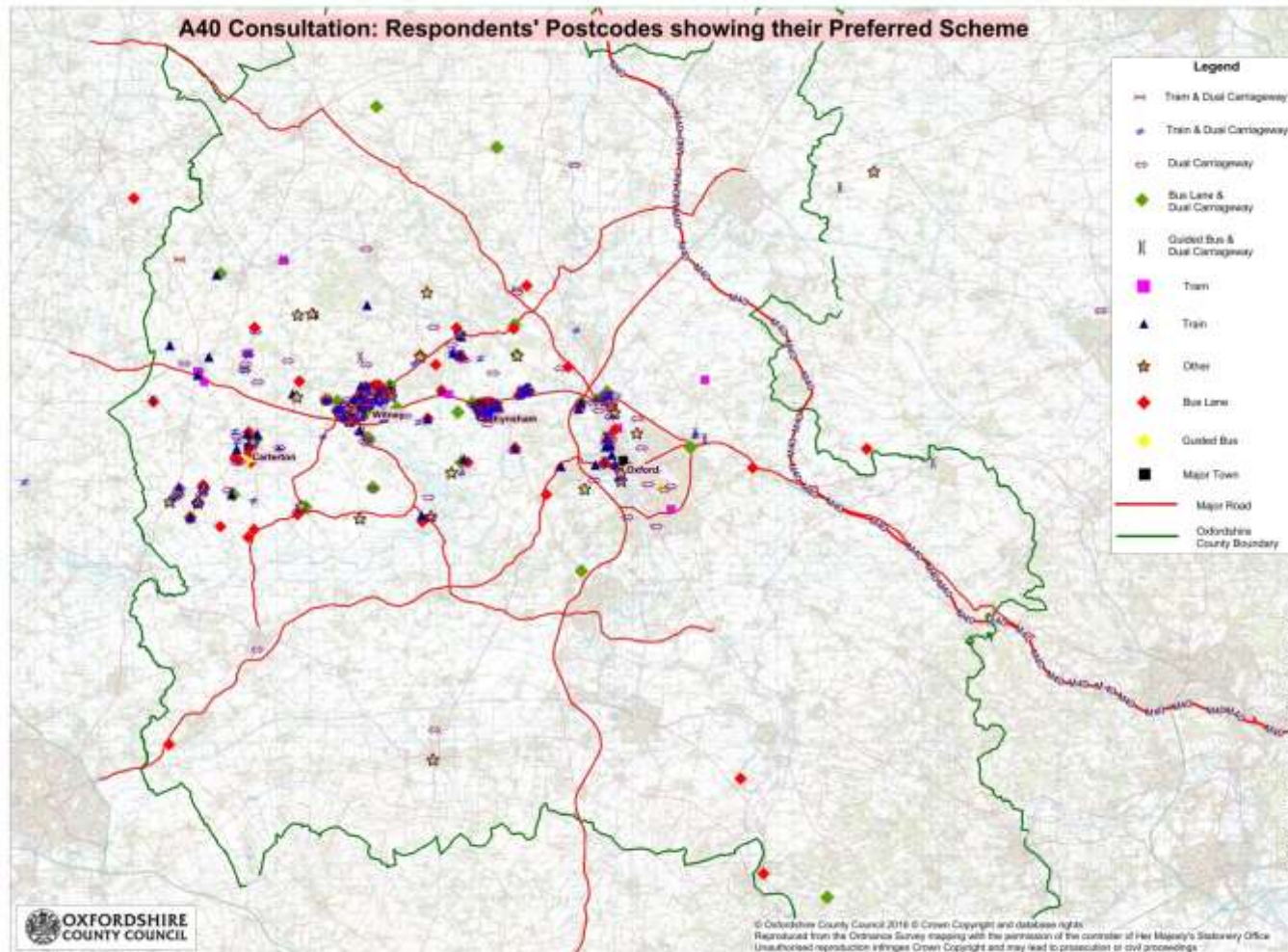


Figure 15: Respondents postcodes showing their preferred scheme – ‘Bus Lane’ responses only.

