

1.2.4 Scheme Plans

Dependent Development Site Areas excerpt from West Oxfordshire Local Plan 2031, Adopted September 2018

Figure 9.2d: North Witney Strategic Development Area (SDA)

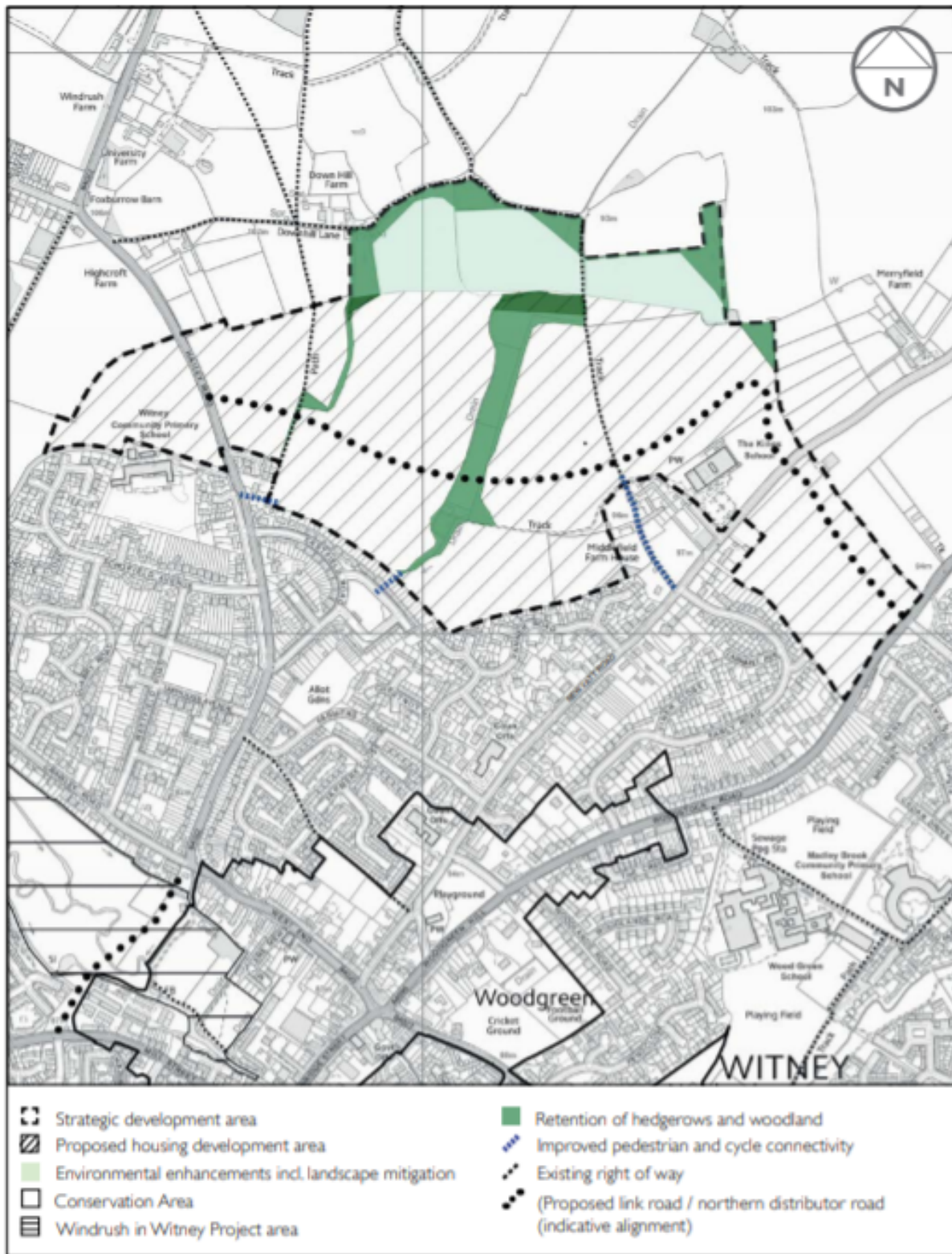


Figure 9.2c: East Witney Strategic Development Area (SDA)

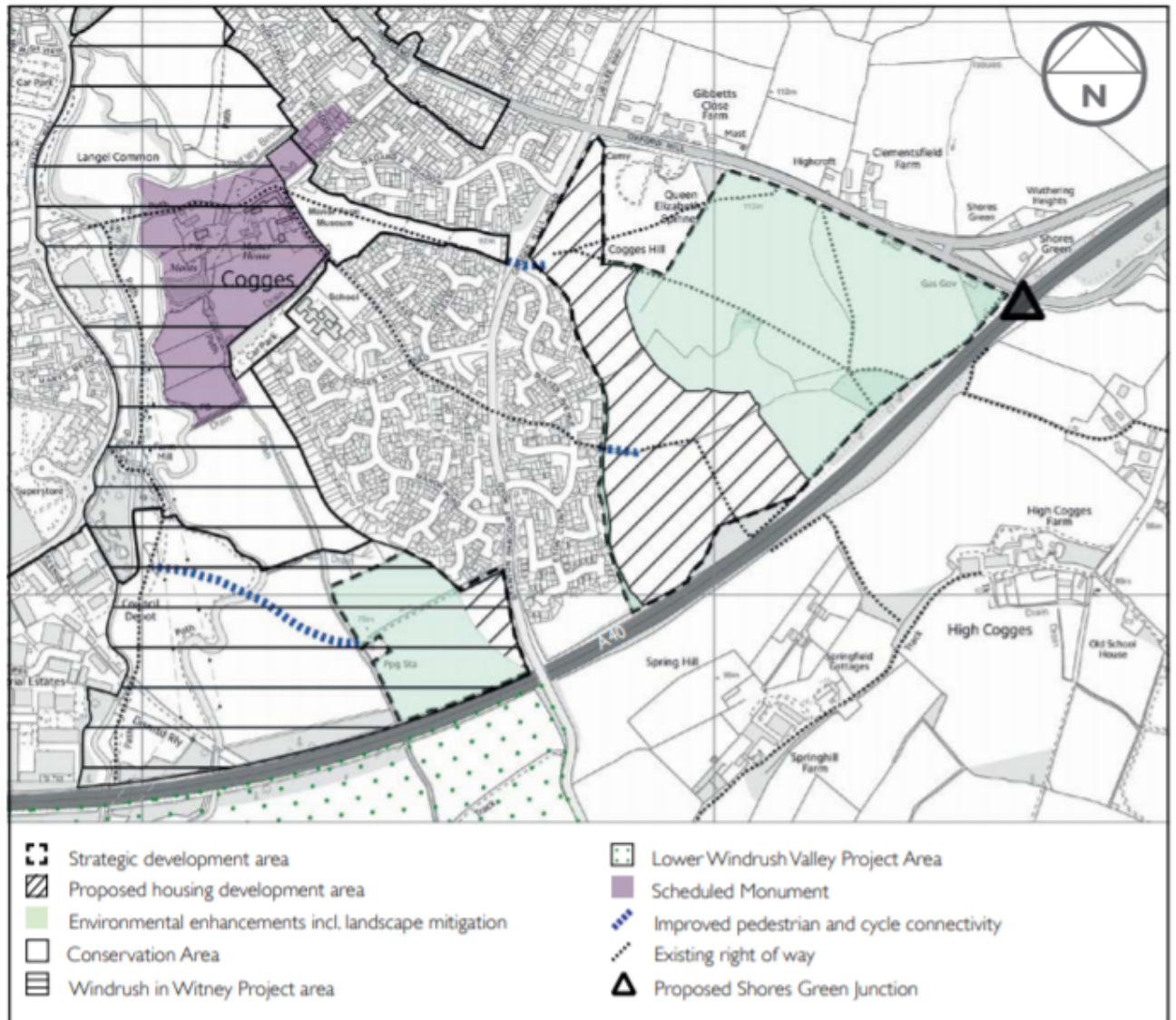


Figure 9.5c: Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG)

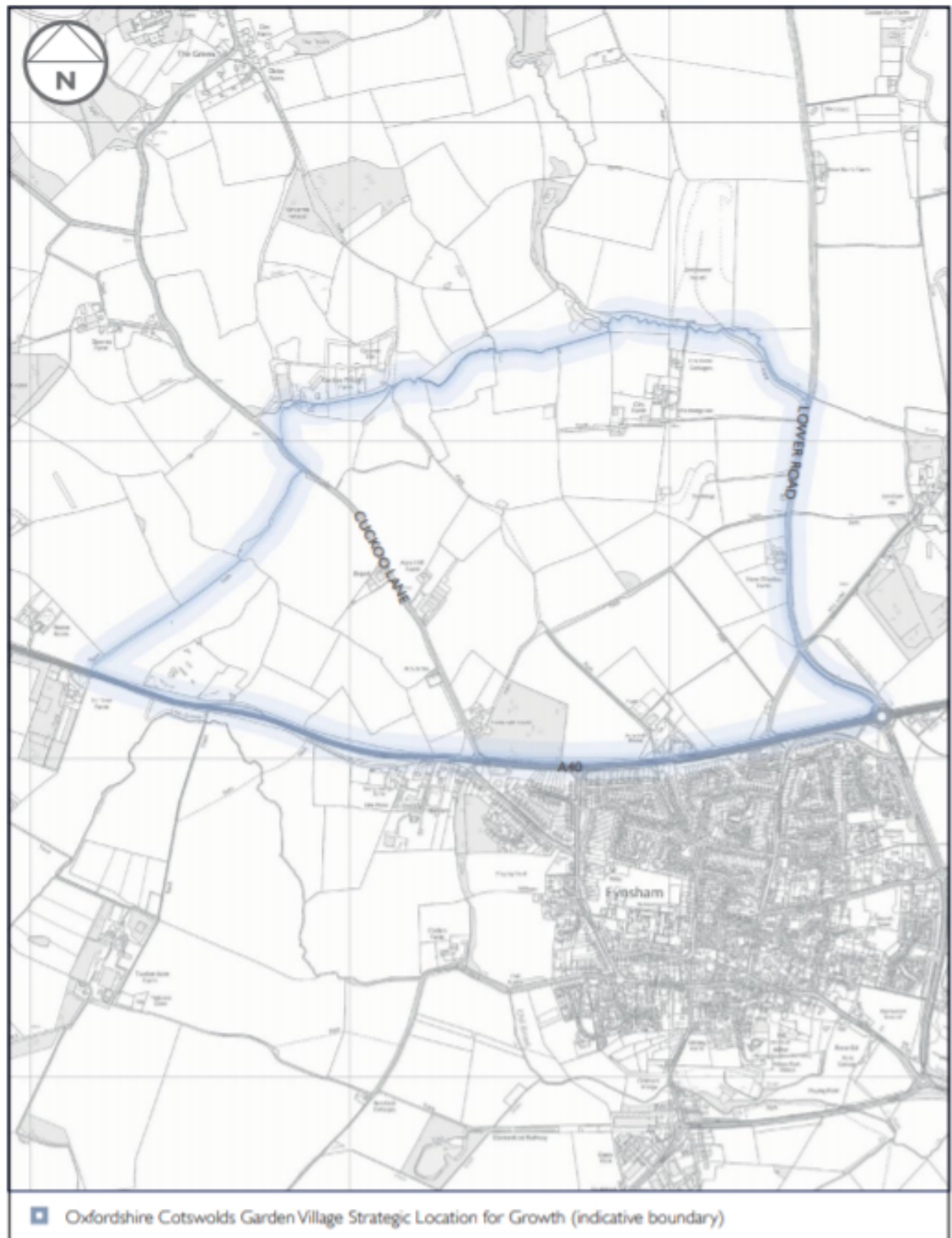
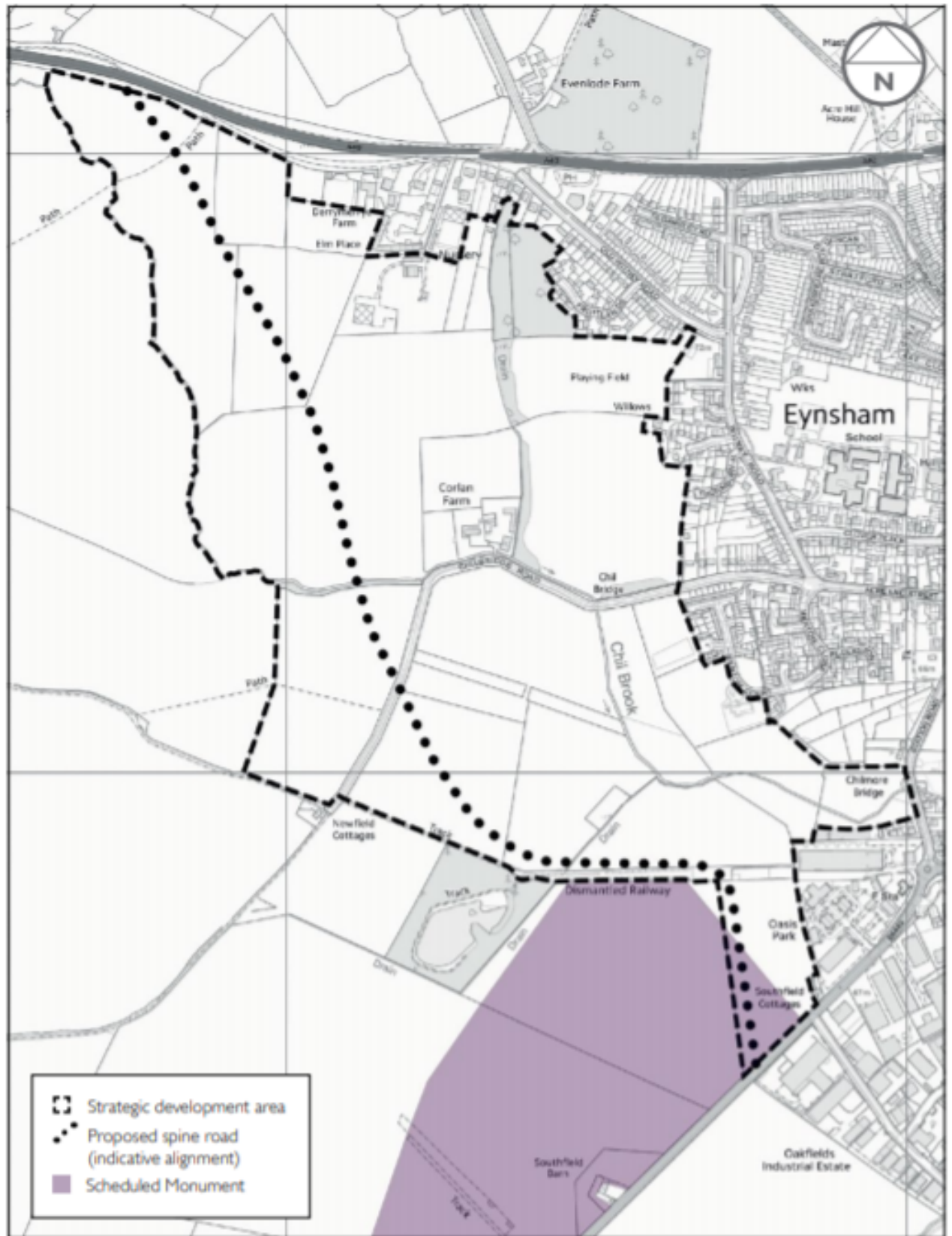


