

Division(s) affected: *Eynsham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

09 OCTOBER 2025

EYNSHAM: A40 BARNARD GATE – PROPOSED EXPERIMENTAL NO RIGHT TURN RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of an Experimental Traffic Regulation Order (ETRO) that would prohibit right turns on to the A40 from the two roads at Barnard Gate, with an additional exemption for agricultural vehicles.**

Executive Summary

1. This report presents responses received to an informal/preliminary consultation with key-stakeholders & local residents on proposals to potentially introduce an Experimental Traffic Regulation Order (ETRO) which would prohibit right turns out of either of the junctions onto the A40 at Barnard Gate in Eynsham, as shown in **Annex 1**.
2. The intention would be for a 'sign only' restriction – with some minor kerbing works (i.e. temporary 'bolt-down' style, or water-filled barriers) on the minor road at the western junction to help supplement the signage to guide vehicles to turn left. At the eastern junction, the current layout in any case does this – albeit from a recent traffic survey only a very small number of vehicles were recorded making this turn, which is though currently permitted.
3. It should be noted that Emergency service vehicles & agricultural vehicles would be exempted from the prohibition. In addition to providing regulatory 'No right turn' signing at the junctions, advance-warning signing would also be provided to advise road users of the restriction – including at the junctions of the local roads with the A4095.
4. Concerns about the safe operation of the A40 junctions with the western access (A) to Barnard Gate and the road to South Leigh are longstanding. The steady and relatively fast flows along the A40 result in few gaps to pull out into safely,

while the lack of a right turn filter lane can make vehicle drivers feel vulnerable when waiting to turn towards South Leigh.

5. Analysis of the collision history between January 2019 and June 2025 (see **Annex 2**) shows that four serious injury collisions have involved vehicles turning out of Barnard Gate, three of which are confirmed as turning right and one unknown. In contrast, only one slight injury collision was associated with the South Leigh turn.
6. A 12-hour turning count (see **Annex 3**) illustrates the relative number of movements at this staggered junction, and at the other Barnard Gate junction further east. It is noticeable that approximately 3.5 times more vehicles turn left towards Barnard Gate than turn right on exit. This is possibly because drivers find an alternative route on the return journey to avoid this difficult manoeuvre. It can also be seen that relatively few vehicles take the right turns towards, and away from, South Leigh.
7. Taking the above data into account, the Vision Zero scheme is designed to address the right turn out of Barnard Gate only.
8. Banning the right turn at the western access only would tend to re-route drivers to the eastern access (B), which is potentially more hazardous for right turns because of the junction geometry. Therefore, it is proposed to ban the right turn here as well

Sustainability Implications

9. The proposal has been put forward in order to help improve road safety in the area, albeit it is also recognised that some journeys may be negatively impacted i.e. potential increases in length/time.

Financial Implications

10. Funding for consultation and the proposals themselves has been provided by the County Council's Vision Zero safety programme.

Legal Implications

11. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
12. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
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Equalities and Inclusion Implications

13. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Informal/Preliminary Consultation

14. Informal consultation was carried out between 16 July and 15 August 2025. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, local District Cllr's, Eynsham, North Leigh, South Leigh & High Cogges, and Freeland Parish Councils, Witney Town Council, and the local County Councillors representing the Eynsham, and the Hanborough & Hailey divisions.
15. Letters were also sent directly to approximately 50 properties in the immediate vicinity.

Statutory Consultee Responses:

16. Thames Valley Police (TVP) stated that a 'sign only' restriction is likely to be ignored and that if not properly engineered it is "destined to fail, resulting in constant calls for enforcement". The response requests confirmation that OCC, as the Local Highway Authority, will exercise powers of enforcement.
17. TVP also suggested that the distance to the closest safe place to turn around on the A40 (Eynsham roundabout) might lead some drivers to make dangerous turns at inappropriate locations, such as private entrances, laybys or unsuitable junctions.
18. Oxford Bus Company broadly support the proposals, but also identify the lack of suitable places to turn around which may affect levels of compliance.
19. The County Cllr representing the Hanborough & Hailey division expressed concern that the proposals do not go far enough to address the wider and more serious issues at this location. He specifically identified the lack of action on the right turn to South Leigh.
20. North Leigh Parish Council echo the comments of the County Cllr, which were set out in a letter to them. The contents of the letter are similar to the above response.

21. South Leigh and High Cogges Parish Council unanimously support this trial. Among the members of the public who attended the council meeting, 15 were in support and one against.
22. Witney Town Council did not give an opinion on the proposals as presented but made several comments, including concern that the South Leigh junction is not included and that they would support a right turn ban *into* the Barnard Gate roads from the A40

Other Responses:

23. Ten further responses were received from local residents, and one contact came through the OCC website. Of these, three were in support, four were opposed and three gave no opinion. Most of the responses offered observations and suggestions, which are summarised in the subsequent paragraphs.
24. An agricultural business commented that farming operations on the estate which straddles the A40 mean the road must be crossed regularly - dozens of times a day during harvest. The alternative is for agricultural vehicles to use a single-track road up to Cuckoo Lane, down to the A40 and back along the A40.
25. Other responses cited the following queries/concerns:
- Can there be an exemption for agricultural vehicles?
 - Satnav maps need to be updated rapidly to prevent confusion.
 - Pre-warning signage needs to be considered.
 - Drivers are likely to perform U-turns in unsuitable locations on the A40.
 - The existing right turn filter lane at junction B will be used by vehicles trying to U-turn and will be in conflict with vehicles turning right into Barnard Gate.
 - Does the straight-across movement constitute a right turn?
 - Would a speed limit of 50mph be safer?
 - Can traffic signals or a roundabout be used instead?
26. The full responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

27. It is recognised that a 'sign only' restriction may be violated, and full compliance is not guaranteed. However, with suitable advance signage in place, it is anticipated that the number of turns will be substantially reduced, leading to a proportionate reduction in the number of collisions and near-misses.
28. A small traffic island will be placed in the centre of junction A to physically discourage the right turn movement and to accommodate a 'No Right Turn'

sign. The island will be temporary in nature as this scheme is experimental, and can be removed at short notice if necessary.