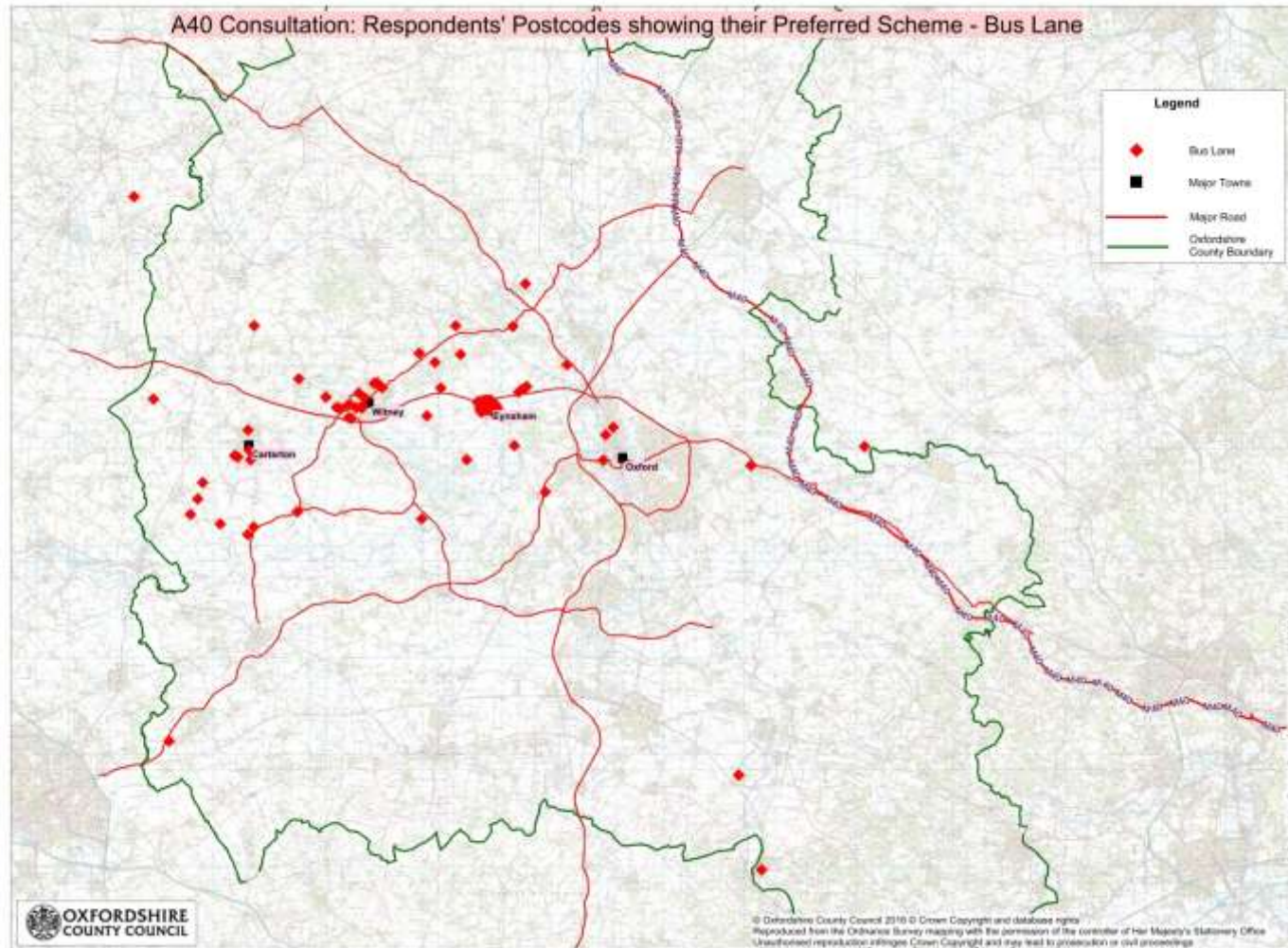


Figure 16: Respondents postcodes showing their preferred scheme – ‘Guided Bus ’responses only.