Figure 9.5d: West Eynsham Strategic Development Area (SDA)



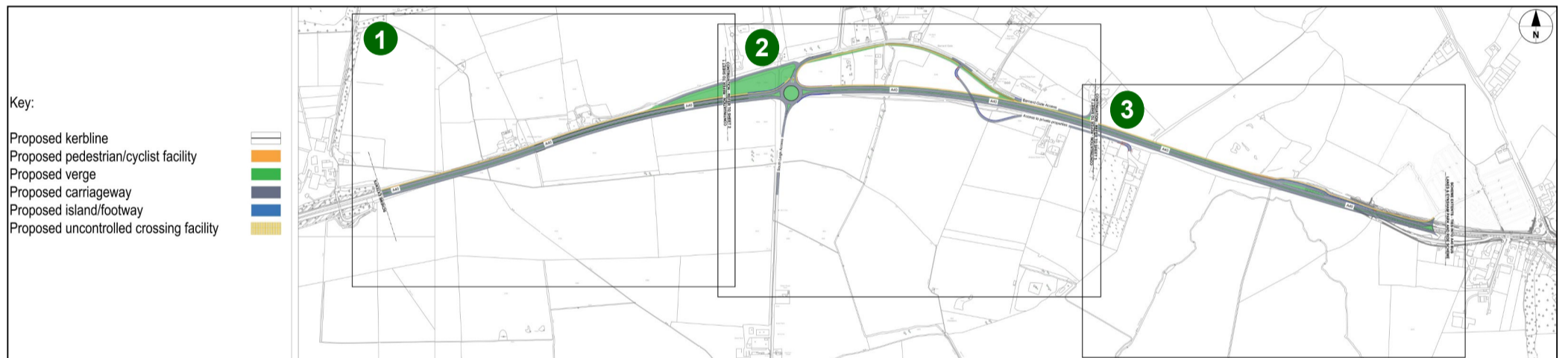
1. A40 DUAL CARRIAGEWAY

1.1 What is proposed?

- The proposed scheme plans to extend the existing dual carriageway from Witney eastwards to the proposed Eynsham Park & Ride.
- The existing shared footway/cycleway on the northern side of the A40 will be retained and improved.
- New junctions are proposed to ensure properties along the route - and at Barnard Gate - have a safe point of access to the dual carriageway.
- Environmental measures will seek to mitigate the impacts arising from widening the road.
- This scheme will require land outside of the current highway boundary which is currently in private ownership. Once we have a clearer idea of the land required for the scheme we will be contacting land owners to discuss the proposals and our strategy in more detail.

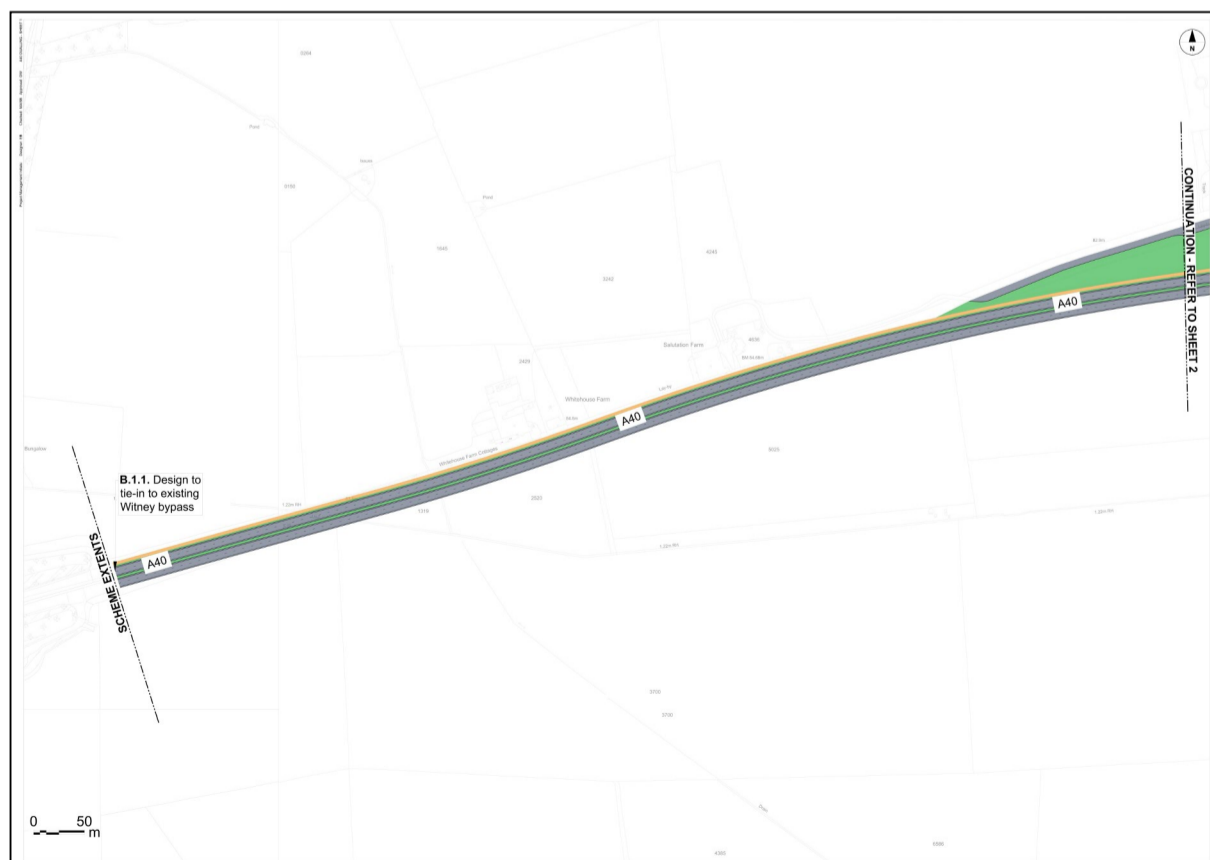
1.2 Why is a dual carriageway proposed?

- There is already severe congestion on this section of the A40 - particularly during the morning commute. This proposal seeks to increase highway capacity on this section of the A40 for all types of vehicles.
- This will improve accessibility to the Park & Ride for many users from the west, providing a choice of travel options for onward travel into Oxford.
- To help deliver planned growth and economic development and mitigate its impact on the existing road transport network.
- To create additional capacity for east/westbound trips and encourage traffic to use the A40 rather than other, less-suitable routes.
- To create strong linkages between West Oxfordshire and key services, facilities and employment sites located at Oxford.



OVERVIEW

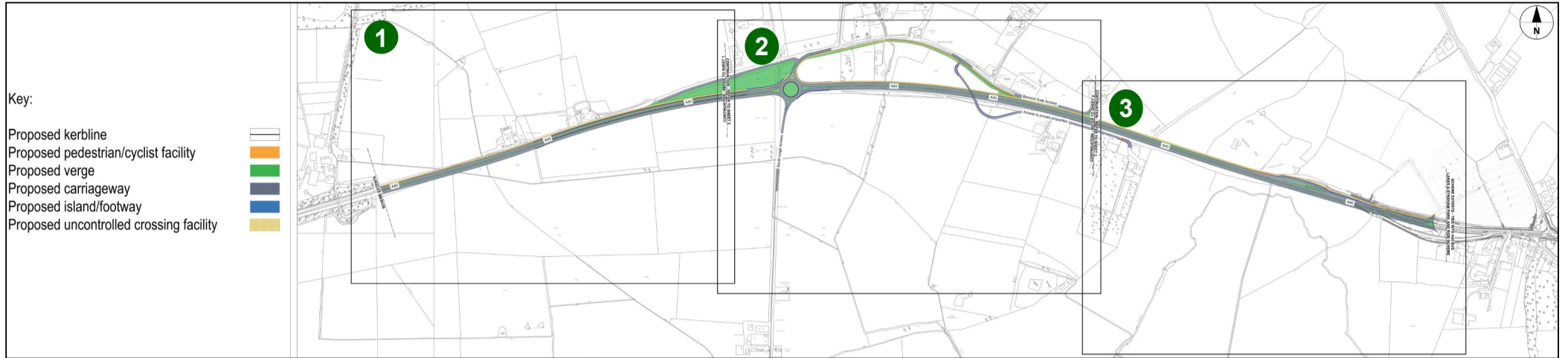
1 A40 Dualling: High Cogges junction to east of Barnard Gate Roundabout



Note: Insets on drawings are not to scale.

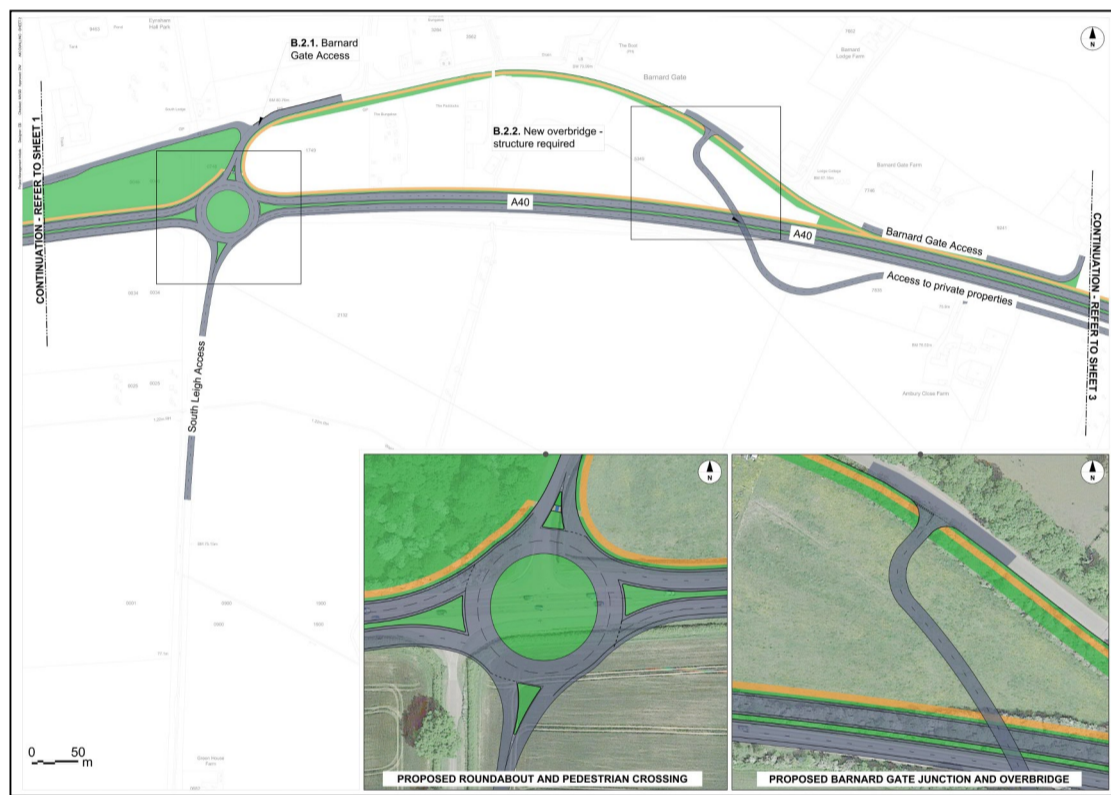
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1. A40 DUAL CARRIAGEWAY (CONTINUED)



OVERVIEW

2 A40: Barnard Gate Roundabout to west of Barnard Gate Access



3 A40 Dualling: Barnard Gate Access to Eynsham Park & Ride



Note: Insets on drawings are not to scale.

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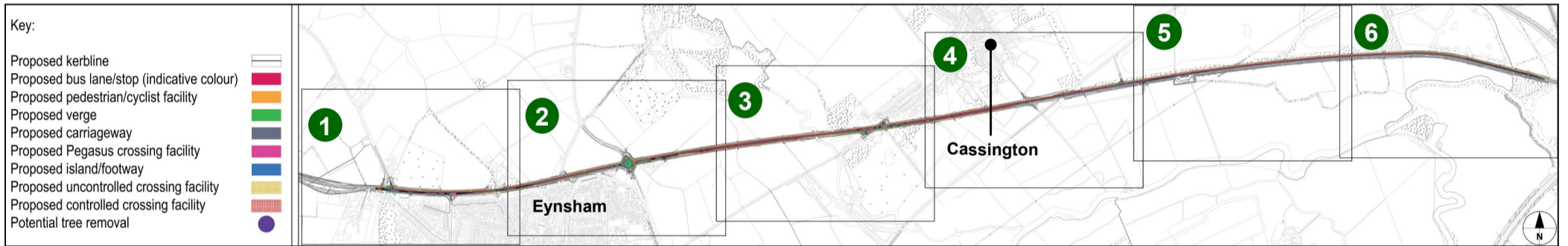
2. COMPLETING THE A40 WESTBOUND BUS LANE

2.1. What is proposed?

- Phase 1 of the A40 Eynsham Park & Ride with Bus Lanes Scheme will deliver short sections of westbound bus lane to improve bus journeys from Oxford City Centre to West Oxfordshire. We aim to lengthen these sections of westbound bus lane to ensure that buses are not held in congestion, which will further improve bus service reliability.
- We seek to deliver this scheme within the existing highway boundary (where possible) however significant structural works may be required to Cassington New Bridge; Cassington Halt Bridge; and several culverts along the route (subject to further assessment work).