29. OCC will not be legally enforcing the restriction. Compliance will rely on drivers heeding the advance signage and finding an alternative route. After implementation, monitoring will take place and the information gathered will help to inform the decision about the long-term application of a restriction.
30. TVP, Oxford Bus Company and several other respondents raised the point that, for drivers wishing to head west on the A40 but made to turn east, the nearest location to safely turn around is a long way away, at Eynsham roundabout (4.6 mile round trip). Consequently, drivers may decide to perform a 'U-turn' in a layby or private access, which could potentially be unsafe. This is recognised as a possible effect of the restriction, which will also be monitored if possible. A full consultation will take place during the period of the experimental Order and it is likely that any actual resulting issues will be identified at that time.
31. The Access to Witney (Shores Green) project is due to be completed in Summer 2026. For drivers from Freeland or the A4095, this will provide an alternative route to join the westbound A40 and should reduce the demand at Barnard Gate.
32. There is no intention to ban right turns *into* Barnard Gate as a filter lane already exists at junction B and there is no significant collision history.
33. The 'straight across' movement, from Barnard Gate to South Leigh, has been confirmed by OCC Legal department as comprising a right turn and a left turn, so would be banned by the proposals. This would introduce a severe difficulty for agricultural vehicles that have to cross the A40, as the alternative route involves a significant detour including single track road, a right turn from Cuckoo Lane and 1.5 miles on the A40. It is, therefore, proposed to include an exemption for agricultural vehicles. Although slow-moving, they are easily visible due to their size and (often) flashing amber lights, so A40 through traffic should have adequate time to react accordingly. The traffic island would be designed to accommodate this movement.
34. Specific (i.e. those that requested) Satnav data organisations are generally informed when new 'moving' Traffic Regulation Orders come into force.
35. New signage advising of the turning restriction will be placed at the A4095 with Cuckoo Lane and at other appropriate locations.
36. Speed limits on all the county's A- and B-roads are being reviewed as a part of the Vision Zero Speed Management programme. It is unlikely that any adjustments will be made to this stretch of the A40 prior to completion of Shores Green and HIF2 works.
37. Traffic signals or a roundabout would be hugely expensive and disruptive, and unlikely to be justified by the levels of minor arm traffic or the collision history.

38. A previous proposal, incorporating a central reserve across the junctions, would prevent all movements except for left turns only, including from South Leigh. This would make it impossible for agricultural vehicles to cross and is, therefore, considered to be unviable.

Monitoring & Evaluation

39. Should the ETRO be approved, a formal consultation will run for at least six months during the application of the restrictions. The scheme will be taken back to a Cabinet Member Decisions meeting before the end of the trial period, if any objections are received, to determine whether the restrictions are to be made permanent. It should be noted that the experiment can be terminated at any time if deemed necessary.
40. Monitoring of movements will take place during the trial with manual turning counts and/or video surveys. The recorded data will help to inform the decision on the permanence of the scheme.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Location plan Annex 2: Collision history plan (2019-mid 2025) Annex 3: Junction turning count Annex 4: Responses
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Contact Officers:	Roger Plater (Senior Officer – Vision Zero) Anthony Kirkwood (Team Leader – Vision Zero)
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October 2025

A40 at Barnard Gate: Proposed experimental prohibition of right turns from Barnard Gate to A40

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A40 at Barnard Gate Proposed Experimental Prohibition of right turns to A40