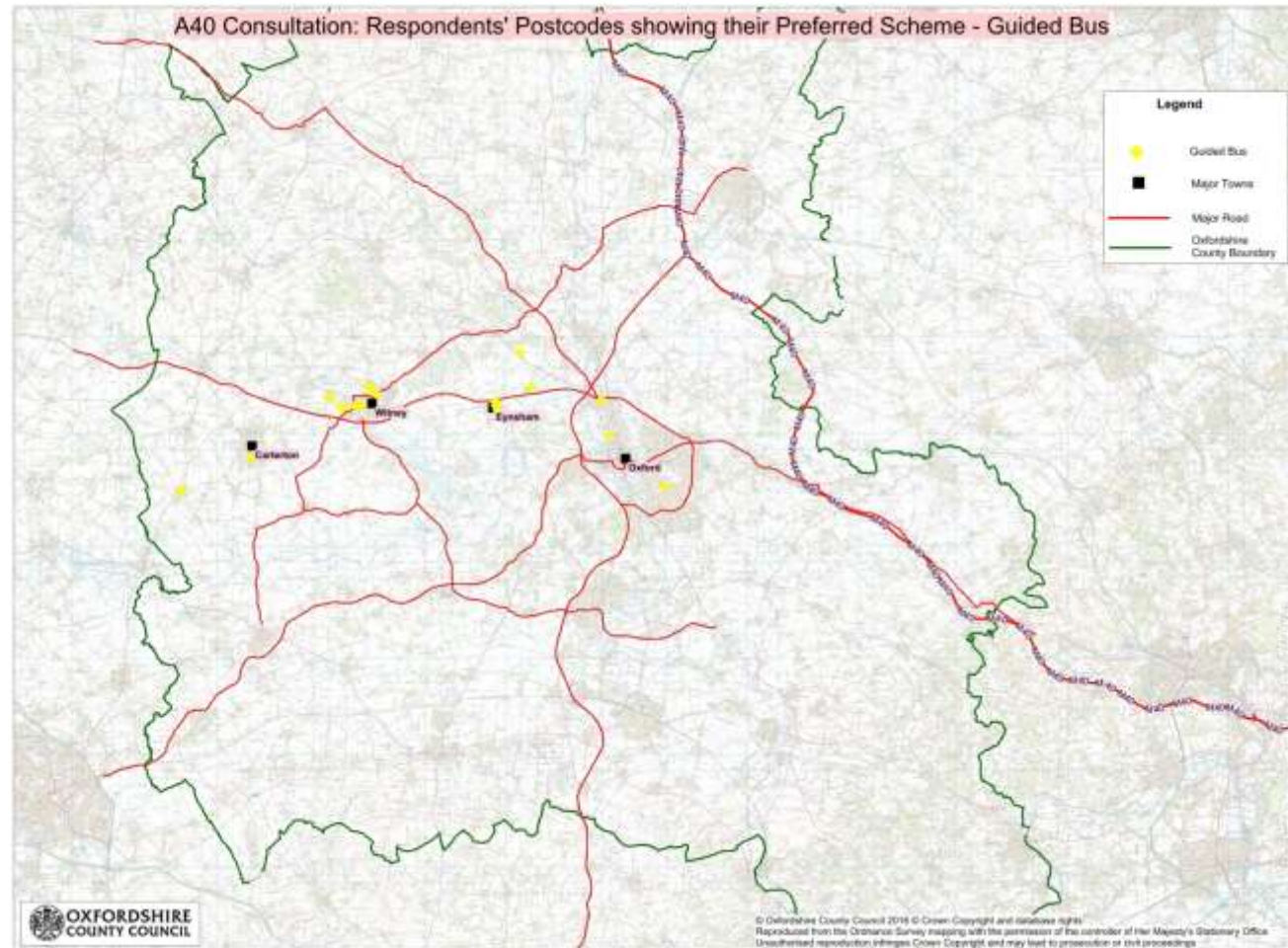


Figure 17: Respondents postcodes showing their preferred scheme – ‘Dual Carriageway’ responses only.