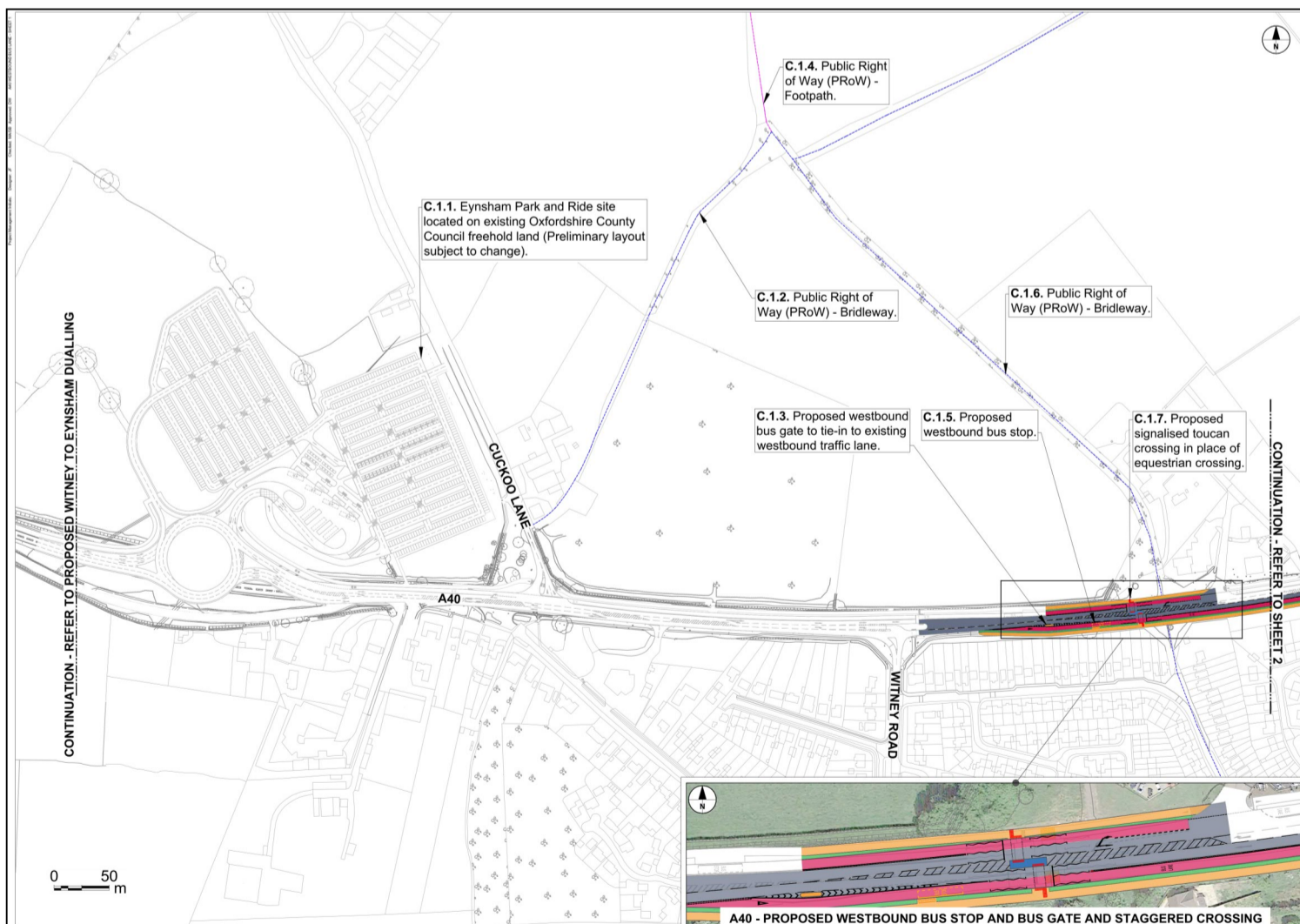
2.2. Why is completing the A40 Westbound Bus Lane proposed?

- Our aim is to provide as much bus lane as possible from Oxford to Eynsham Park & Ride to give bus passengers a faster and more-reliable journey from Oxford.



OVERVIEW

1 A40: Park & Ride to Esso Petrol Station



Note: Insets on drawings are not to scale.

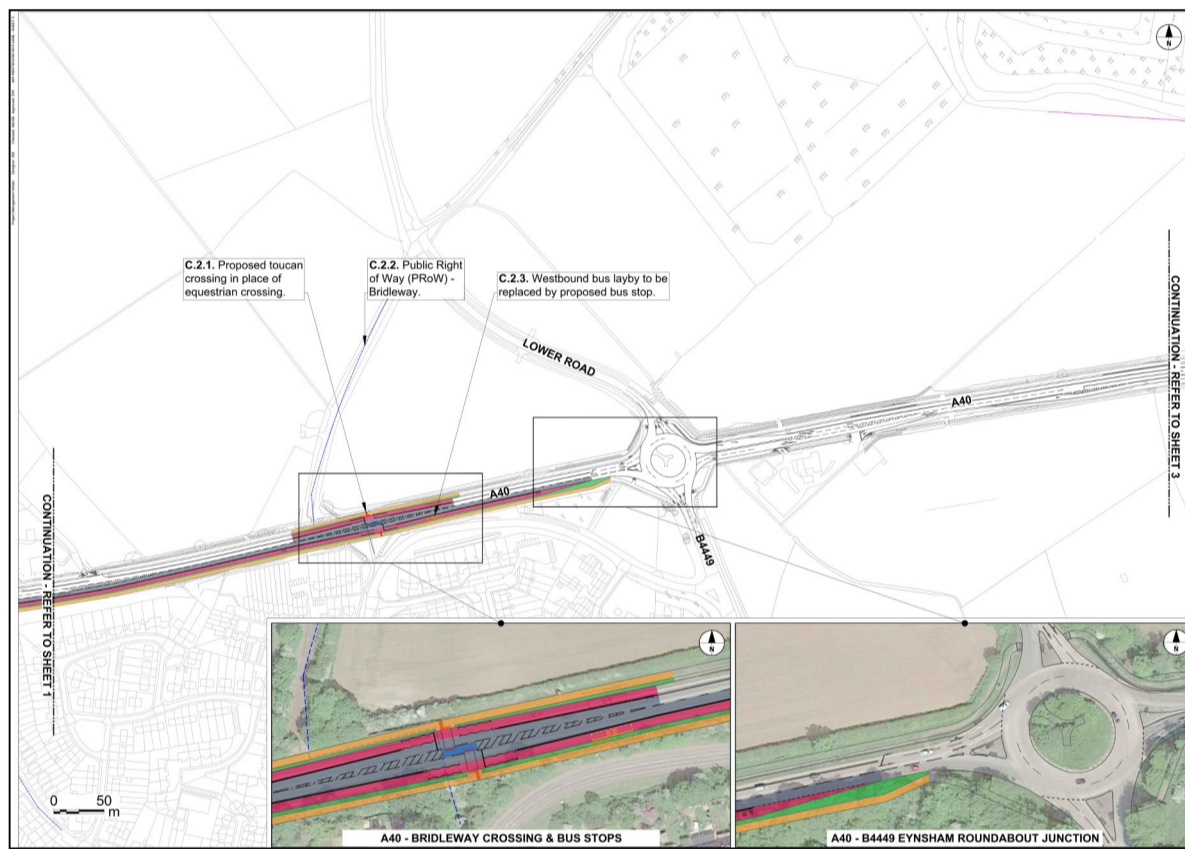
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2. COMPLETING THE A40 WESTBOUND BUS LANE (CONTINUED)

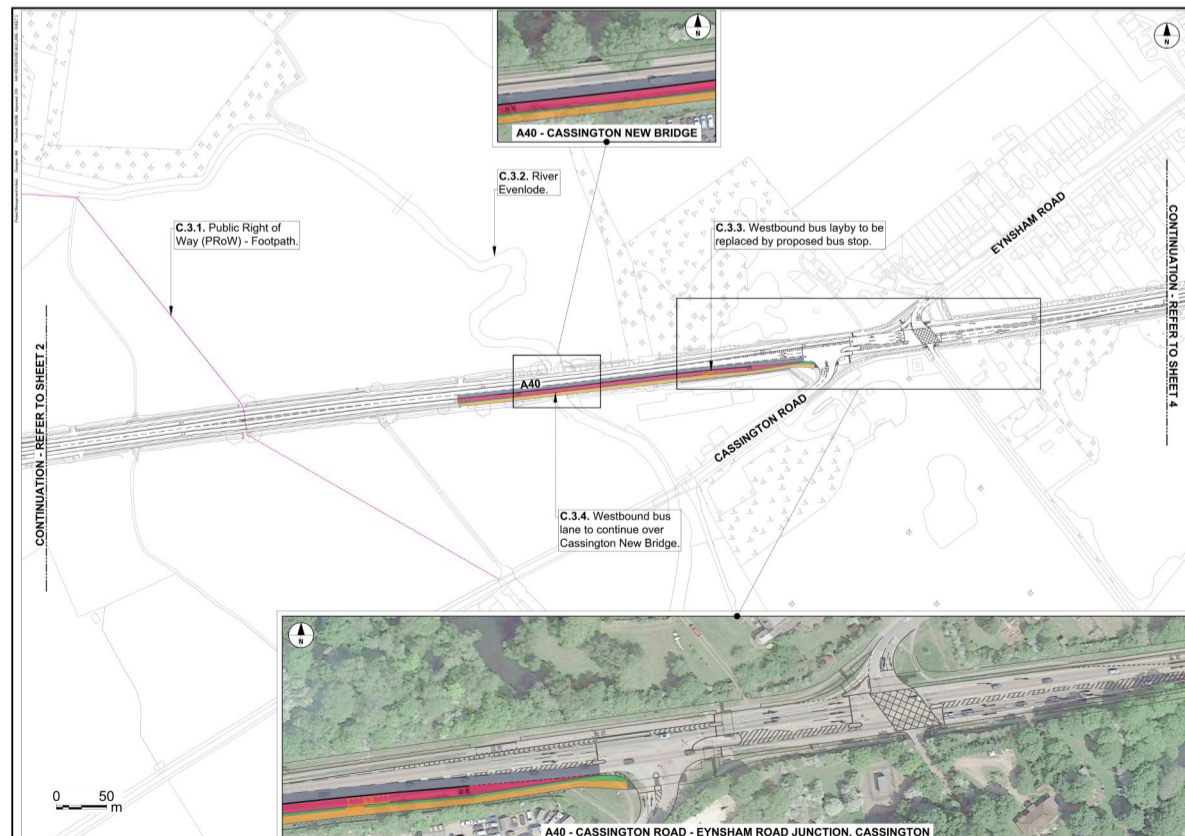


OVERVIEW

2 A40: Eynsham Roundabout



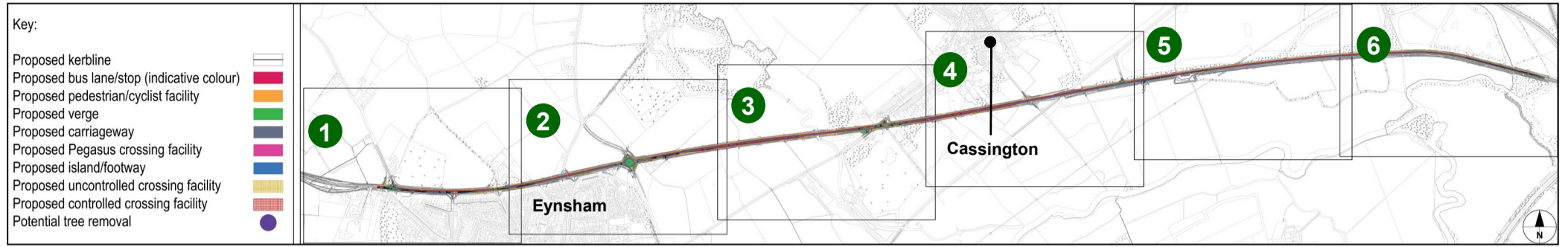
3 A40: Cassington Bridge to Cassington Junction



Note: Insets on drawings are not to scale.

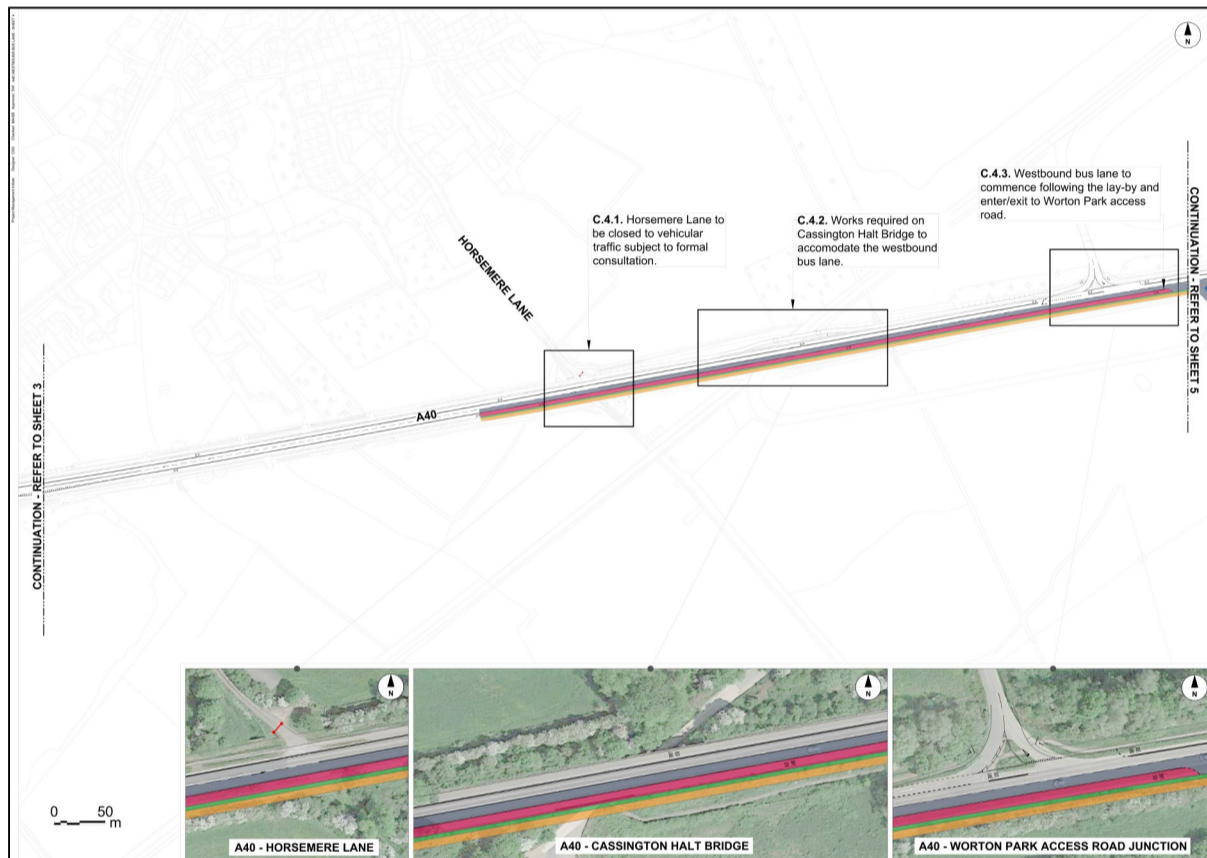
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2. COMPLETING THE A40 WESTBOUND BUS LANE (CONTINUED)