SCALE 1 : 2500

DATE 03/07/2025

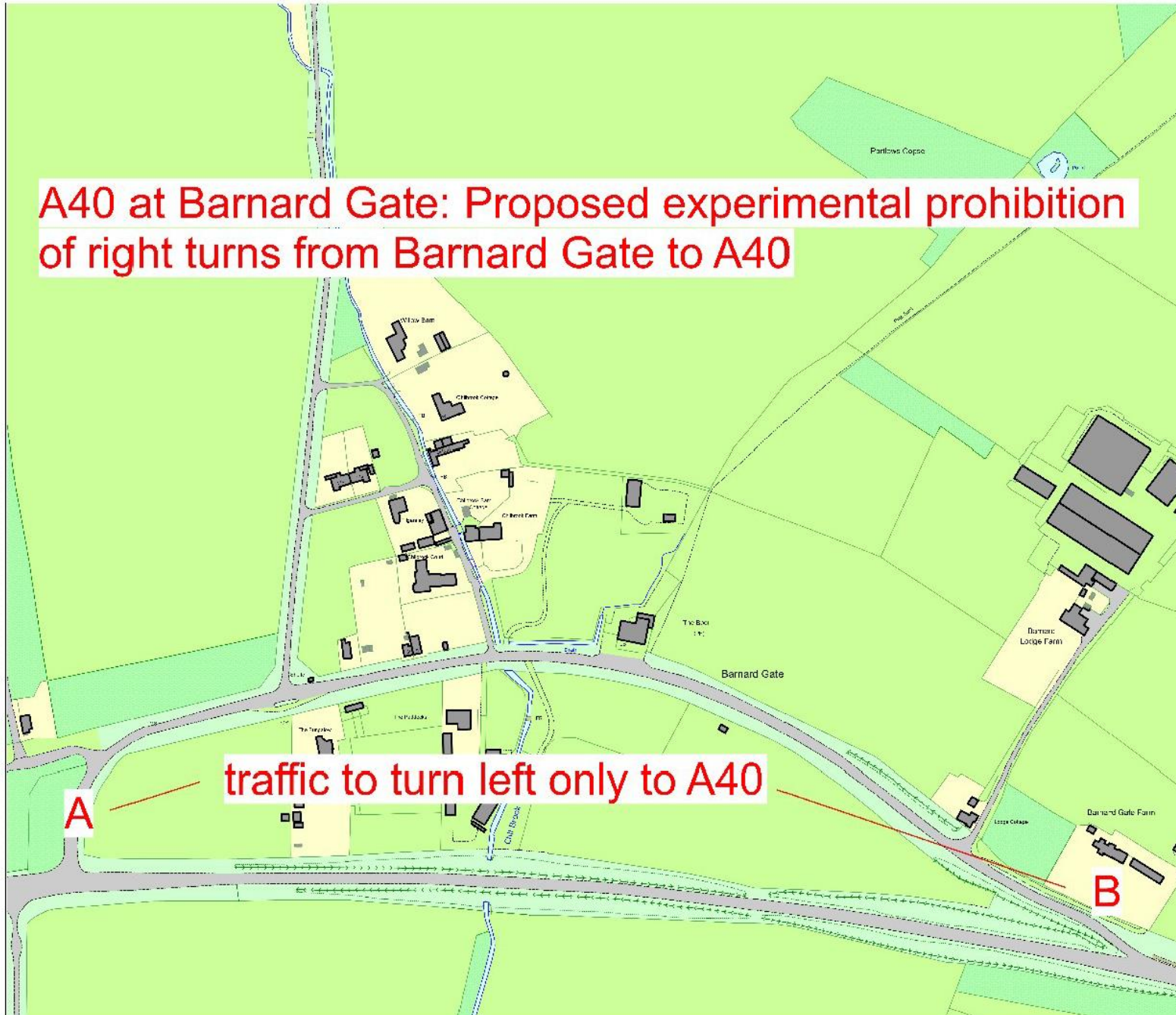
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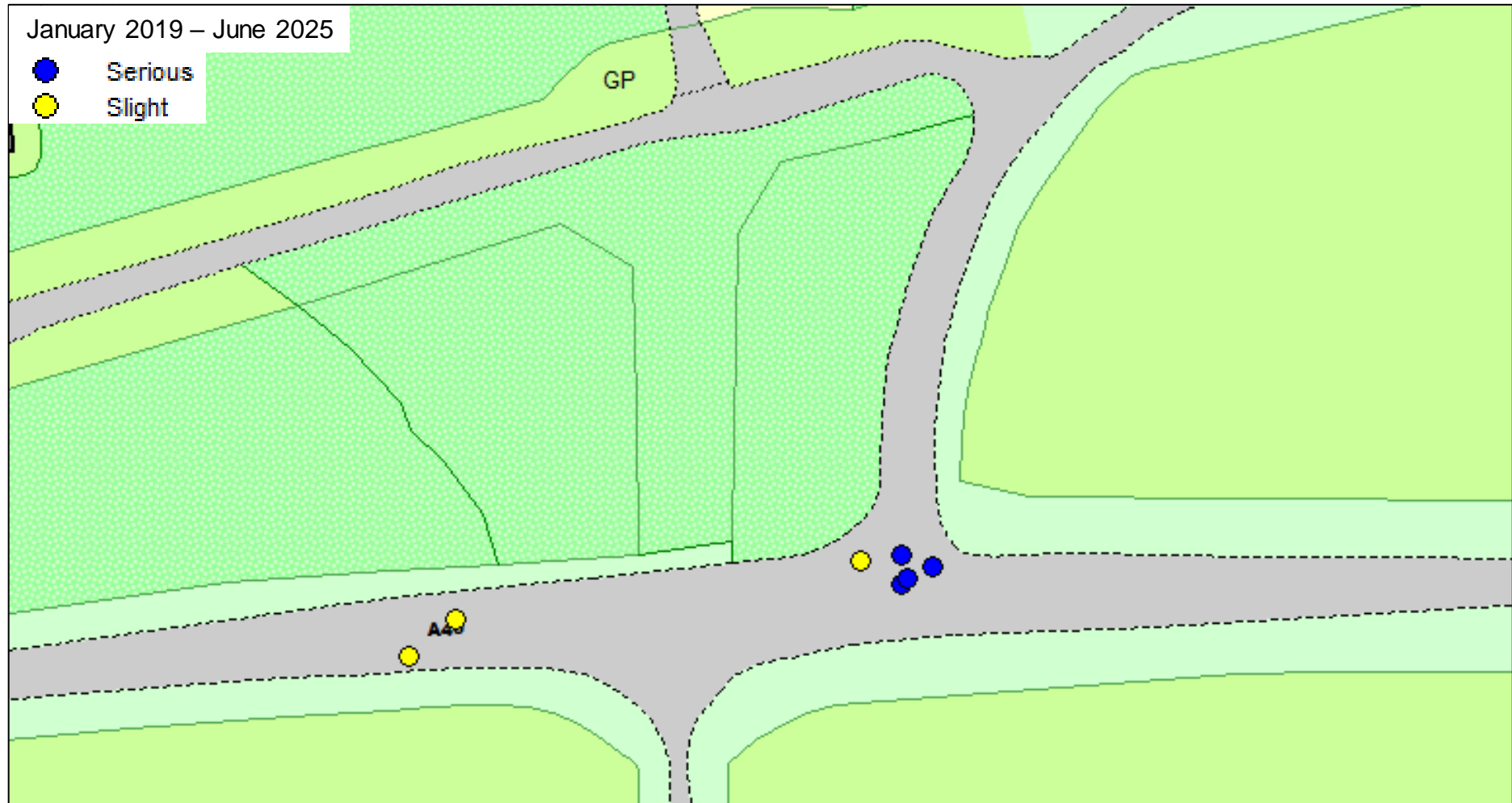
traffic to turn left only to A40