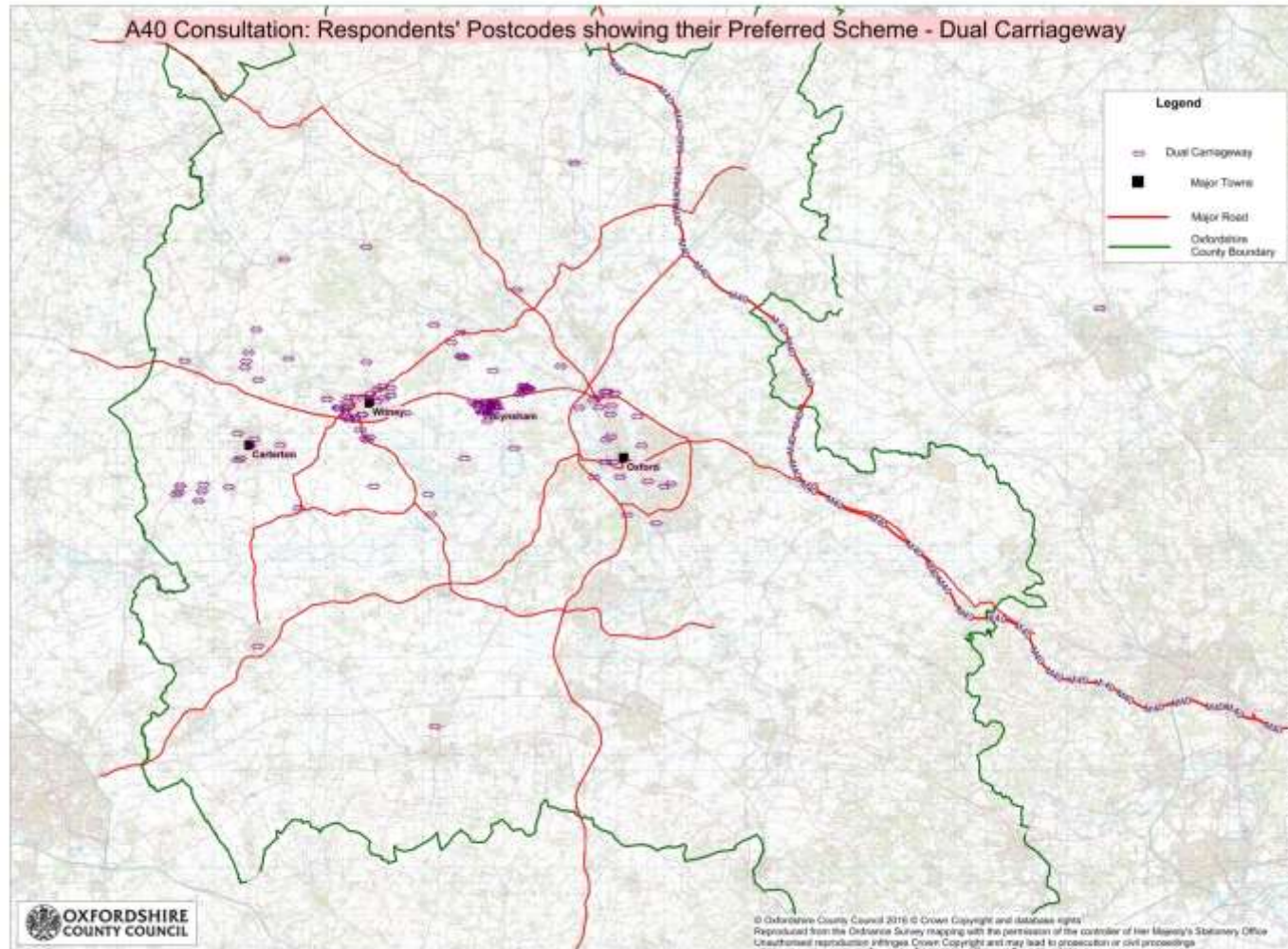


Figure 18: Respondents postcodes showing their preferred scheme – ‘Train’ responses only.