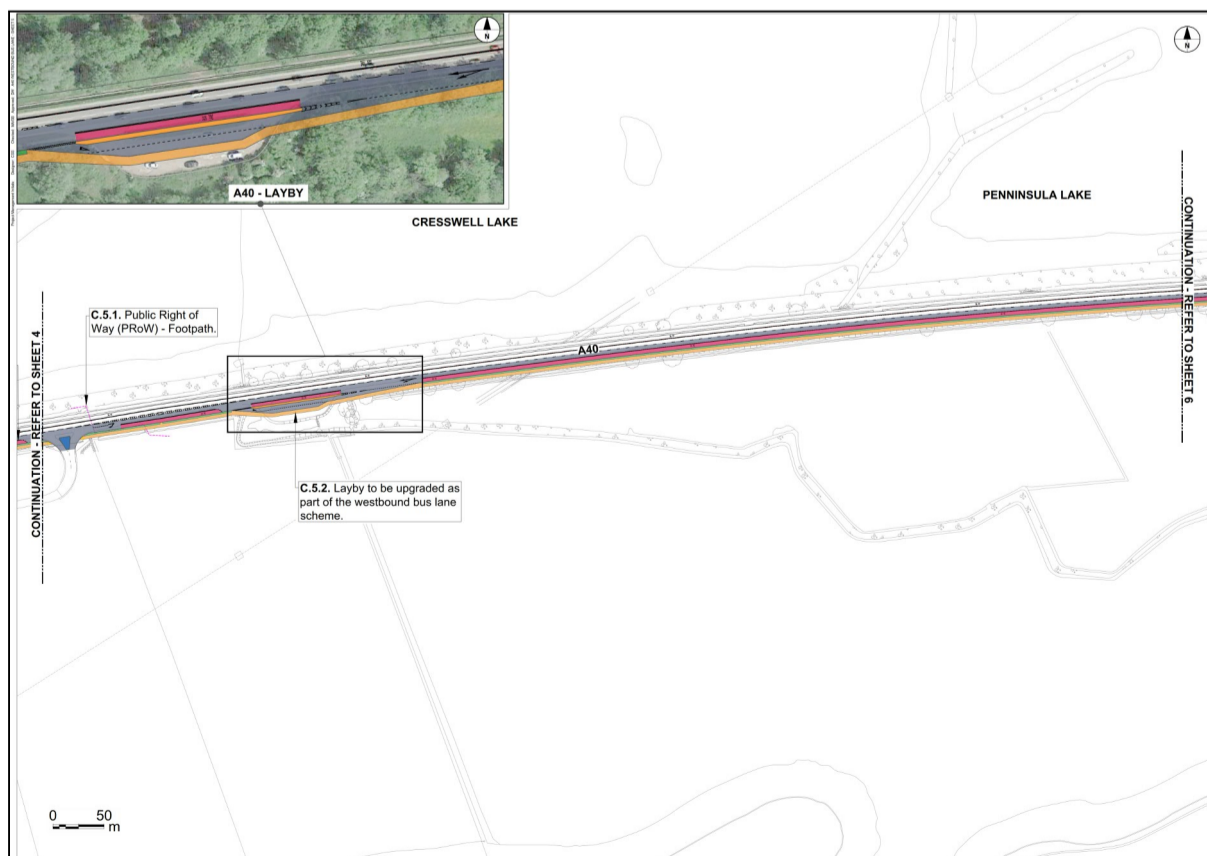


OVERVIEW

4 A40: Cassington to Cassington Halt Bridge



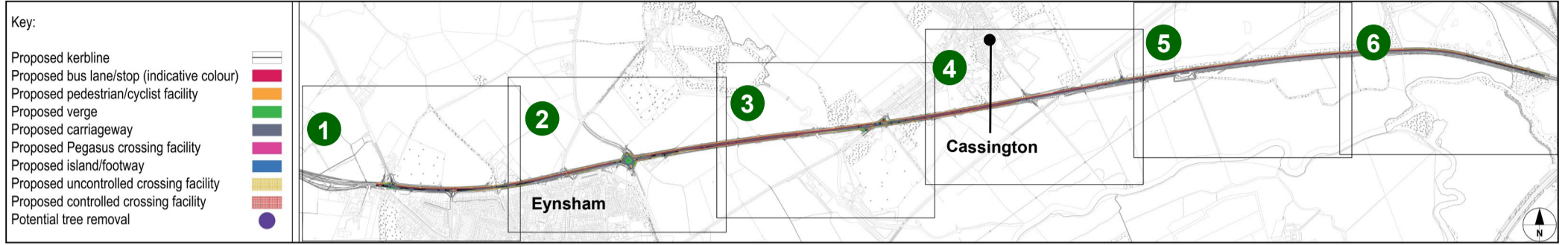
5 A40: South of Worton Park



Note: Insets on drawings are not to scale.

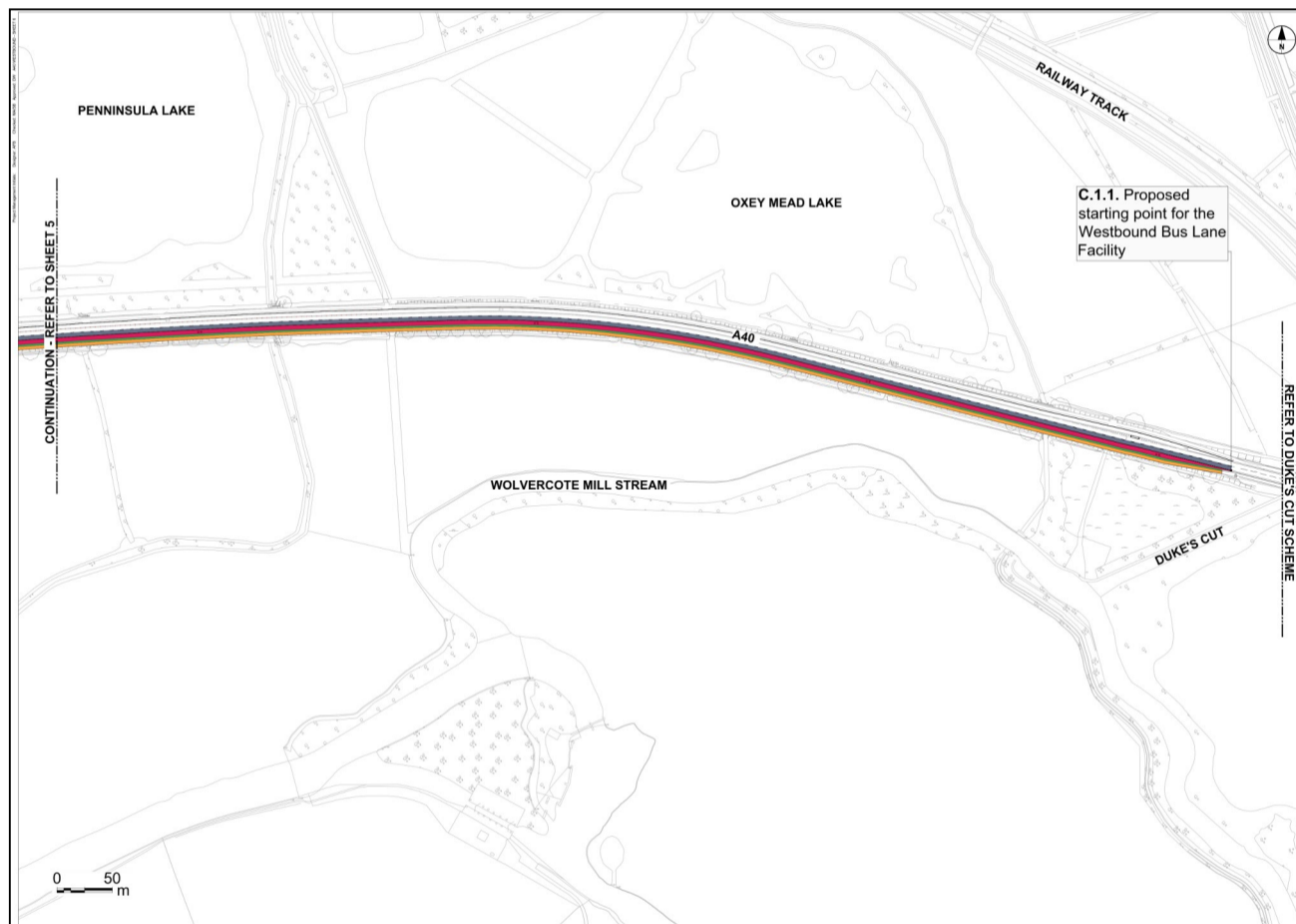
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2. COMPLETING THE A40 WESTBOUND BUS LANE (CONTINUED)



OVERVIEW

6 A40: South of Worton Park



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3. A40 EASTBOUND BUS LANE OVER DUKE'S CUT & WOLVERCOTE RAILWAY BRIDGES

3.1. What is proposed?

There are four bridges which carry the A40 over the canals and railway just west of Wolvercote roundabout. At present there is not sufficient room within the existing highway boundary to provide an eastbound bus lane in addition to the existing pedestrian/cycle paths on the north and south sides of the A40 as well as the single carriageway traffic running lanes.

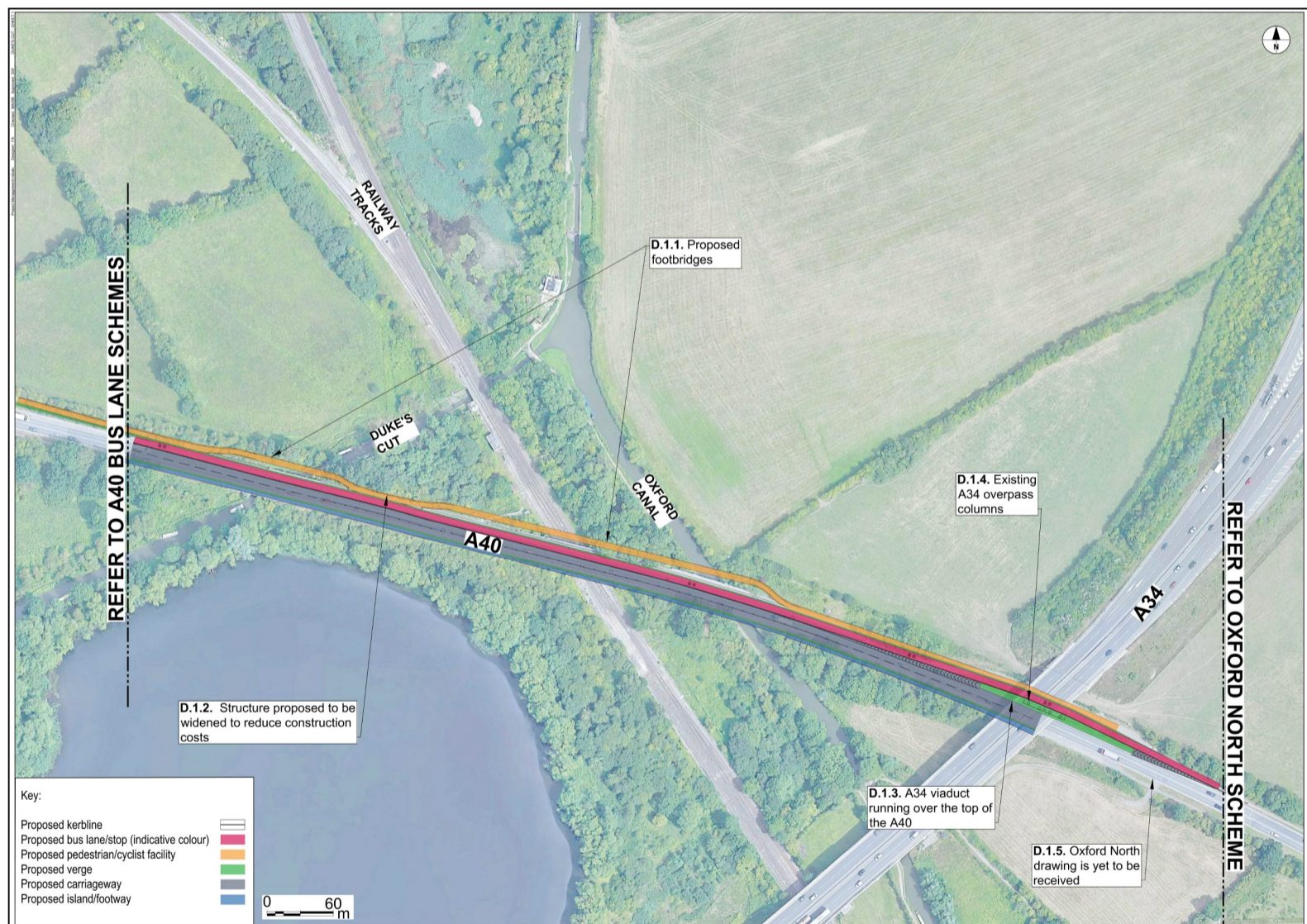
Due to the complexity and likely significant costs of providing the bus lane through the pinch-points over these structures, the Phase 1 Eynsham Park & Ride with Bus Lanes Scheme ends before them.

3.2. Why is the A40 Eastbound Bus Lane over the Duke's Cut and Wolvercote Railway Bridges proposed?

Our aim is to provide as much bus lane as possible from Eynsham Park & Ride to Wolvercote roundabout in order to give bus passengers a faster and more-reliable journey into Oxford.

A number of options for how to widen the bridges have been considered. Here we are showing the option with multiple footbridges; however, a preferred option has not yet been identified.

Duke's Cut



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4. A40 CYCLE LINK TO NATIONAL CYCLE ROUTE 5 ON THE OXFORD CANAL TOW PATH

4.1. What is proposed?

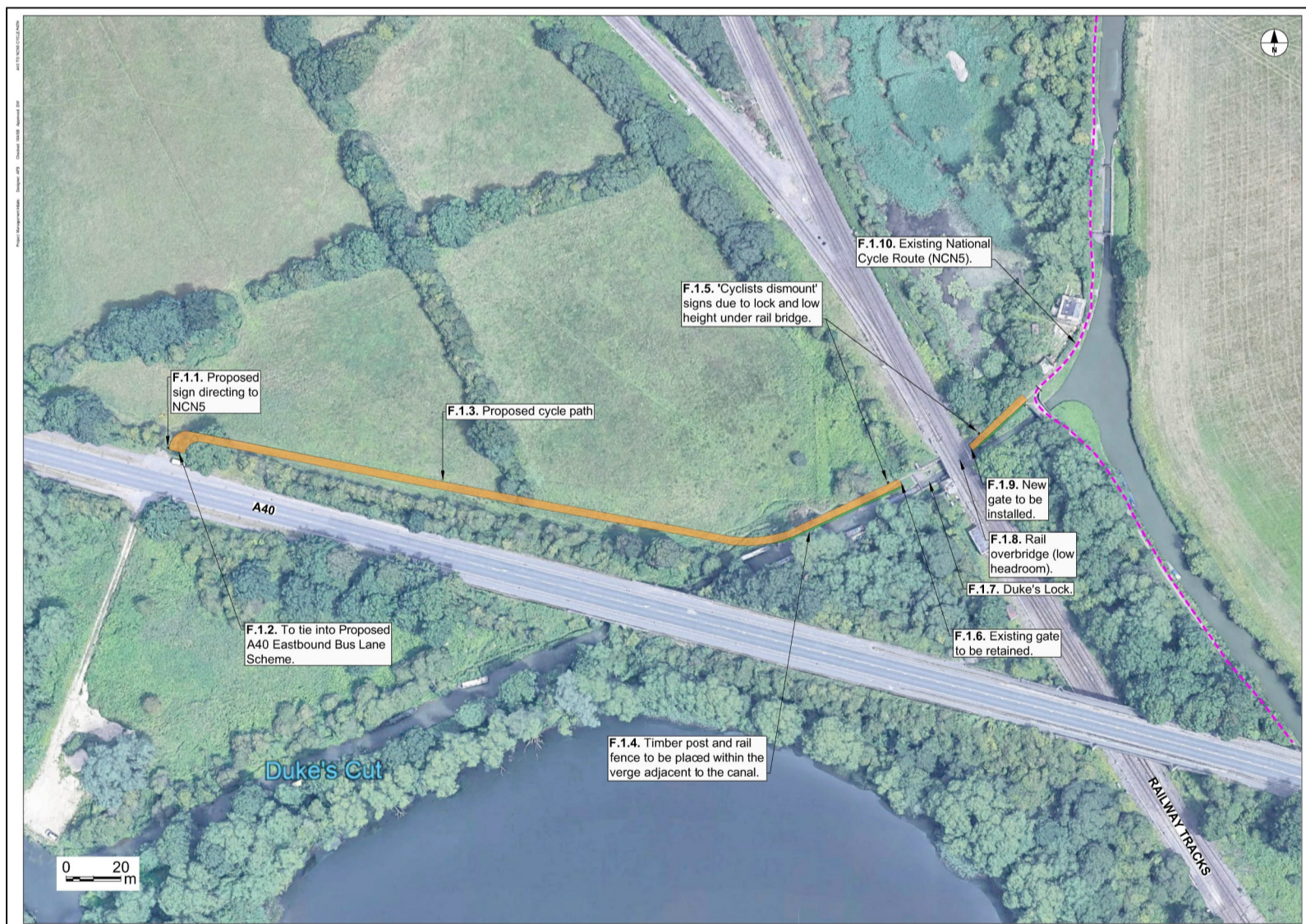
During previous A40 consultations we have received comments that a pedestrian and cycle link from the A40 path to National Cycle Network Route 5 (which runs along the Oxford Canal Tow Path near Duke's Cut Lock) would increase route choice; provide an off-road route between the A40 and Oxford; and improve access.