A

B



ANNEX 2



A= Barnard Gate

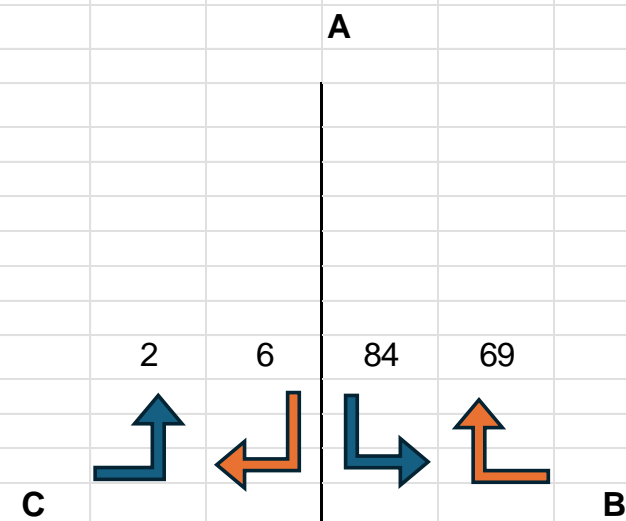
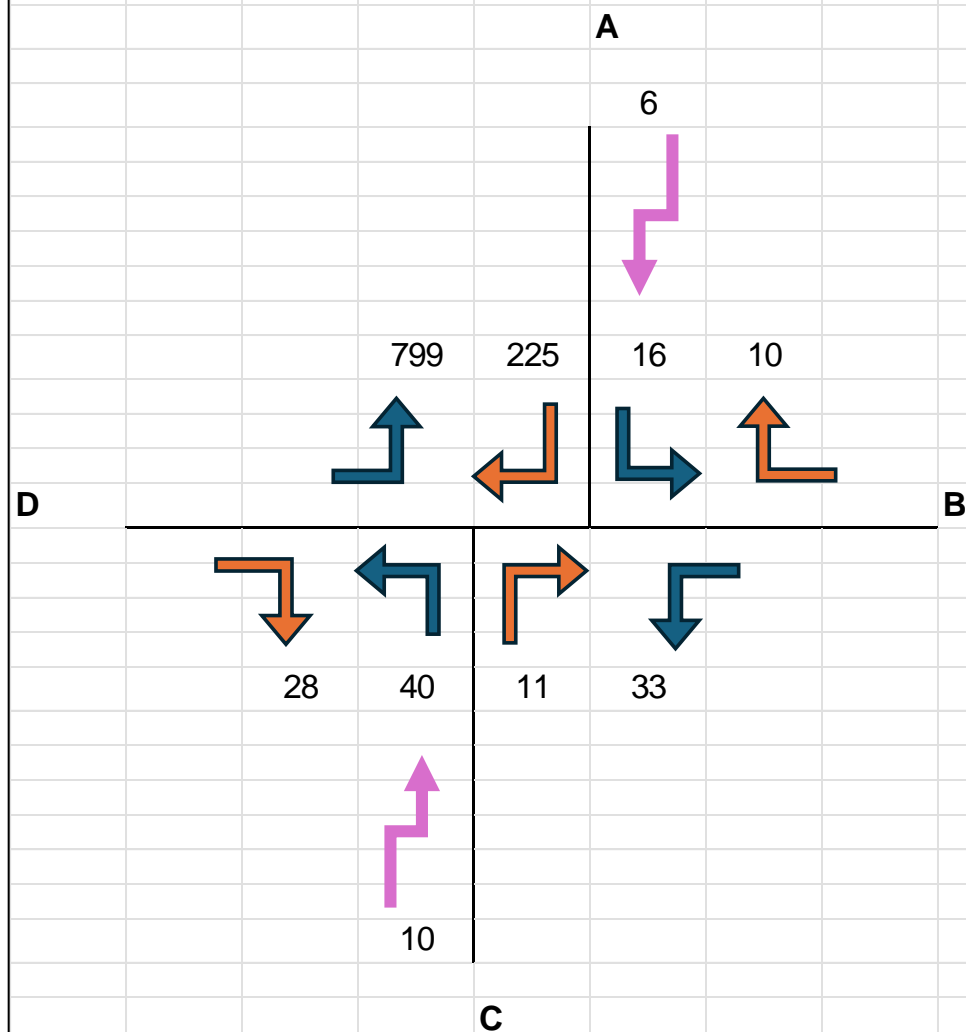
B= Oxford