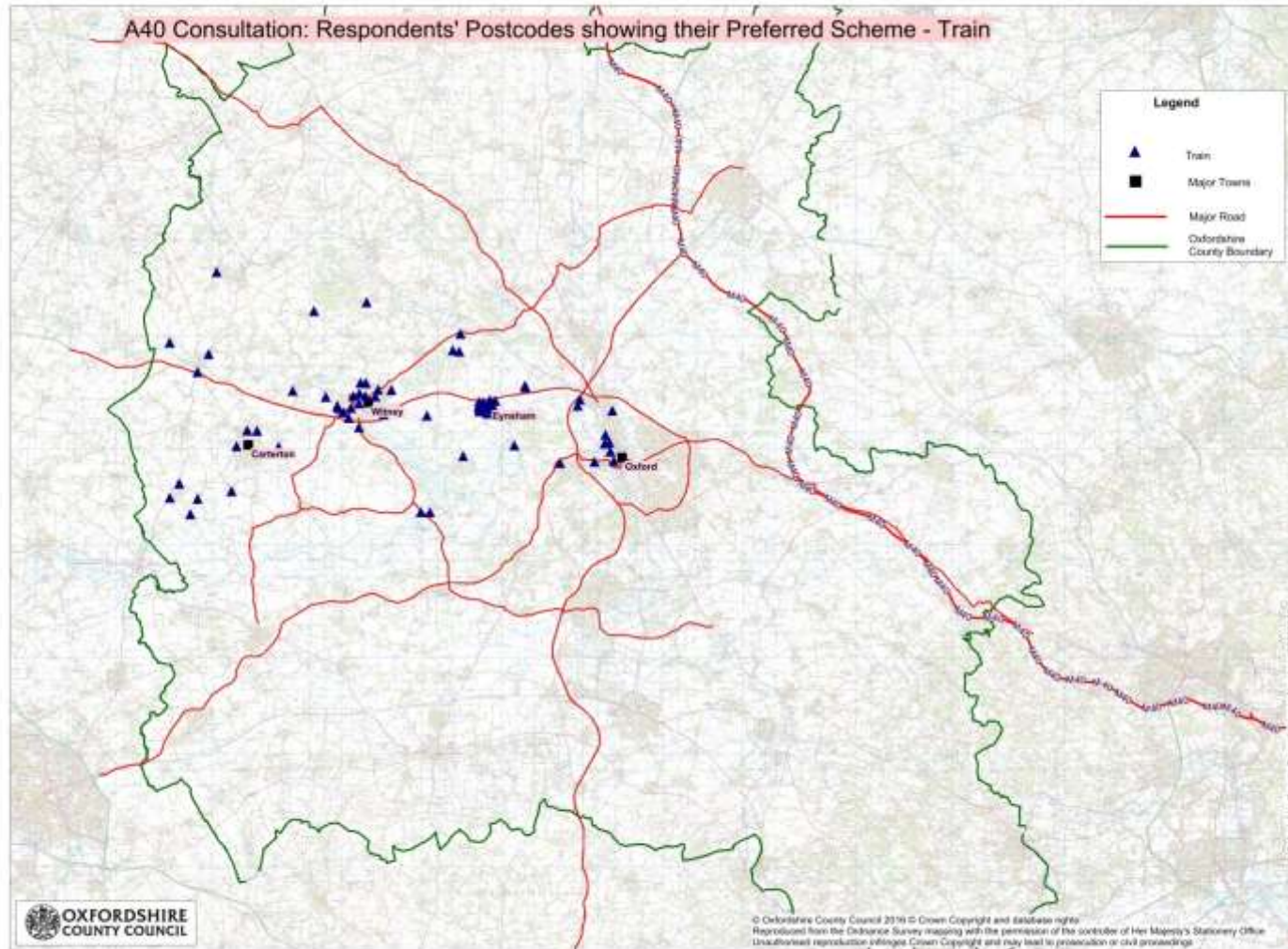


Figure 19: Respondents postcodes showing their preferred scheme – 'Tram' responses only.