This scheme will require land outside of the current highway boundary which is currently in private ownership. Once we have a clearer idea of the land required for the scheme we will be contacting land owners.

4.2. Why is an A40 Cycle Link to National Cycle Route 5 on the Oxford Canal Tow Path proposed?

- This scheme seeks to join up two cycle routes therefore providing greater route choice between destinations.
- Provide an off-road cycle route for trips between the A40 and Oxford.
- For some trips this route may be shorter and quicker than their existing route.
- Enable and encourage more trips by foot or cycle, helping people to live healthy and active lives.
- Reduce congestion through people switching from car to walking or cycling.
- Congestion reduction can also benefit air quality; reduce carbon emissions; and reduce the impact of transport on the environment.









A40 to NCN5 Cycle Path Scheme



Note: Insets on drawings are not to scale.

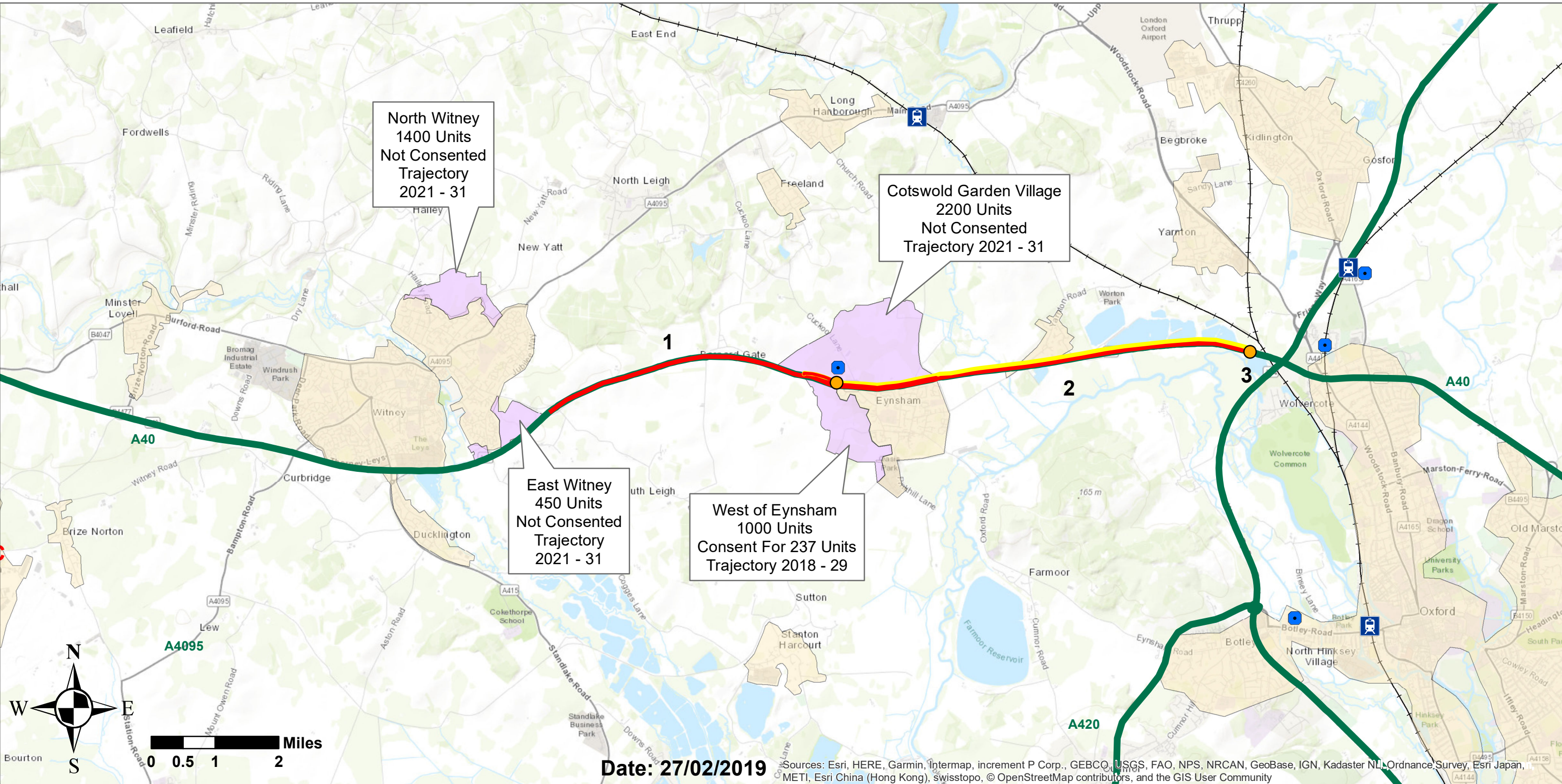
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WEST OXFORDSHIRE A40 SMART CORRIDOR

-  A40 Strategy Phase 1 A40 Science Transit Scheme (Local Growth Fund)
-  A40 Strategy Phase 2 A40 Smart Corridor (Housing Infrastructure Fund Proposal)
-  Development Areas (Dependent Sites Only)
-  Existing Settlements
-  Other Junction Improvements
-  Park and Ride Site(s)
-  Rail Station(s)
-  Railways

A40 Smart Corridor (HIF)

- 1 - A40 Witney-Eynsham Dual Carriageway
- 2 - A40 Westbound Bus Lane
- 3 - A40 Capacity & Connectivity Improvements at A40 Duke's Cut Canal & Railway Bridges



Housing Infrastructure Fund

Business Case - HIF/FF/000334/BC/01 - West Oxfordshire - A40 Smart Corridor

Bid Details

Lead Authority

Oxfordshire County

Is it a joint bid with other Local Authorities?

No

Contact Details

First name

S40(

Last name

S40(

Email Address

S40(2)

Telephone number

S40(2)

Are you an agent making this submission on behalf of one or multiple Local Authorities?

No

Are the contact details provided above for the lead responsible officer for the project at the local authority?

No

Contact name of lead officer

S40(2)

Email address of lead officer

S40(2)

Telephone number of lead officer

S40(2)

Project Summary

What is the name of the scheme

West Oxfordshire - A40 Smart Corridor

Please provide an Executive Summary for your proposal

Oxfordshire County Council (OCC) is delighted to submit the Business Case for HIF/FF/000334/BC/01 – West Oxfordshire A40 Smart Corridor – for funding through the Forward Funding process of the Housing Infrastructure Fund (HIF).

This HIF proposal fully accords with the ambitions of the Housing White Paper. It will unlock and accelerate significant housing with the added value of securing significant economic growth. This HIF proposal represents a significant contribution towards supporting the delivery of Oxfordshire's Housing and Growth Deal (HGD), which aims to support the building of 100,000 new homes across the county between 2011 and 2031. HGD sets a stage to provide opportunity for further growth in Oxfordshire beyond 2031, which is being planned through a joint statutory spatial plan, known as Oxfordshire 2050. The plan will consider housing, employment and infrastructure growth strategies for the period up to 2050. This will allow Oxfordshire to deliver its full contribution to the UK's growth ambitions including those of the Oxford-Cambridge Arc.

To secure this long-term opportunity, this HIF proposal balances economic and housing benefits with a significant ask for transport infrastructure.

The Council's A40 Strategy, to increase transport capacity and reduce delay, has two phases: A40 Science Transit 2 (A40ST2); and A40 Smart Corridor (HIF proposals). A40ST2 is to be funded from Local Growth Fund, outside of HIF seeks to deliver A40 Eynsham Park & Ride, eastbound bus lane, and short sections of westbound bus lane by March 2021. The HIF proposals complete the A40 Strategy that A40ST2 starts.

£102m is requested to improve 10.8km of the A40 Corridor between Oxford and Witney in the district of West Oxfordshire (WODC). The scheme has three elements: A40 dual carriageway between Witney and Eynsham; A40 westbound bus priority lane; A40 capacity and connectivity Improvements at Duke's Cut canal and railway bridges. The scheme supports a key objective of Oxfordshire's Local Transport Plan to encourage significant modal shift from car to public and healthy transport modes, particularly for trips to and from Oxford.

The scheme will support a significant growth of 10,000 homes on the A40 Corridor by directly unlocking 4,813 homes, including 2,222 affordable homes, with 2750 of those directly unlocked meeting Oxford's unmet housing need.

As the Strategic Case details, the scale and risks associated with the required highways enhancements have prevented private developers from coming forward with privately funded solutions. There is clear evidence of market failure in this area, which is preventing major housing and employment developments from being realised. This establishes the need for public funding to unlock development in this area. The Strategic Case also describes the key objectives of the scheme, along with the Critical Success Factors that will be used to evaluate its success.

The objectives of this HIF proposal are to:

- Unlock the delivery of 4,813 additional homes along the A40 Smart Corridor in support of the Housing and Growth Deal
- Support the delivery of 2,222 affordable homes along the A40 Smart Corridor
- Ensure the impact of additional housing on the transport network is acceptable and associated impacts on the transport network are adequately mitigated
- To deliver high value for money to the public sector
- Unlock economic growth at key employment sites along the "Knowledge Spine"
- Support delivery of 40ha of employment land at Oxfordshire Cotswold Garden Village and up to an additional 4556 jobs up to and beyond 2031
- Encourage sustainable travel between Eynsham and Oxford

The Economic Case demonstrates that this HIF proposal will deliver high Value for Money. S43(2)

The Commercial Case sets out the established routes and relationships that OCC will be using to procure, deliver and monitor the scheme.

The Financial Case sets out how the cost estimates on which this HIF proposal is based have been arrived at and the funding sources which have been assumed for the scheme.

Finally, the Management Case sets out how the scheme will be delivered and how the risks associated with the scheme will be managed. The scheme will be delivered by OCC which has extensive experience in delivering highways projects of comparable scale and complexity. The target date for the completion of the whole scheme is in the 2023/24 financial year, although some elements will be completed earlier.

Please provide an overview of the project, including your project scope for the infrastructure and for the wider project

This Scheme comprises a package of transport measures that will unlock housing growth at allocated sites adjacent to the A40 Corridor arising to meet local demand and Oxford's unmet need.

The scheme includes three key highway enhancement elements:

- Element 1: A40 dual carriageway between Witney and Eynsham (3.2km)
- Element 2: A40 westbound bus priority lane (7.0km)
- Element 3: A40 capacity and connectivity Improvements at Duke's Cut canal and railway bridges (0.6km)

The construction of most of the eastbound bus lane between Eynsham and Wolvercote will be delivered separately through a Local Growth Fund (LGF) grant. OCC will seek £35m from LGF to the A40 Science Transit 2 Scheme, which is a 'retained' major scheme with the Department for Transport. This comprises a Park & Ride at Eynsham, eastbound bus priority lane to the Duke's Cut canal and railway bridges and short sections of westbound bus lane on the approaches to two key junctions.

Element 1: Dual Carriageway between Witney and Eynsham

The element widens the A40 to two lanes in each direction, separated by a central reservation, between Shores Green, Witney and Eynsham Park & Ride. It generally lies within the current corridor but includes some significant alterations to junctions **S43(2)**

It is designed to overcome capacity constraints, increase accessibility, and improve journey times between Witney and the Park & Ride Site. It will also enhance the current shared footway and cycleway on the north side of the carriageway. It is within 5km of the Oxford Meadows Special Area of Conservation (SAC) and therefore will also include measures to mitigate the impact on the local environment.

Element 2: Westbound bus priority lane

This element provides a westbound bus priority lane between the Duke's Cut bridges just west of Wolvercote and Eynsham Park & Ride by extending the two short sections of the eastbound bus lane, which will be delivered as part of the Science Transit Phase 2 scheme (to be funded separately). This element includes features (such as traffic signal prioritisation) that are designed to improve bus journey times and reliability. It will also retain the current shared footways and cycleways on the north and south sides of the A40 carriageway. The overall objective of this element is to improve public transport provision along the route, while providing safe and attractive facilities for pedestrian and cyclists where possible.

Element 3: A40 capacity and connectivity Improvements at Duke's Cut canal and railway bridges

The A40 Science Transit 2 scheme provides an eastbound bus priority lane from Eynsham Park & Ride terminating at the Duke's Cut Canal and Railway bridges. The cost of extending the eastbound bus lane further is outside the scope of the A40 Science Transit 2 scheme. HIF element 3 extends the eastbound and westbound bus priority lane by widening the A40 Duke's Cut canal and railway bridges, prioritising bus rapid transit at this "pinch point". This is designed to improve bus journey times and reliability. It also includes cycling infrastructure, which will provide a safe and easy means for cyclists to access the National Cycle Network (NCN Route 5) from the A40 Eynsham-Oxford cycleway, providing a direct, off-road cycling route between Oxford city centre and Witney.

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What are the proposed tenures of the homes to be delivered?	
Affordable sale	S43
Affordable rent	S43
Market sale	S43
Market rent	S4
Other	S4

Infrastructure Requirements

Please provide further details on the HIF infrastructure requirements and their link to the delivery of housing

Infrastructure Type	Road / highway - other	Description	The scheme includes three key highway enhancement elements: • Element 1: A40 dual carriageway between Witney Bypass and Eynsham (3.2km) • Element 2: A40 westbound priority bus lane (7.0km) • Element 3: A40 capacity and connectivity Improvements at Duke's Cut canal and railway bridges (0.6km) All elements include segregated footpaths and cycleway to ensure all highway users will benefit from the scheme.
HIF Funding	£102,011,499	Link to housing	This scheme unlocks all 4,813 dependent homes across all four sites. A breakdown of the sites served by each section of the infrastructure scheme.
Sites benefitting	North Witney, East Witney, Oxfordshire Cotswolds Garden Village, West Eynsham		

Please outline, in further detail, the direct link between the infrastructure scheme(s) and how this unlocks the homes

Current Transport Context

The A40 Smart Corridor is defined as a 10.8km section between Oxford and the market town of Witney. Part of the Major Roads and Primary Route Networks, the single carriageway road provides the main east-west route between Gloucester and London, forming a part of the Oxford Ring Road; whilst also providing the strategic access locally in West Oxfordshire to the towns of Carterton and Witney, and the growth village of Eynsham.