C= South Leigh / Witney

D= Witney

12-hour turning count (11 Feb 2025)

ANNEX 3



ANNEX 4

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	<p>Thank you for this initial consultation. Due to its remote location a 'sign only 'restriction is likely to be ignored . My experience of previous minor kerbing using temporary bolt down or water filled barrier also likely to have little effect and fail from the start .</p> <p>If it is not properly engineered in the first place it is destined to fail, resulting in constant calls for enforcement</p> <p>I would like written confirmation that any burden for enforcement does not fall to the Police and that you as Highway Authority will exercise your own Powers under Part 6 of the TMA Act should enforcement become necessary.</p> <p>Looking at Collision History it shows only 2 in a 5-year period at the main access from Barnard Gate ,which compared to the rest of the A40 in this vicinity is very low.</p> <p>Another reason this proposal is likely to fail without robust engineering, is the distance left turners will have to travel before turning around in order to return westbound. This might lead to some drivers making Dangerous turns at random locations. (Private entrances, Lay bays or other unsuitable junctions.</p> <p>Ban the turn ,but do it properly from the beginning .</p> <p>With regards to the Eastern junction: Again even more remote . I agree it is engineered differently, but it is not impossible to turn Right. 'Sign only' would be highly inappropriate. This junction likely to see even more traffic users and some will turn right.</p>
(s2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Thanks for bringing this to us. We operate the H2 bus services every 30 minutes in each direction through these junctions. Naturally the whole A40 is under intense pressure, with high traffic volumes in both directions at most times of the day, including from the early morning. Here some of the greatest hazards are more likely to be associated with early morning and dusk movements, as the A40 is under a 50mph limit. Right turns out conflicting with traffic in both directions is clearly extremely risky much of the time. However, the lack of suitable locations to double back on the A40 downstream, especially to the east, is a significant issue that may well negatively affect levels of compliance.</p>

	<p>Broadly we support the proposals which have very obvious positive safety merits.</p>
<p>(s3) Local County Cllr, (Hanborough & Hailey division)</p>	<p>I welcome Oxfordshire County Council's recognition that action is needed at the A40 Barnard Gate junctions to improve safety and reduce the risk of serious incidents. The inclusion of this location in the Vision Zero junction hot spots programme is a step in the right direction, and I support the principle of taking measures to protect all road users.</p> <p>However, I remain concerned that the current proposal to prohibit right turns out of the Barnard Gate junctions – while helpful in part – does not go far enough to address the wider and more serious issues at this location.</p> <p>This scheme must be more than a temporary sticking plaster for a long-standing and dangerous situation. As part of the County Council's recent budget, £100,000 was allocated specifically towards safety improvements at this junction. That funding must now be used to deliver a more comprehensive and effective solution — not just minimal signage and barriers that may have limited long-term impact.</p> <p>Crucially, this proposal does nothing to address the ongoing safety concerns around the right turn into South Leigh from Witney on the A40. This is a major issue, with no designated area to safely make this turn, putting drivers at significant risk every day. It is unacceptable that this dangerous manoeuvre remains outside the scope of the current plan.</p> <p>If we are serious about achieving Vision Zero and making our roads safer, we must take a holistic approach. I urge the Council to use the funding wisely and ambitiously — not just to trial limited restrictions, but to develop a full plan that addresses all dangerous turning movements along this stretch of the A40.</p> <p>I will continue to press for meaningful improvements and to ensure that local voices are heard throughout this process.</p>
<p>(s4) North Leigh Parish Council</p>	<p>North Leigh Parish Council echoes the following comments from County Councillor Liam Walker:</p> <p><i>"I am writing to you regarding the County Council's current consultation on proposals to introduce an Experimental Traffic Regulation Order (ETRO) at the A40 Barnard Gate junctions, which would prohibit right turns out of both junctions, requiring left turns only.</i></p> <p><i>While I welcome the recognition that action is needed to improve safety at this location</i></p>

	<p><i>— particularly as part of the Council's Vision Zero programme — I have significant concerns that this proposal does not go far enough in addressing the longstanding issues along this stretch of the A40 and ask for your support along with your council to ensure the county council gets these improvements right.</i></p> <p><i>Earlier this year £100,000 was set aside by the county council with the understanding this funding would deliver meaningful and lasting change, not simply to install temporary signage and barriers which may have limited long-term impact.</i></p> <p><i>In particular, I am extremely concerned that the current proposal does nothing to address the dangerous and well-known issue of the right turn into South Leigh from Witney on the A40. There is currently no designated area to safely make this turn, and the risks associated with this manoeuvre are clear to anyone who regularly uses this route."</i></p>
(s5) South Leigh & High Cogges Parish Council	<p>We are somewhat disappointed that these plans have been submitted as temporary and were not the ones that were originally suggested when having discussions last year. Barnard Gate is a significant safety concern and having seen the impact of numerous accidents at this hotspot and the funding having been secured the Parish Council feel that the original plans suggested were a better solution.</p> <p>However, as no other solution is being presented the Parish Council unanimously support this trial, which we discussed at our PC meeting. Members of the public were also present and I have attached a summary of their responses. 15 in support and one against.</p> <p>We would like to be kept updated with the trial information as this will help us when looking at the potential benefits of this scheme and where further improvements can be made. It is impossible to judge the speed of oncoming vehicles when trying to turn right at this junction so we anticipate that this scheme is essential to stop loss of life and would like it noted that our preference was to have a permanent solution.</p>
(s6) Witney Town Council	<p>The Planning & Development Committee at Witney Town Council has reviewed Oxfordshire County Council's proposed Experimental Traffic Regulation Order (ETRO) for the A40 Barnard Gate junctions with interest. Members welcome the County Council's focus on this long-standing area of concern. However, the Committee has several important observations and concerns to raise:</p> <p>1. Incomplete Crash Data:</p>