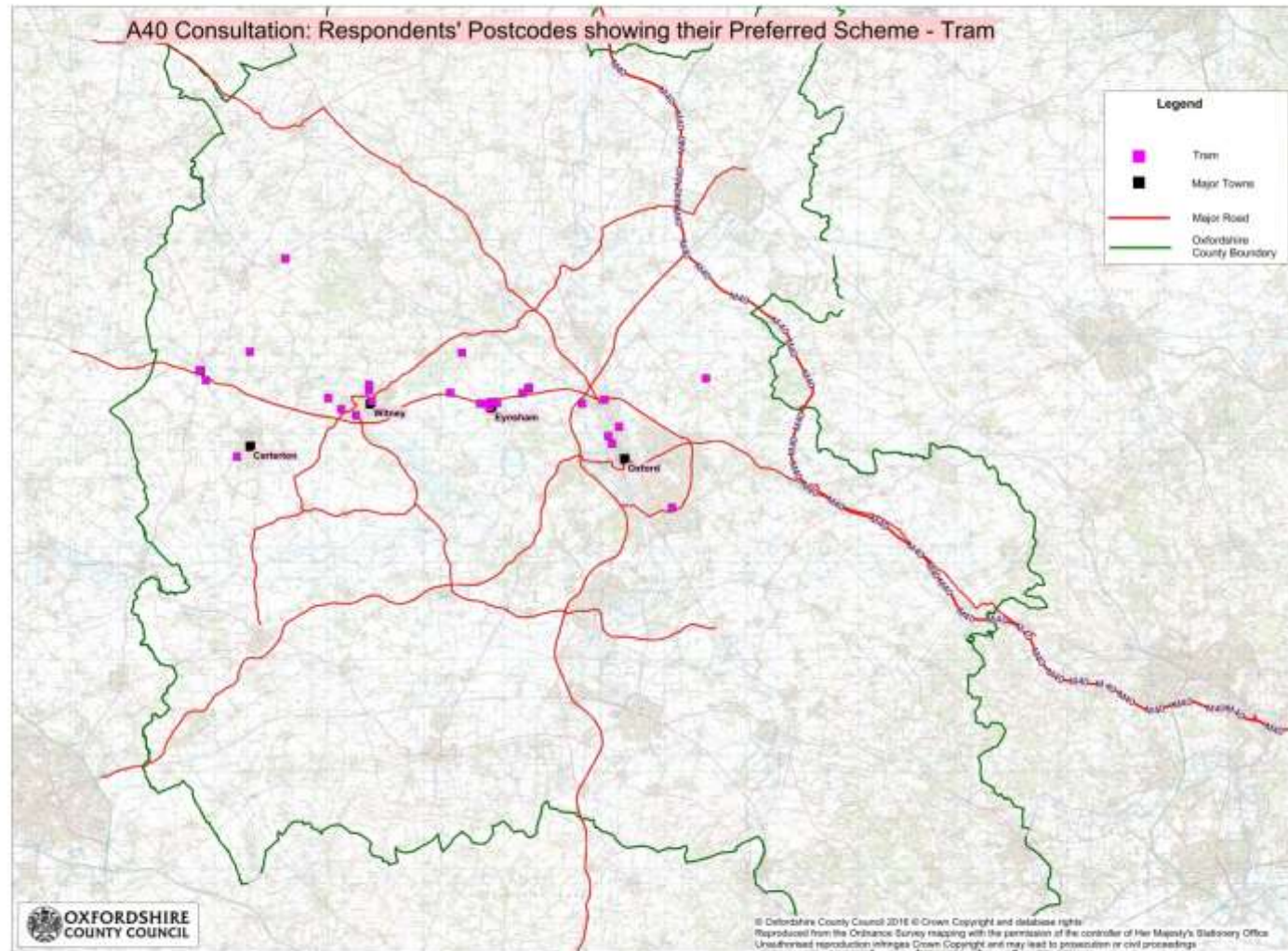


Figure 20: Respondents postcodes showing their preferred scheme – ‘Bus Lane and Dual Carriageway’ responses only