The A40 between Witney and Eynsham already carries a flow greater than the single carriageway road's capacity, at around 30,000 vehicles per day; the volume of traffic causes congestion on this section. While the section between Eynsham and Oxford carries less traffic, at around 23,000 vehicles per day, congestion occurs due to junction capacity constraints, particularly at Eynsham Roundabout (A40/B4044) and Cassington signals (A40/Eynsham Road/Cassington Road). Eastbound the route has an unusual double AM peak. Traffic data from the A40 at Eynsham identifies hourly traffic flows peak at 06:00 and again in the period 08:00 to 10:00, hourly flows are around 1100 vehicles during these times. However, the eastbound also has a PM peak, from 16:00 to 18:00, with flows in excess of 1200 vehicles per hour.

The existing A40 demand and capacity constraints severely restrict the ability of the corridor to accommodate additional traffic generated from new housing allocated in the West Oxfordshire Local Plan 2031.

The Council's A40 Strategy has two phases: firstly the A40 Science Transit 2 (A40ST2) scheme and secondly the A40 Smart Corridor (HIF proposals). A40ST2 to be funded from Local Growth Fund, outside of HIF. A40ST2 seeks to deliver an A40 Park & Ride at Eynsham, an eastbound bus priority lane along the A40 from the Park & Ride (for 6.4km) to Duke's Cut Canal and Railway bridges where a structures pinch point terminates the eastbound bus lane; and short sections of westbound bus lane on approaches to Eynsham Roundabout and Cassington signals by March 2021. The HIF proposals build upon and complete the A40 Strategy that A40ST2 starts.

The A40 Smart Corridor is the second phase of the overarching A40 Strategy. The scheme includes three key highway enhancement elements:

- Element 1: A40 dual carriageway between Witney and Eynsham (3.2km)
- Element 2: A40 westbound bus priority lane (7.0km)
- Element 3: A40 capacity and connectivity Improvements at Duke's Cut canal and railway bridges (0.6km)

The HIF scheme will mitigate the increased transport demand generated by housing growth by increasing the highway capacity of the route between Witney and Eynsham, while providing a high-quality, congestion-free public transport alternative for travel between Eynsham and Oxford. Interchange would be made possible at Eynsham Park & Ride, part of the A40 Science Transit 2 Scheme.

A40 Smart Corridor Linkages to Housing Sites

Element 1 A40 dual carriageway extends the capacity increases provided by the existing A40 Dual Carriageway (Witney Bypass) further east from Witney to Eynsham. Witney is the largest town in West Oxfordshire and a key retail and services destination for neighbouring settlements. This element directly supports housing growth at Site 1 North Witney and Site 2 East Witney. Widening the single carriageway to dual carriageway will significantly increase highway capacity for all modes of transport and provide access to the transport interchange hub at Eynsham Park & Ride site, where fast bus services to Oxford city centre, Oxford Hospitals and key employment sites can be accessed. This Element also provides more capacity for local trips between Witney and Eynsham, including a shared pedestrian and cycle lane, which will enable residents at the Eynsham sites (Sites 3 and 4) to easily access local employment, retail and services in Witney.

Elements 2 and 3 provide much needed capacity enhancements and the provision of a congestion free alternative for local traffic on the A40 between Eynsham and Oxford, through improving public transport capacity. Currently, the A40 serves a premium bus route corridor, carrying over 2m passengers per year, the scheme will increase capacity to accommodate growth in passenger trips. The improvements directly serve Site 3 Oxfordshire Cotswold Garden Village and Site 4 West Eynsham. This part of Oxfordshire has some of the highest levels of "out-commuting" in the county, over 20,000 West Oxfordshire residents commute to destinations outside of the District for work, the highest proportion of which at over 7,500 people commute to Oxford City. This means there is a high level of dependency on the A40 corridor, and the HIF proposals, to access a growing job market at Oxford.

Elements 2 and 3 complete the dedicated bus lanes in both directions (started by A40ST2) to provide a high frequency, fast and reliable public transport alternative to the car for trips between West Oxfordshire and Oxford. For these benefits to be fully realised, both Elements 2 and 3 need to be delivered together. If only one of these Elements were provided, then buses would be forced to merge with car traffic and share the road with cars for part of their journey between Eynsham and Oxford. This would significantly reduce the attractiveness of the public transport offer, which is why OCC believes both elements are needed to ensure the scheme is viable.

S43(2)

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Wider Development Impacts

Please provide a summary of what impact the scheme will have on the Transport Network

An assessment of the forecast impacts of the scheme on the Transport Network has been undertaken following the agreed Transport Approach (A40 Smart Corridor Summary of Transport Approach - 2019.02.05.docx). OCC has undertaken transport modelling using its Oxfordshire Strategic Model (OSM) for the core scenarios in the Economic Case. This summary of transport impacts focusses on the core scenarios:

- Scenario P, Do Nothing, Future Year Growth; without 'dependent' development; without transport interventions.
- Scenario S, Future Year Growth; without 'dependent' development; with transport interventions.
- Scenario R, Future Year Growth; with dependent development; with transport interventions.

Scenario P:

The growth in housing and new jobs in the vicinity of the A40 corridor is likely to negatively impact upon the transport network. OSM modelling of Scenario P shows that with 5,223 independent new homes increased delay and congestion are likely. Queues and delays are likely to be experienced at the A40 junctions with Cassington Road, Witney Road and Cuckoo Lane. These junctions are forecast to be approaching capacity or over capacity.

Scenario S:

OSM forecasting of Scenario S shows that the introduction of the proposed A40 dualling is likely to attract induced highway demand, by providing additional capacity, whilst reducing delay and increasing average speeds. In terms of highway operation, the Duke's Cut and westbound bus lane components have only a negligible impact on network performance.

Scenario R:

High level observations from OSM based on 2041 Scenario R suggest that tidal movement patterns are likely to persist along the A40 with the main movement eastbound towards Oxford in the AM peak and westbound from Oxford in the PM peak. Demand levels along the A40 corridor are consistent as alternative parallel routes are less attractive.

The observations for the AM peak are as follows:

- Due to the growth and the associated increase in capacity more traffic is drawn to the A40 corridor;
- Additional capacity is provided for bus services at Duke's Cut and westbound along the A40 corridor;
- There is a forecast increase in general network delay eastbound on the dualled section east of Witney at the proposed roundabout junction enabling HIF development site access. This increase in delay is likely to be associated with additional demand accessing the network at the new junction. As the design evolves this junction may need to be amended to facilitate additional capacity;
- Widening at Duke's Cut is likely to lead to reduced bus journey times through this section.

The observations for the PM peak are as follows:

- As with the AM peak, additional traffic is drawn to the A40 corridor;
- There is a forecast increase in general network delay eastbound and westbound on the dualled section east of Witney. This increase in delay is likely to be associated with additional demand accessing the network from proposed HIF development sites. As the design evolves a multi lane signal-controlled roundabout may be required to provide additional capacity;
- Public transport modelling suggests that the introduction of the westbound bus lane in Scenario S, is likely to reduce bus journey times between Wolvercote and Witney, when compared to Scenario P, particularly in the PM peak, bus journey times are forecast to reduce by almost 5 minutes. Modelled comparison of bus journey times between Scenario R and Scenario P suggest a forecast reduction in bus journey time of around 4 minutes in the PM peak. This equates to a bus journey time increase of around 1 minute for Scenario R with proposed HIF growth included.

At junctions identified as breaching a reasonable level of service in Scenario P, signal optimisation and some junction redesign has been employed to maintain performance, this has reduced delay at A40 junctions with Witney Road and Cuckoo Lane, but further optimisation may be possible. At Cassington Road additional demand results in sub-optimal performance. Improvements may be required to ensure highway and bus journey performance is maintained. Existing junctions of A40 with B4449, and Eynsham Road, and proposed junctions for West Eynsham and the park & ride require enhanced design to facilitate growth. These issues will be

addressed though the detailed transport appraisal of the specific dependent housing sites.

Given the scale of growth and existing issues, it is unlikely that congestion and delay can be completely removed from the A40 entirely. HIF infrastructure is likely to improve A40 performance in Scenario S, however some corridor delays are likely to be experienced and junction design review may be required, particularly to the development access roundabout. The proposal does bring substantial advantages to public transport journey speed and reliability along the corridor, enhancing this both for existing journeys and those from the new developments.

Does the new housing development generate a need for new school places and how this will be accommodated

The developments which are the subject of this submission will generate the need for new school places in all sectors – early years, primary, secondary and special needs (SEN). Oxfordshire County Council (OCC), as local education authority (LEA), has provided advice on the development of local plans in West Oxfordshire to ensure education provision is provided through development sites. The required number of school places has been established through thorough pupil place planning research based on demographic trends and proposed housing growth. The required number of new and expanded primary, secondary and SEN schools has been established on strategic sites and has fed into Local Plan viability assessments.

The planned new schools include primary schools on larger strategic housing sites (c800+ houses) including West Eynsham, Oxfordshire Cotswolds Garden Village and North Witney. For secondary and special needs education expansion of existing schools is more viable, but in some cases, as at the Oxfordshire Cotswolds Garden Village, this requires additional school sites and significant accommodation to enable an existing school to expand.

As well as schools included within developments, in some cases developments will be contributing to schools on other sites – this will be true in many/most cases for secondary and special needs education, but also sometimes for primary education if it will prove more viable for a site to contribute towards a new or expanded school on a different site – e.g. East Witney will not contain its own primary school but will need to contribute towards the creation of sufficient capacity outside of the site.

Development will need to fully fund sufficient education provision required to mitigate growth. The schools will be delivered by either OCC or the Education & Skills Funding Agency (ESFA) or direct delivered by development sites on which they are sited.

No attachments

How have you assessed that no new utility infrastructure (electricity capacity, water, waste water, gas and telecoms) will be required for this scheme and future housing delivery, or, how additional utility infrastructure will be delivered without HIF funding?

Additional utility infrastructure to support housing delivery will be delivered without HIF funding; the HIF funding sought relates to transport infrastructure.

Utility infrastructure will be provided by housing developers according to their site needs.

West Oxfordshire Local Plan 2031 POLICY OS5: Supporting Infrastructure states that all new development will be required to deliver or contribute towards the timely provision of essential supporting infrastructure either directly as part of the development, or through an appropriate financial contribution.

West Oxfordshire Local Plan 2031 Infrastructure Delivery Plan 2016 identifies where public utility provision (sewerage, water, gas, electricity, telecoms etc) upgrade works are required to accommodate housing growth and states these infrastructure requirements will be funded directly by the development.

OCC will be working in partnership with the district council, developers and utility providers to identify where synergies and opportunities exist. With significant transport infrastructure being in place prior to large scale development, there is an opportunity to future proof infrastructure for utility provision. Forward funding transport infrastructure does allow for utility infrastructure to come forward earlier with the potential for strategic highway infrastructure contributions deferred to aid cash flow.

No attachments

What consideration have you given to ensuring that the health and care services locally will align with the additional homes to be built?

OCC are working with NHS Oxfordshire Clinical Commissioning Group (OCCG), who have responsibility for the review, planning and

procurement of primary care services. The projected additional housing for West Oxfordshire has been shared with OCCG and fed into their Locality Place Based Primary Care Plan for West Oxfordshire.

The Locality Plan sets out how primary care will be delivered and identifies the challenges in the next 10 years, ensuring that sufficient resources are in place to meet the healthcare needs of a growing and aging population. S43(2)

OCCG expects to meet demand for increased primary medical care through expansion of existing practices. The new national Primary Care Network contract will accelerate changes in working at local level. This will include integration with community teams, wider range of clinical roles in primary care, more use of digital technology, and more out-of-hospital services.

A strategic estates approach has been planned to respond to this challenge. West Oxfordshire District Council (WODC) are working with OCCG to request land and financial contributions to assist with estates growth. Infrastructure required to meet future need includes: replacement of Long Hanborough Surgery; capacity improvement to Cogges Surgery, Witney; expansion of Eynsham Medical Centre, and centres at Carterton; and expansion/possible relocation of surgery at Witney.

OCCG are working with planning authorities to secure land and financial contributions to assist with estates growth and linking in with all newly drafted Neighbourhood Development Plans to ensure Primary Care Services are considered in planning decisions. OCCG engages with planning officers regularly to support primary care development and seeks developer contributions towards healthcare infrastructure from housing growth.

Have you engaged with your Sustainability and Transformation Partnership?

NHS Oxfordshire Clinical Commissioning Group (OCCG) is linked with the Buckinghamshire, Oxfordshire and Berkshire West (BOB) STP and workforce across the whole health and social sector and is a key element of the Locality Place Based Primary Care Plan: West Oxfordshire Locality. The OCCG works very closely with all 5 districts in Oxfordshire to ensure health needs are a key area when considering planning applications and Local Plans.

In response to wide ranging engagement in 2017, the Oxfordshire-wide plan sets out how the plans integrate with the wider OCCG strategy and documents such as the BOB STP and the Oxfordshire Primary Care Framework. Of the 8 STP objectives the plans contribute to achieving 6 of them directly. Plans have been developed from both a population based, locality driven perspective as well as a 'top down' county wide perspective. In this way the plans provide a holistic strategy for primary care in the county. The CCG will support future investment in workstreams that are intended to deliver savings elsewhere in the system subject to a robust business case. This will provide a significant step forward in delivering accountable care, in which resources are allocated according to the needs of the population of Oxfordshire and in which partners in the health and social care system share financial and clinical accountability to deliver better outcomes.

The Plan aims to set out how primary care can best meet the needs of the local population and remain resilient and fit for the future, building on the national GP Forward View and Oxfordshire Primary Care Framework, providing a locality plan for health services drawing out key components from other work streams in Phase 2 of the Transformation Programme. This is an iterative process, as the plans will both inform the work to develop options for services within the scope of phase 2 and respond to the outcomes of the consultation process related to the transformation programme.

If you have any further information to support your project overview, which has not already been captured in the above, please include this here

Regarding tenancy type:

The West Oxfordshire Local Plan recognises that the proportion of affordable housing required will vary according to location and identifies three affordable housing zones - a high value zone where a 50% contribution from new housing development will be required, a medium value zone where a 40% contribution will be required and a low value zone where the contribution will reduce to 35%. Development at Witney is within the medium value zone; development at Eynsham is within the high value zone.