	<p>Members felt that the crash data referenced in the proposal appears incomplete and does not provide a full picture of incidents along this stretch of the A40. As a result, the justification for the proposed measures seems insufficient and may not reflect the true scope of the safety issues.</p> <p>2. Omission of South Leigh Junction (Westbound): There is particular concern that the proposal does not include any restrictions for the South Leigh junction westbound. Members fear that implementing right-turn bans at the Barnard Gate junctions without addressing this nearby junction could simply shift the safety risk further down the road, particularly toward lay-by areas, creating a new accident hotspot rather than resolving the problem.</p> <p>3. Need for a Broader, More Integrated Solution: While the Committee supports OCC's renewed attention to this high-risk area, they are disappointed by the limited scope of the current proposal. A more comprehensive strategy is needed to address safety along the wider stretch of the A40.</p> <p>4. No Right Turn Restrictions: The Committee would strongly support a 'no right turn' restriction from the A40 into both Barnard Gate junctions. Members believe this would reduce conflicting traffic movements and improve safety—similar to the successful layout used near the Esso garage further along the A40.</p> <p>The Committee is grateful for the opportunity to provide input at this early stage and encourages Oxfordshire County Council to consider a more holistic approach to ensure lasting safety improvements along this route.</p>
(e1) Email response, (unknown)	<p>As i work on the Eynsham park estate which straddles both sides of the A40, we cross the road at Barnard Gate to join the South Leigh road on a regular basis, and during harvest dozens of times a day to bring corn back to the corn dryer in Barnard Gate.</p> <p>Traffic lights or roundabout make far more sense.</p>
(e2) Local resident, (Barnard Gate)	<p>Further to your letter regarding the A40 Barnard Gate junctions - proposed experimental right turn bans I am in agreement with your proposal.</p> <p>I wanted to write to advise as a resident of Barnard Gate for 20+ years of my two major concerns with this proposal;</p>

	<p>1. How quickly to the implementation of the ban will all sat nav/google maps/waze etc be updated with this change? Nowadays many drivers rely on one of these digital direction options, even if they are local, as they use it to avoid congestions. If these are not updated at the same time as the bans commencing, this will cause no end of confusion. The likelihood is that they would end up turning left from your point 'B' exit and then immediately right turning into the small Mayfield egg farm entrance to do a U-turn. When cars turn in to the farm, this often causes issues with the traffic turning right into Barnard Gate from the A40 as they share this central section of road and is very dangerous. My family and I have many times had close calls here.</p> <p>2. I think it is important to consider all the pre-warning signage that you are providing along with their locations. As you have not specified exactly which junctions the advance warnings will be located, I just wanted to say that not only is it important to have it in the aforementioned A4095 junction, but also at the turning to Freeland from Cuckoo Lane prior to the single lane to Barnard Gate.</p> <p>As an aside, whilst you are putting new signage up in the area, an additional sign to highlight the sharp bend on the single lane is really needed. The recent triangle sharp bend signs are great, however a black and white chevron sharp bend sign positioned on the corner itself is really required.</p> <p>Many thanks for your consideration and consultation on this, as mentioned, I am in support of this change.</p>
(e3) Email response, (unknown)	<p>My son lives in Barnard Gate, & farms for the Eynsham Park Estate, & has to cross over the A40 right & left, to travel to South Leigh, & right along the A40 going West. At present there are 2 junctions nearby with left turn only going towards Eynsham, one from Freeland, the other from Barnard Gate, why another one.</p> <p>The right-hand turn in question is essential to drivers, only in my son's case, he is transporting heavy Agricultural plant left & right of that junction, but without it he would have to go back to Eynsham & on to the next roundabout before turning completely around to be able to go West. Tractors, trailers, Combines & lorries on an already congested A40 road. It's a madness, & it's not as if there are significant numbers of accidents there to warrant the ban on the right turn.</p> <p>The Barnard Gate road is not as quiet as you make out, especially in school runs & businesses using the road as a rat run between North Leigh, Freeland & Long Hanborough to the A40 going West.</p>