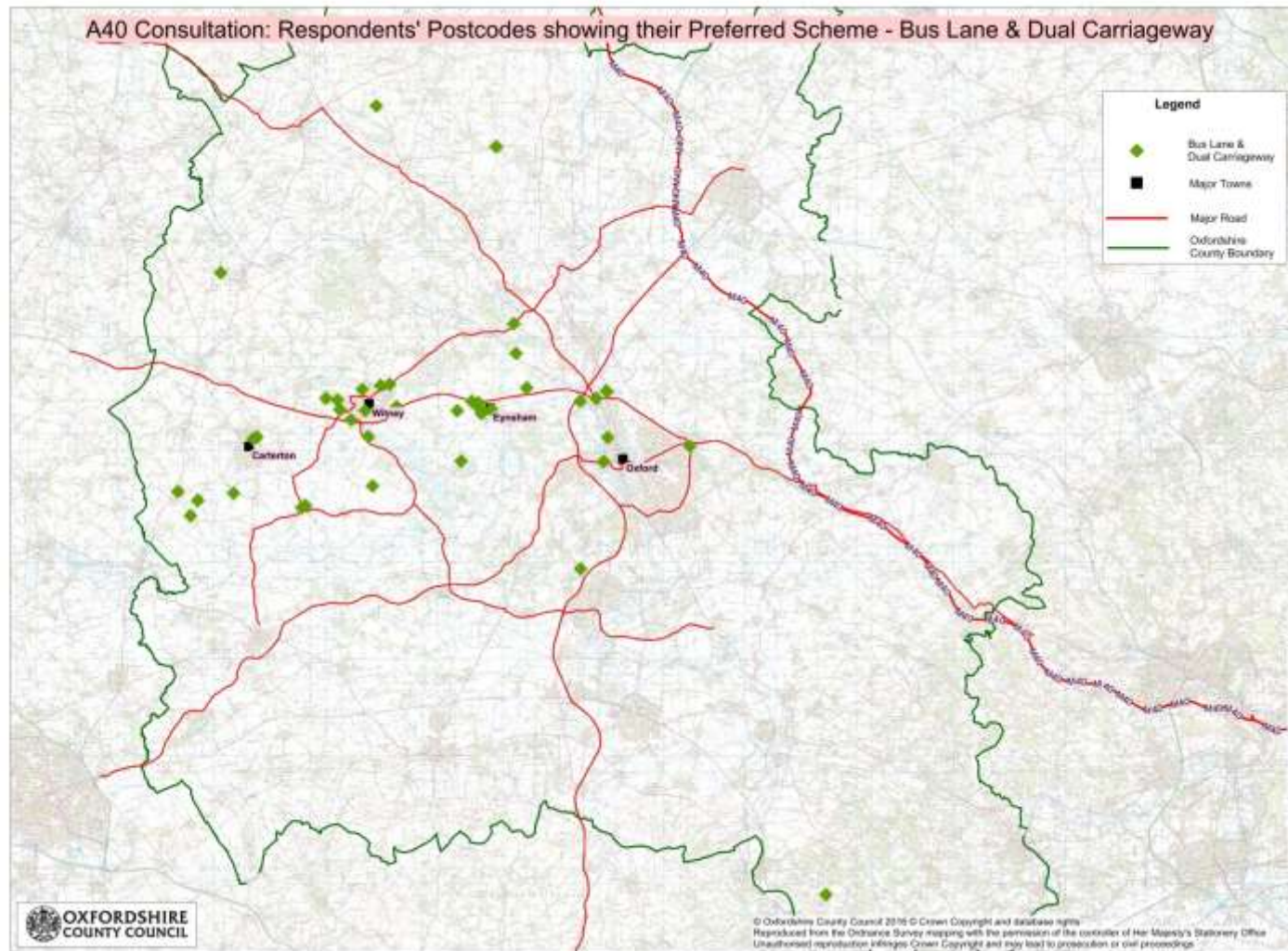


Figure 21: Respondents postcodes showing their preferred scheme – ‘Guided Bus and Dual Carriageway’ responses only

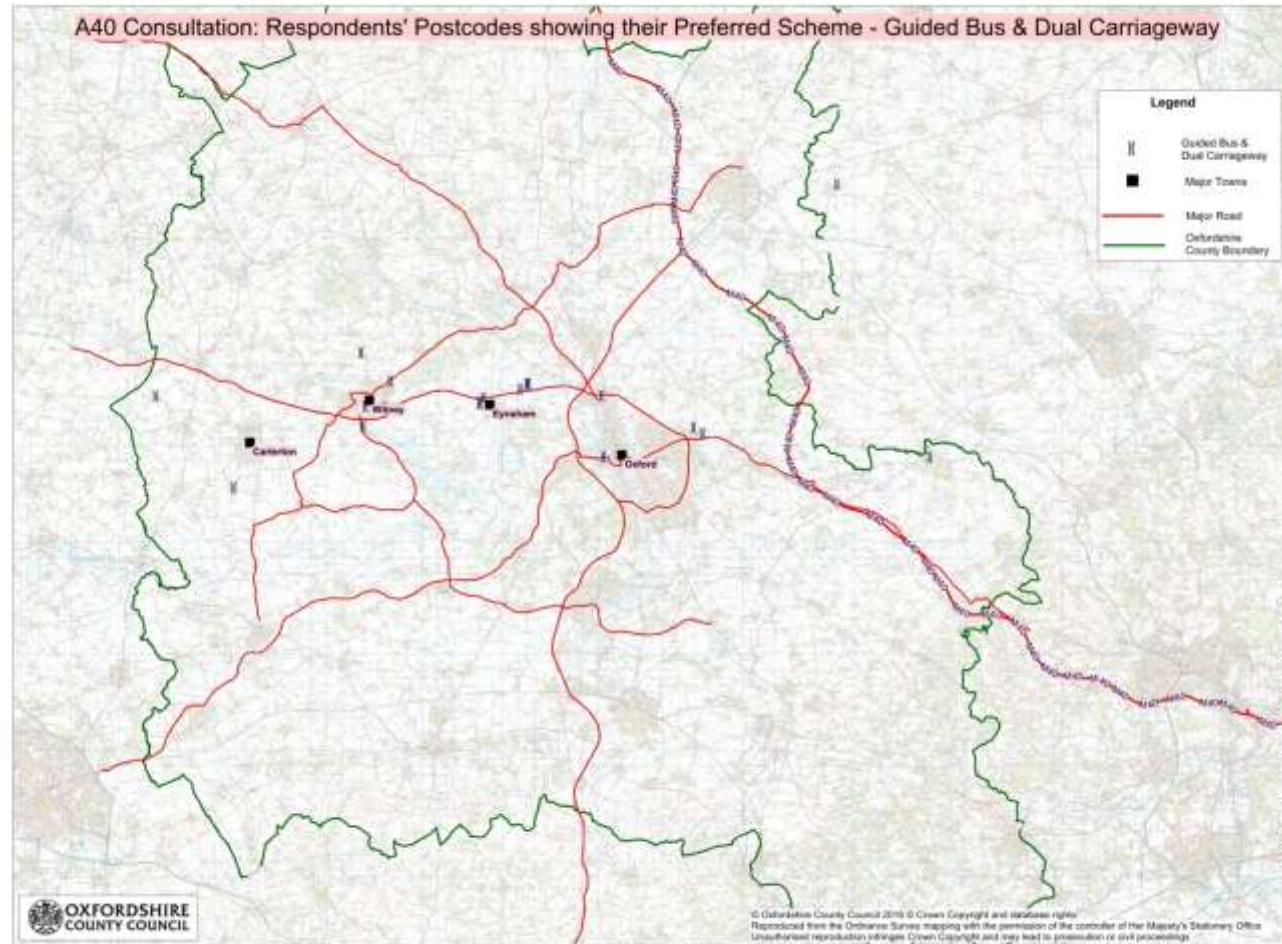


Figure 22: Respondents postcodes showing their preferred scheme – ‘Train and Dual Carriageway’ responses only