No attachments

Strategic Case

Strategic Approach

How will this scheme support your long term housing and economic growth ambitions? Please refer to any development plans and / or associated planning guidance policies

Oxfordshire has bold housing and economic growth ambitions. Seeking to deliver sustainable growth by securing sufficient investment in the county's strategic and local infrastructure. The A40 Smart Corridor supports this ambition by unlocking Local Plan housing growth, which contributes to the Oxfordshire Housing and Growth Deal (HGD). Through ensuring the infrastructure needs of the county have been addressed, planned jobs and homes are unlocked and the potential of the county's knowledge rich economy can be delivered. This will allow Oxfordshire to deliver its full contribution to the UK's growth ambitions including those of the Oxford-Cambridge Arc and mean that people living and working in the county are more able to afford homes within a reasonable commuting time of their job and have greater housing choice.

Housing Ambitions

Up to 2031, Oxfordshire has committed ambitions to support delivery of 100,000 new homes, though the collaborative HGD signed by Government and the six Oxfordshire Councils comprising Oxfordshire Growth Board (OGB). Of the 100,000 OGB has agreed that 15,950 units would be accommodated within West Oxfordshire including 2750 units of Oxford City's unmet need. West Oxfordshire has committed to this delivery through the Local Plan 2031.

Oxfordshire is forecast to over deliver on housing need, when compared to the revised standard method for assessing local housing need guidance (Housing and Economic Needs Assessment, MHCLG, September 2018), this reflects a strategic commitment to link housing delivery with job and economic growth to support the national economy.

In securing the infrastructure (such as HIF) to support delivery of 100,000 homes by 2031, this sets a stage to provide opportunity for further growth. Oxfordshire growth beyond 2031 is being planned through a joint statutory spatial plan being developed in line with HGD, known as Oxfordshire 2050. The plan will consider housing, employment and infrastructure growth strategies for the period up to 2050. The plan is strongly related to the sub-national Oxford-Cambridge Arc, working together with central Government and local partners through a strategic focus on productivity, place-making, connectivity and the environment. This commitment to growth enables Oxfordshire to have a strong collaborative relationship with government, through Homes England, to help address technical and strategic delivery issues.

Local Planning Policy

As above, the Local Plan seeks to provide for at least 15,950 homes and identifies Strategic Development Areas along the A40 Corridor at East Witney (450 homes), North Witney (1400 homes), Oxfordshire Cotswolds Garden Village (2200 homes) and West Eynsham (1000 homes). A further 1000 homes would be delivered at two large sites within Carterton. Overall the A40 corridor in West Oxfordshire will see an increase of around 10,000 homes.

The West Oxfordshire Local Plan 2031 contains a number of Core Policies. Policy CO4 states "Locate new residential development where it will best help to meet housing needs and reduce the need to travel." The Local Plan housing locations sit outside of both the Oxfordshire Green Belt, and Cotswolds Area of Outstanding Natural Beauty, both of which constrain the options for growth locations in West Oxfordshire. Focussing growth on the A40 corridor, results in more efficient use of infrastructure funding, as significant capacity enhancements, yielded through HIF, will enable a large number of housing units. A more geographically dispersed housing strategy would likely increase the infrastructure burden, as costly local measures would be required in addition to those on the strategic highway network.

The West Oxfordshire Local Plan 2031 (adopted in September 2018) states that a "further key issue is the A40. Currently access to the A40 at Witney is relatively limited and the route is also heavily congested at peak times between Eynsham and the edge of Oxford. The A40 problems are seen as a major constraint to inward investment into the District as well as a great inconvenience for those sitting in long queues every day...Relieving congestion through investment in transport infrastructure is not only important in terms of public amenity and air quality, it is also essential to unlocking future housing provision and sustainable economic growth." The commitment to deliver the Local Plan is underpinned by critical infrastructure delivery. The A40 Smart Corridor is defined as "critical" within the Local Plan Infrastructure Delivery Plan.

Commuting

Around 85% of Oxfordshire residents in employment live and work in the county. However, both inbound and outbound commuting increased between 2001 and 2011. In 2011, 57,000 people commuted into Oxfordshire, 10,000 more than in 2001, and there was a daily net inflow to Oxford of nearly 30,000 workers, up 16% since 2001. The A40 corridor provides a key route to accommodate commuting. West Oxfordshire also contributes 7,500 commuters to Oxford per day (2011 Census). This increase in commuting has led to increased congestion on the highway network across much of the county, but particularly the A40 Corridor, where there has been no investment in transport capacity in over 40 years, except by bus operators increasing bus frequencies, to provide greater capacity and choice for passengers.

One reason for increased commuting into Oxfordshire is the high housing costs and associated issues of affordability. Housing in Oxfordshire, and in particular in Oxford, is among the most expensive and least affordable in the country. The Land Registry house price index reveals the average cost of a house in Oxford is £427,140, well out-stripping the average income of £26,900 of Oxford employees (taken from Annual Survey of Hours and Earnings, 2016 provisional data). While prices in West Oxfordshire are still above the average for south-east England, and for the country as a whole, at £333,603 they are comparatively more affordable meaning that the district is attractive as a dormitory and source of commuting into the city.

The Local Economy Economic Growth Ambitions

Oxfordshire has a strong and growing knowledge intensive economy and is a net contributor to the UK exchequer, delivering £21 billion per year to national output. It competes on a global stage as a centre of science and innovation, with two universities and unique research organisations and activities.

Over the last few years, Oxfordshire's economy has performed strongly, and the scale of recent investment bodes well for future growth. Both activity and employment rates are higher than the regional average – and substantially higher than the national average. Between 2011 and 2014, the number of jobs in Oxfordshire – including employee and the self-employment jobs – grew by 7.8%, compared to growth of 6.2% nationally. The rate of GVA growth from 2011-14 was also above the national average (15.6%, compared to 12.1% for the UK). Unless stated otherwise, all figures quoted are from Oxfordshire Strategic Economic Plan (2016).

Science and technology-based clusters in Oxfordshire are particularly strong and distinctive, nationally and internationally. By 2014, there were 46,100 employees in high tech sectors in Oxfordshire, 13.5% of total employee jobs in Oxfordshire. GVA growth in key high-tech sectors was well above the national average - GVA in 'information and communication' grew by 29.3% in Oxfordshire between 2011 and 2014, compared with 8.4% in UK.

The Oxfordshire Local Industrial Strategy (LIS) will provide an ambitious, long-term vision for economic growth between now and 2040, building on Oxford's unique economy.

A40 Smart Corridor will support delivery of 40ha employment land at Oxfordshire Cotswold Garden Village and up to an additional 4556 jobs up to and beyond 2031.

Local Transport Policy

The Oxfordshire Local Transport Plan 4, Connecting Oxfordshire, was adopted in 2015 and updated in 2016. It was developed with three over-arching transport goals in mind:

1. To support jobs and housing growth and economic vitality;
2. To reduce emissions, enhance air quality and support the transition to a low carbon economy
3. To protect and enhance Oxfordshire's environment and improve quality of life (including public health, safety and individual wellbeing)

LTP4 sets out the A40 Strategy which comprises the A40 Science Transit Phase 2 scheme, and the A40 Smart Corridor HIF proposals. The A40 strategy will support these long-term ambitions for development by:

- Increasing the capacity of the A40 road connection between Witney and Eynsham to above the current and expected daily flows – this would remove the problems caused by peak hour link capacity issues (e.g. flow breakdown, unpredictable journey times, traffic queueing);
- Provision of a continuous fully-segregated public transport alternative between Eynsham Park & Ride and Oxford Ring Road to deliver a segregated, congestion free alternative for buses in both directions between the P&R and Oxford.
- Alternate modes – the scheme will deliver attractive cycle routes from the new developments at Witney and Eynsham, along the proposed dual carriageway; a connection from the A40 cycle way to the existing National Cycle Network route alongside the Oxford Canal giving a fully segregated route into Oxford city centre; and the removal of the pinch point in the A40 cycle route at Duke's Cut.

Conclusion

Like many areas, strategic infrastructure constraints, are a critical barrier to housing development and job creation, particularly along the A40 Smart Corridor in West Oxfordshire. This HIF proposal is sought to deliver an acceptable environment to accommodate the proposed developments. Without funding for the A40 Smart Corridor the ambition of Oxfordshire to grow the economy and continue its impressive record of job creation is under threat as economic growth will slow and new homes will not be delivered to the required level.

What is your assessment of local housing requirements in your area and how will this scheme address these needs? Please refer to any data and evidence sources you have, including local housing need

Oxfordshire is notable for the excellence and scale of innovation, enterprise and research within the county, and for the dynamism of its economy: both employment and GVA (Gross Value Added) are growing strongly, activity and employment rates are high, and there is very low unemployment. However, there remain the inter-linked issues of the lack of housing that people can afford and increasing congestion on the county's roads.

Current housing situation

It is widely acknowledged at a national and regional level that the housing market in the UK is not delivering homes that people need and in the right locations. The national picture is that the ratio of average house prices to average earnings has more than doubled since 1998.

More locally, housing in Oxfordshire is among the most expensive and least affordable in the country making it difficult for people to afford to live locally.

According to the National Infrastructure Commission interim report, the ratio of house prices to average earnings in Oxford is 12:1, 50% higher than the national average. The problem of affordability is not confined to Oxford and also affects the A40 corridor in West Oxfordshire where the infrastructure and 10,000 new homes are planned. The house price to earnings ratio in West Oxfordshire is 10 times the annual median income.

The Land Registry house price index reveals the average cost of a house in Oxford is £427,140, well out-stripping the average income of £26,900 of Oxford employees (taken from Annual Survey of Hours and Earnings, 2016 provisional data). House prices across the county are 33% above the English national average and 2% above average for the South-East region. This is reinforced by similar findings from the London-based Centre for Cities think tank which found Oxford's housing to be the least affordable in the country. According to the Land Registry, the average price in September 2018 of a home in West Oxfordshire was £333,603, a 1% annual increase on the previous year, compared to £249,408 nationally and £328,059 in the South-East region.

While housing completions in Oxfordshire have increased by 75% over the five years to 2015, compared with a national average of 15%, completions remain well below the objectively assessed need: a total of 3,124 new homes were completed in the county in 2014/15, compared with a need averaging approximately 5,000 per year. In addition, there is a pressing need for more genuinely affordable homes across the county. In West Oxfordshire, net additional dwellings have been as low as 186, 27% of the annual target. While this has risen to 518 during 2016/17 this is still below the target of 685 set out in the SHMA.

The high cost of housing within the county's economic hub results in:

- hard to fill vacancies in vital jobs in the public sector, the county's key sectors and in lower paid jobs acting as a brake on economic growth;
- social impacts such as the pressure on families where working parents see less of their children;
- long distance commuting from lower cost areas, and therefore more congestion on key transport routes.

In general, affordable high-quality housing is considered an essential requirement to attract the best workers to deliver the greatest increase in productivity/GVA.

Future housing demand

Much of the problem relates to Oxford's constrained boundaries, its Green Belt and the availability of housing stock. This requires much of Oxford's housing needs to be met within adjoining districts. With job creation still focused within Oxford this has led to increased pressures on already strained routes, such as A40, due to increased levels of commuting and other employment related

travel.

Initially the July 2013 Draft West Oxfordshire Local Plan included provision for 10,500 houses to be delivered up to 2031, to accommodate West Oxfordshire's own housing need. The majority to be located in Witney, Eynsham, Carterton (along the A40 corridor) and Chipping Norton. However, in parallel during 2013, the Oxfordshire Local Planning Authorities (LPA) commissioned a new Strategic Housing Market Assessment (SHMA), supported by joint working on economic forecasting, to establish the appropriate level of planned growth across the Oxfordshire Housing Market Area and the level of housing need arising in each District.

The Oxfordshire SHMA completed in 2014 set out the overall housing market need for Oxfordshire to 2031. This concluded that as many as 5,328 additional new homes per annum may be required to support population and economic growth. The six councils of Oxfordshire have agreed to collectively plan for and support the delivery of 100,000 new homes by 2031, informed by SHMA, as part of the Housing and Growth Deal. West Oxfordshire has agreed to locate nearly 16% of this total within its boundary.

The West Oxfordshire Local Plan 2031 adopted 2018 allocates 15,950 homes across the district, including 2,750 homes to cater for a proportion of the housing need for Oxford which cannot be met within the city. Much of this growth is allocated at the strategic site allocations along the A40 corridor at North Witney, East Witney, West Eynsham and Oxfordshire Cotswolds Garden Village. Across these sites 2,222 affordable housing units are also planned.

Oxfordshire's plans for growth are focused on a long-term, comprehensive and integrated approach to addressing barriers - to deliver housing and economic growth in high quality sustainable developments which offer a high quality of life for new and existing residents. This is reflected in the strong collaborative approach at the heart of the Oxfordshire Growth Board: a joint committee of the six local authorities together with key strategic partners set up to facilitate and enable joint working on economic development, strategic planning and growth, including delivering quality new homes and communities.

Impact of proposed A40 Smart Corridor scheme

The overall aims of the A40 Smart Corridor are to mitigate the transport impact arising from the Local Plan housing development along the A40 Corridor. The scheme will be delivering increased highway capacity through widening the road from Witney to Eynsham to a dual carriageway. Providing improved journey times and journey time reliability for all modes of traffic including bus services directly serving the planned housing sites, enabling public transport journey times to be improved. The existing cycle route will be improved to encourage greater levels of cycling and sustainable travel.

On the section between Eynsham and Oxford the proposed infrastructure would complete the improvement started with the Local Growth Deal A40 Science Transit Phase 2 scheme to provide a continuous eastbound bus priority lane to allow commuters into Oxford to avoid the queues and delays along this section of road. The impact of this is that the new developments at Witney and Eynsham would be able to offer congestion free travel all the way into Oxford, either by bus or park & ride. Similarly, the westbound bus priority lanes proposals seek to ensure consistent and reliability PM peak journey times from Oxford to Eynsham park & Ride, including for direct buses serving the development sites at Eynsham, and Witney. This would make the homes more attractive to Oxford-bound commuters, making them effective in meeting the need to cater for Oxford's unmet need.

No attachments

Local Support

How will this scheme demonstrate effective joint working? E.g. with neighbouring local authorities and other local partners, Private sector organisations, Local Enterprise Partnerships etc.

The Oxfordshire Growth Board is a joint committee of the six Oxfordshire councils together with key strategic partners. It has been set up to facilitate and enable growth through joint working on economic development, strategic planning, infrastructure and transport. It does this by overseeing the delivery of projects secured through the Oxfordshire Housing and Growth Deal.

Meetings of the Oxfordshire Growth Board are held 6 times a year and take place in accordance with its terms of reference. The Chair of the Board rotates amongst local authority Leaders on a prescribed annual basis and is supported by 3-member sub-groups and officer sub-groups on housing, infrastructure and spatial planning.

Whilst OCC will be responsible for delivering the HIF infrastructure, the Oxfordshire Growth Board will be used as a vehicle to report

progress and escalation on the delivery of housing. It also provides an opportunity to work alongside the OxLEP and other strategic partners in developing and delivering infrastructure requirements along the A40 corridor. Quarterly progress reports will be sent to the Oxfordshire Growth Board.