(e4) Local resident, (Barnard Gate)	<p>Whilst the change will inconvenience residents of Barnard Gate, I am also aware of the dangerous nature of the junctions and therefore support the proposals. As a resident of Barnard Gate, I am acutely aware of the dangers of the junctions and the behaviours of drivers coming from all directions. I would like to make the following observations/suggestions to improve your plans;</p> <ol style="list-style-type: none"> 1. By prohibiting the right turns as per the proposal, you are likely to increase the desire of drivers to U-turn on the A40 at the earliest convenience as they travel east from Barnard Gate. There are two places where this currently takes place - both are extremely dangerous. The first is the right turn immediately east of junction B which is the entry into James and Gemma Lyall's house/chicken farm. The second is Fir Tree Farm. Both of these are not appropriate places to U-turn and I anticipate the increase in drivers attempting this dangerous manoeuvre will lead to accidents. 2. Linked to the challenges associated with these junctions is the right turn off the A40 travelling west at junction B. There is a filter lane in the middle of the road to turn right and it is common for oncoming traffic to veer into this lane, and dangerous drivers attempting to overtake using the filter lane. It is extremely dangerous and there have been accidents over the 12 years we have lived here - and before. This filter lane also acts as the start to a u turn manoeuvre in the opposite direction - as described above in 1 - even more dangerous. The solution is to place a simple raised central reservation to clearly mark the filter lane. 3. Finally, a question, it is not uncommon for traffic to turn onto the A40 at junction A and travel straight into the left turn filter lane to go straight on to South Leigh. Is this considered a right turn under your prohibition? Is it a no-right turn or a mandatory left turn? This will need some thought.
(e5) Local resident, (Barnard Gate)	<p>We have seen so many accidents within 200 yards of our house in the last 5 years! Including vehicle that have come through our wall and others including members of our family and neighbours!</p> <p>I can confirm that vehicles come past our property at speeds of 70 to 80 mph, as not reduced their speed from leaving the dual carriageway when coming from the west or vehicles speeding up for the dual carriageway when coming from the east!</p> <p>We have children of various ages who either attend school in Witney or work or socialise in Witney, so the only way for us and them to get into Witney would be to turn left out of our property and then go across the traffic at the Barnard Gate junction (South Leigh side) to do a U turn!</p>

	<p>Whilst this is the most dangerous part of our journey, it is far safer than trying to turn right out of our property! So could you confirm if this will still be possible after the amendments?</p> <p>Apart from the outlined proposal for the Barnard Gate junction, would a new speed limit of 50 mph also be a lot safer in the accident black spot?</p>
(e6) Local farmer/resident, (Barnard Gate)	<p>I farm all the land either side of the barnard gate junction you are proposing to restrict a right hand turn towards Witney.</p> <p>Moving our farm machinery on the A40 is a nightmare on a daily basis,our harvesters are 3.7 mtrs wide,just for 1 example,,,</p> <p>So we made a farm track to enter and exit the farm on to the barnard gate road so we can then keep as much farm traffic as possible off of the A40,because then we can simply move our machinery down from Bowles farm to barnard gate and then cross the A40 without travelling on it and slowing up traffic flow any more than is necessary.</p> <p>If you persist and proceed with stopping us from crossing to the south leigh road from barnard gate we will have to cross the road at the end of the freeland road,,then travel down the A40 slowing up traffic more than is necessary. We put up,with verbal and vile abuse every day moving farm machinery around Oxfordshire and this proposal will make buisness for us a whole lot more difficult.</p> <p>I also live in Barnard gate,and use that junction everyday either in a Land Rover,or one of our grain lorries as our grain store is in the village by the solar park,and sending 44 ton articulated lorrys round a single track road to the freeland road to then head west on the A40 is just ludicrous,,and a waste of time and fuel,,as well as meeting on coming traffic on a single track road.</p> <p>I would be very grateful if you would consider my concerns and take our farming activities in and around barnard gate and south leigh very seriously in the decision wether to action this very bad idea. A far better and safer proposal would be a roundabout which would slow down traffic naturally and allow traffic to cross or turn right quickly and safely.</p>
(e7) Local business, (Barnard Gate)	<p>We run a business from Barnard Gate, and oppose the right turn bans. We feel these busy and dangerous junctions would be better managed by installing traffic lights.</p>

	<p>There was a similar problem at the Cassington junction which was resolved by installing traffic lights, I wonder if this is an option.</p>
(e8) Email response, (unknown)	<p>I agree that there should not be a possibility of turning right onto the A40 westwards at the two Barnard Gate junctions. However, I am concerned that the dangerous turn onto the South Leigh road is not left as it is now. More extensive arrangements should be made to make this turning safer.</p>
(e9) Local resident, (Barnard Gate)	<p>Thank you for your recent letter regarding the proposed changes to the A40, which would directly and negatively impact us. I appreciate the ongoing challenges associated with this stretch of road – particularly the bottleneck where it narrows to a single lane – and I welcome any long-term improvements that would make it safer and more pleasant for all users. However, I do not think that this solution is workable.</p> <p>We have lived here for the past four years. The property is directly on the A40 and we have witnessed a steady deterioration in road conditions, along with an increase in accidents. With approximately 35,000 vehicles using the A40 daily, we regularly experience delays of up to 40 minutes to travel just 3.5 miles from the Duke's Cut roundabout. When traffic is lighter, excessive speeding is common, with little to no enforcement. We've seen vehicles crash into property walls, hedges, and fields, and have personally experienced the loss of pets and local wildlife due to the road's dangers. Pathways and cycle lanes are also poorly maintained.</p> <p>Our property is uniquely affected – we are the only residence in the hamlet without direct access to the A40. Our only option is to use a poorly-maintained back track (property of Eynsham Park) through into Barnard Gate and then to turn right onto the A40, which is part of our daily commute. Under the proposed changes, I assume we would need to divert via Cuckoo Lane and into Witney to rejoin the A40 westbound. This route is already a narrow, single-lane road with passing bays, poor surface conditions, and frequent congestion. The diversion would add over 20 minutes to each journey. The alternative—travelling eastbound and turning around at Eynsham—is equally inefficient, wasting both time and fuel, particularly during peak hours.</p> <p>When we purchased our home, the Smart A40 dualling project had been approved and was due to begin this year. Not only has that project been cancelled, but this new proposal further compounds the inconvenience and impact on our daily lives. The proposed right-turn ban feels like a short-term fix for a much larger issue. A more effective and lasting solution would be to revisit the original 2021 Smart Road upgrade, which included a roundabout at this junction.</p>