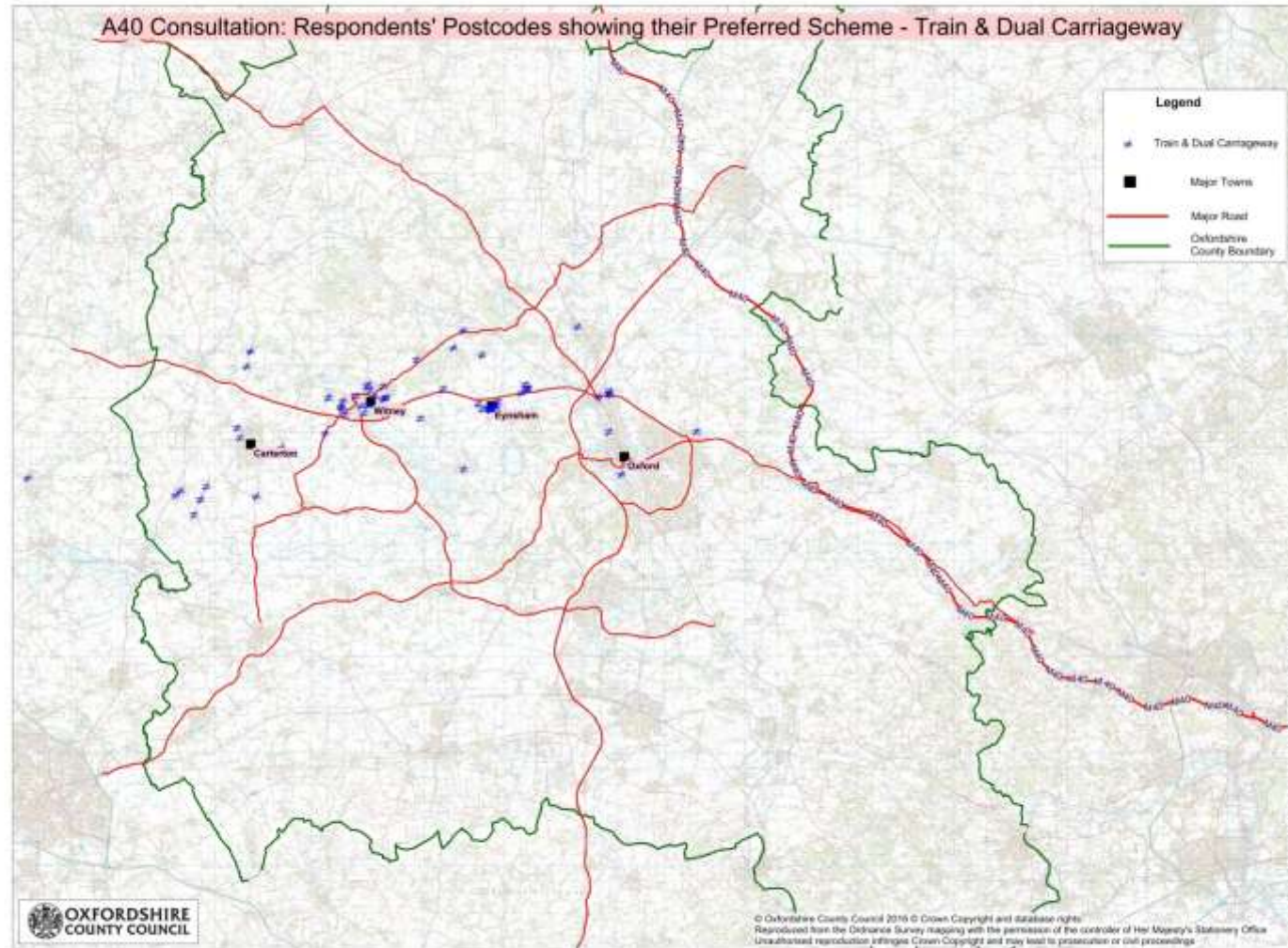


Figure 23: Respondents postcodes showing their preferred scheme – ‘Tram and Dual Carriageway’ responses only