	<p>The plan provided in your letter lacks detail. It does not show how temporary signage or barriers will be positioned, which raises concerns about safety—especially given the volume of HGVs and agricultural vehicles using the A40. You mention monitoring compliance, yet the speed camera at the eastern junction has not functioned in the past four years. Why not relocate it to the Barnard Gate junction and install another near Whitehouse Farm to encourage safer driving near residential properties?</p> <p>In addition to this, our lack of direct access to the main road is dangerous, particularly in an emergency. For example, we had a garage fire in 2023 and the emergency services had real difficulty reaching us to put out the flames and ensure our safety. There were 4 fire engines and police vehicles in attendance, and the entire A40 was closed for a significant period of time. Firstly, they didn't know how to get here and, secondly, they had to cut a space near the hedgerows to get water on site. If this had been a house fire, and people's lives in danger, we hesitate to consider the consequences. We can only access our property via the Eynsham / Estelle Manor south lodge entrance, with gates and multiple padlocks.</p> <p>Could you also confirm whether the road opposite South Leigh will be subject to a left-turn ban? And will other residential properties along the A40 be restricted from turning right?</p> <p>In conclusion, we strongly oppose the temporary right-turn ban. It significantly limits our access to the A40 and the proposed alternative routes are unsuitable. We urge you to consider:</p> <ul style="list-style-type: none"> • Increased police presence near high-risk and residential areas • Improved regular maintenance of roads, footpaths, and cycle lanes • A long-term investment in dualling the A40, as previously proposed • A potential solution to our lack of A40 property access - both Salutation Farmhouse and White House Farm (our neighbours on each side) have access to the road directly from their driveways. At present they are able to turn both right and left - I would suggest that this be an equal danger and that if you are intending to stop right turn access at the Barnard Gate junction you ought to be doing the same to these properties. Our elderly neighbour in particular is a hazardous driver and has frequently caused near-misses on the road whilst trying to turn right out of her property.
(e10) Email response, (unknown)	<p>South Leigh Parish Council has proposed that the junctions on the A40 at Barnard Gate are modified to make the stretch of the road safer. Whilst this is a laudable aim, their proposal is misguided and is a significant detriment to locals. Their proposal is to restrict road users from the South Leigh side and the Barnard Gate side from making right turns to or from South Leigh or Barnard Gate onto the A40.</p>

It is vitally important to keep all access routes to the village open and flexible. Whilst the A40 is a busy road and most villagers try to avoid using the “difficult turns”, in or out of the village, the ability to make the turn when required or at quiet times must be maintained. Patient drivers are able to make the turn safely at most times of the day, without significant impact on journeys. There are occasions when it is not possible to use the alternative routes, such as a flood at the pub (a frequent occurrence ~12 times a year and predicted to become more frequent), a tree across the road, or an accident on the Sutton road, when it becomes desirable to use this route. Ironically, accidents on the A40 can make it imperative that this junction is available too.

The proposal shows both turnings from Barnard Gate being prohibited from making right turns onto the A40. The poor people who live in Barnard Gate will be forced to use the single track road to North Leigh, or join the A40 East bound and turn round at Eynsham, to get to Witney. Alternatively, it may encourage the use of the laybys to make U turns. Farm vehicles may wish to just cross the A40 too. With no right turn at Barnard Gate they will be forced to head towards Eynsham and back on the A40. Similarly farm vehicles leaving South Leigh will have to head West and use the farm bridge, which is a significant detour and imposition on the traffic on the A40, not to mention safety risk. The suggestion that we (South Leigh) can always turn left at the A40 and use the farm bridge, on grounds of safety is ridiculous – there is no decent slip onto the East bound A40 from the bridge and you would be merging in to traffic reducing from a dual carriageway to a single carriageway, often with speeding cars trying to make a last minute overtake, which is far more dangerous.

Whilst it is true that there has been a significant number of accidents along this stretch of the A40, there are multiple factors which contribute, such as the reduction of the dual carriageway to single carriageway, overtaking and the impatience of drivers, congestion and standing traffic at peak times, and the nature of the staggered junction with overlapping slip roads, leading to “Billy Munger” type obscured shunts. If the concern is over the safety of the A40 then take steps to make the road safe, not to limit the functionality of the junctions at Barnard Gate.

For example making this section of the A40 double white lines, creating a right turn island at the South Leigh junction for East bound traffic – Barnard Gate already has one for West bound traffic at the other end of Barnard Gate, and it would seem unnecessary to have the same provision for another right turn island for Barnard Gate at the South Leigh junction.

Previous plans for this junction show an offset roundabout, which whilst relieving the right turn problem, introduces a flow restriction of the major route for a minor junction and may exasperate left turns from the minor junctions, due to the concertinaing of traffic as car slow for the roundabout.