OCC intends to organise regular Delivery Forums with membership from OCC, district councils, developers, utility networks and other bodies as appropriate (Network Rail, Environment Agency, Highways England, Natural England etc.) with a view to create a focused approach to manage synergies, opportunities and conflict. The key element is the delivery of the HIF infrastructure whilst facilitating and enabling developers to accelerate the construction and occupation of new homes, unfettered, and in parallel.

Local expertise (from supporting the delivery of large and small-scale growth and council development programmes) will be used to establish new dedicated multi-disciplinary delivery teams, these will work collaboratively with private sector development partners and feed into the Delivery Forum. Working virtually and collaboratively between the Councils and partners, to focus capacity and resources; to learn from best practice and to accelerate housing and commercial development and improve effectiveness of housing delivery at strategic site level and thus a better housing mix and greater public choice. Adopting this innovative approach to joint working through this HIF proposal will support more effective collaboration across all sectors with a focus on housing and employment delivery.

Please demonstrate local support for your scheme (for example in Local Plans and policies)

The West Oxfordshire Local Plan identifies transport in West Oxfordshire as an issue of critical importance. It is recognised that the level of commuting between West Oxfordshire and Oxford is putting significant pressure on the A40 resulting in “daily occurrences” of congestion and considers this a weakness which will need to be addressed. Local Plan Policy T1 states: “The Council will continue to work in partnership with Oxfordshire County Council in relation to securing improvements to the A40 between Witney and Oxford. This will include ... longer term improvements including the provision of a westbound bus lane from Oxford to Eynsham and dualling of the A40 between Witney and Eynsham.” The Local Plan Infrastructure Delivery Plan 2016 identifies the A40 HIF proposals as critical priority for delivery between 2021 and 2026.

The Connecting Oxfordshire Local Transport Plan also identifies the problem of “acute traffic congestion” on the A40, and the need for improved public transport. Without improvements to improve public transport infrastructure, the Local Plan states that traffic conditions will deteriorate significantly. Chronic A40 congestion (which will be alleviated through the proposed scheme) is identified as a significant challenge to the growth of bus use. The bus lanes, proposed under this scheme, are identified as means of reducing delays.

The more recent Oxfordshire Infrastructure Strategy (OXIS) recognises the A40 corridor as a Growth Corridor with key strategic sites along it. The OXIS, which prioritises infrastructure requirements to 2040 identifies the need to prioritise and develop a long-term strategy to address congestion on the A40.

The A40 Strategy was adopted in 2016 following a public consultation which considered a number of conceptual alternative strategies. The options presented linked Witney and Oxford with:

- A40 Bus Lanes;
- Guided busway;
- A40 Dual Carriageway;
- Train; and
- Tram.

A high response rate was received with nearly 800 responses. In summary, the greatest level of support was 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 with just over 50% of respondents supporting these. Tram was supported by 41% of people and guided bus received the lowest level of support at 26% as well as having the highest number who did not support this option.

People were also asked ‘which one scheme or combination of options, do you think Oxfordshire County Council should give top priority to?’ The top priority options given by respondents were Dual Carriageway (29%), Bus Lane (15%), Train (13%), Train & Dual Carriageway (13%), Bus Lane & Dual Carriageway (8%).

Following consideration of the consultation responses the Council adopted the A40 Strategy to extend the dual carriageway east from Witney to a new Park & Ride at Eynsham, and bus priority in both directions from the P&R to Oxford.

The HIF proposals were subject to further public consultation in 2018. Over 540 responses were received. People were asked ‘What best describes your opinion of the proposals?’ Regarding the proposed A40 dual carriageway from Witney to Eynsham Park & Ride,

53% of respondents 'liked' the scheme, 26% did 'not like', and 21% had 'no view'. On completing the eastbound bus priority lane at Duke's Cut, 44% of respondents 'liked' the scheme, 29% did 'not like', and 27% had 'no view'. On completing the A40 Westbound Bus Lane from Duke's Cut to Eynsham Park & Ride, 44% of respondents 'liked' the scheme, 32% did 'not like', and 24% had 'no view'. Whilst people's opinions were mixed this demonstrates a good level of support the HIF proposals. Stagecoach, the primary bus operator, provide their 'full support to this vitally important project, unlocking very substantial economic and social benefits'. All letters of support are appended to the business case.

Can you provide evidence of support for your proposal from the following:

	Support	Further Details
Local MP(s)	Yes	<p>A letter of support has been received from Robert Courts MP (see attached). OCC work with its local MPs through:</p> <ul style="list-style-type: none"> • Monthly proactive written briefings on topical council issues, to MPs and their staff • Bespoke written briefings on particularly high-profile issues, whether as a briefing pack or a letter • Corporate resource for MPs to escalate particular issues • Meetings (generally at least 4 a year) between Leader and MPs, individually or collectively. • Engagement between MPs and Councillors through the relevant political groups • Invitation to MPs to attend and address council • Engagement with MPs more broadly mostly through membership bodies – Local Government Association, County Councils Network. • Monitoring of Westminster and Whitehall developments.

Filename	Description
S43(2) [REDACTED]	[REDACTED]

	Support	Further Details
Local community	Yes	<p>Local Community</p> <p>A series of public consultations have been undertaken during the development of the A40 Strategy during 2015, 2016 and 2018. Whilst people's opinions were mixed, broad support for the HIF proposals was demonstrated. The report of the latest consultation is attached.</p>

Filename	Description
S43(2) [REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

	Support	Further Details
Local Enterprise Partnership(s)	Yes	A letter of support had been received from the Chief Executive of the Oxfordshire LEP (see attached). The LEP Board includes representatives from leaders within education, business and the six local authorities across Oxfordshire including the Leader of Oxfordshire County Council. As accounting body, Oxfordshire County Council can also send its Section 151 Officer, but they do not have voting rights. The Board meets 6 times per year.

Filename	Description
S43(2) [REDACTED]	[REDACTED]

	Support	Further Details
Supporting upper tier local authorities	No	No relevant upper tier authorities

No attachments

	Support	Further Details
Supporting lower tier local authorities	Yes	A letter of support has been received from West Oxfordshire District Council (see attached). WODC has recently adopted an ambitious Local Plan, to meet the Districts and Oxford City's unmet housing need. Most of the planned development is along the A40 Corridor. The Local Plan sets out the current transport problems along the A40 and without investment the serious barrier to housing supply growth this presents. S43(2) [REDACTED] [REDACTED] [REDACTED] [REDACTED] A letter of support has been received from Cherwell District Council (see attached). Cherwell District Council see clear value in and would wish to support this particular bid given its objectives to provide opportunities to increase sustainable travel.

Filename	Description
S43(2) [REDACTED] [REDACTED]	[REDACTED] [REDACTED]

	Support	Further Details
Any other key stakeholders	Yes	<p>A letter of support has been received from Stagecoach Oxfordshire. "Stagecoach are extremely keen to put the full weight of the company's support behind the HIF proposals which, are expected to deliver the full range of benefits that seamless bus priority will offer, in both directions, between Wolvercote and Eynsham."</p> <p>A letter of support has been received from Defence Infrastructure Organisation (DIO) Base Support Wing Headquarters. DIO have expressed the necessity of having reliable and predictable transport routes to RAF Brize Norton and support for measures to improve the reliability, sustainability and length of journeys by addressing congestion on the A40 towards and from Oxford.</p> <p>A letter of support has been received from Grosvenor Developments Ltd as promoters of the Oxfordshire Cotswolds Garden Village: "the HIF bid represents a good opportunity to secure further investment and support the planned growth" and particularly welcomes improved provision for cycling and bus travel.</p>

Filename	Description
S43(2)	

Meeting housing policy objectives

How will your scheme support the Government's ambitions for housing, as set out in the Housing White Paper?

The Housing White Paper, Fixing Our Broken Housing Market, February 2017, sets out a number of initiatives that strive to reach a step-change in housing supply. There are four key proposals contained within the housing strategy:

- Planning for the right homes in the right places
- Building homes faster
- Diversifying the market
- Helping people now

As set out below the proposed A40 Smart Corridor scheme demonstrates strong alignment to Government's ambition for housing:

Planning for the right homes in the right places

Making sure every county has an up-to-date, sufficiently ambitious plan - The proposed scheme is essential in delivering the ambitions of the West Oxfordshire Local Plan. The West Oxfordshire Local Plan 2031 (adopted 2018) cites congestion on the A40 as critical issue and constraint to delivering planned development proposals. The A40 Smart Corridor scheme, set out in this business case, is documented in the Local Plan Infrastructure Delivery Plan 2016 as "critical" infrastructure to support the delivery of homes to meet the housing requirement set out in the local plan.

Maintaining existing strong protections for the Green Belt – Through the Local Plan process West Oxfordshire identified sufficient housing sites outside of the Oxford Green Belt to accommodate the district's and a proportion of Oxford's unmet housing need (15,950 homes, of which 2750 is Oxford's unmet housing need). The most suitable land for housing sites was identified as along the A40 with strategic sites allocated at North Witney, East Witney, Oxfordshire Cotswolds Garden Village and West Eynsham providing 4813 homes. Further smaller sites on the A40 Corridor total around 10,000 homes on the corridor.

More homes on public sector land – Oxfordshire County Council is releasing parcels of land, directly related to the infrastructure proposals, at West Eynsham and Oxfordshire Cotswolds Garden Village to be developed for housing at part of the masterplan for each site.

Building homes faster

Ensuring infrastructure is provided in the right place at the right time - Congestion on the A40 is well documented and evidenced. Further housing development would result in further congestion and pressure on local roads. The HIF proposal will reduce the existing pressure on the roads and ensure the right infrastructure is in place to support and unlock additional housing development. Supporting Garden Towns and Villages - A new Garden Village, Oxfordshire Cotswolds Garden Village, was one of the first 14 such developments announced by Government in January 2017. This comprises an exemplar development of the highest environmental and design standards based around a mix of compatible uses including housing, employment, transport, new schools and other community and leisure uses.

The Oxfordshire Cotswolds Garden Village is located alongside and to the north of the A40 just to the west of the current village of Eynsham. This will deliver 2,200 of the homes included within this bid, just under half the total. Without the proposed infrastructure improvements, the A40 Corridor would be unable to accommodate the level of transport demands placed on it by a development of this size and would need to be reconsidered in terms of its ambition, scale and/or delivery schedule.

Diversifying the market

Opportunities for custom/self-build - Custom build housing is where a builder is contracted by a home owner to create a 'custom built' home or where a private individual builds their home as a DIY 'self-build' project. The Local Plan requires all larger housing schemes such as North Witney, East Witney, Oxfordshire Cotswolds Garden Village and West Eynsham, to provide 5% of the residential plots as serviced and made available for the purposes of custom/self-build housing.

Helping people now

Affordable housing - Local Plan Policy H3: Affordable Housing sets rates across the District of affordable housing as a proportion of the market homes. For the four strategic housing sites unlocked by the HIF infrastructure, the sites at Witney have a rate of 40%, and Eynsham 50%. Over all the scheme will unlock 2222 affordable homes across the four sites. North Witney 560 affordable units; East Witney 180 affordable units; Oxfordshire Cotswolds Garden Village 1100 affordable units; and West Eynsham 382 affordable units. Older people and people with disabilities - Core Objective 6 of the Local Plan calls for an appropriate mix of new residential accommodation to meet the needs of various groups including older people and those with a disability. Policy H4 of the Local Plan requires larger housing schemes to provide 25% of new homes (market and affordable) as accessible and adaptable housing and at least 5% as wheelchair adaptable dwellings.

Providing balanced communities - Providing for the needs of younger households is an important consideration as retaining young people in an area can assist in providing a more balanced demographic profile as well as providing a vital part of the local workforce. Providing a good balanced mix of new homes including new affordable homes to rent and buy will help to ensure the needs of families with children are able to be met. Other wider issues such as the size of gardens provided, and other supporting facilities and activities will also be vitally important to meeting the needs of households with children.

The garden village will also present an excellent opportunity to provide new student accommodation.

Essential local workers - public sector employees who provide frontline services in areas including health, education and community safety and can include NHS staff, teachers, police, firefighters and military personnel, social care and childcare workers. As these roles often pay relatively poorly, housing affordability is a key issue. The garden village therefore provides an opportunity to meet the needs of such workers by providing new affordable housing for sale or rent.

Scheme Objectives

What are the overarching objectives of the scheme? Objectives should be SMART - specific, measurable, achievable, relevant and time constrained

- Objective 1: Unlock the delivery of 4,813 additional homes along the A40 Smart Corridor in support of the Housing and Growth Deal. Oxfordshire is a high-value knowledge economy with significant potential for economic growth. Supporting the delivery of

100,000 homes by 2031 is key to achieving Oxfordshire's growth potential. Witney and Eynsham, which are served by the already congested A40, have been identified as a focus for new housing and employment. Housing delivery is the key constraint on achieving this growth, and the HIF infrastructure will enable the delivery of 4,813 additional homes. This objective is: Specific: The objective is specific to the quantum of homes to be delivered at four sites along the A40 Smart Corridor. Measurable: The delivery of 4,813 additional homes will be unlocked. Developers will be obliged to inform the district council regularly on house completions. Achievable: Most developments included in this HIF proposal are already working with OCC and LPAs to bring forward developments and can commence by 2025. Subject to timely HIF funding, there is high confidence that the development can deliver its required number of units. Developer letters of support (see appendices) and engagement through Local Plan process confirm this. Relevant: The objective directly supports the overarching objective of HIF, which is to unlock the delivery of new homes. Time Specific: 445 homes will be delivered by 2022; 1,585 homes will be delivered between 2023 and 2025; 2,563 homes will be delivered between 2026 and 2030 and 220 homes will be delivered between 2031 and 2035.

- Objective 2: Support the delivery of 2,222 affordable homes along the A40 Smart Corridor Housing in WODC is among the least affordable in the UK, with a house price to earnings ratio of 10.6:1, compared to 7.9:1 for England. House prices are more than 40% higher than the UK average and around 6% higher than the average for South East England. This lack of affordable housing risks pricing-out key workers in the health, education, social care and other sectors that are essential to deliver vital services and to the overall economy and society within Oxfordshire. There is evidence that high house prices contribute to higher rents, which place high financial pressures on lower income households. There is also evidence that the rough sleeping rate has significantly increased Oxfordshire in recent years (from 11 per 1,000 households to 60 per 1,000 households between 2010 and 2017). By delivering new housing – especially affordable housing – this objective aims to lower the house price to earnings ratio in the medium term to make housing affordable and accessible to all in Oxfordshire. This will contribute to lowering housing costs in the long term, which should reduce the number of households in financial distress and reduce the number of rough sleepers in the county. This objective is: Specific: The objective is specific to the quantum of affordable homes to be delivered at four sites along the A40 corridor. Measurable: 2,222 additional affordable homes will be delivered (representing approximately 46% of the total homes delivered). Developers will be obliged to inform the district council regularly on house completions. Achievable: Many developments included in this HIF proposal are at an advanced stage of development whilst others have had comprehensive engagement with OCC and LPAs and can be realised by 2036. Developer letters of support (see appendices) and engagement through Local Plan processes confirm this. Relevant: The objective directly supports the overarching objective of HIF, which is to unlock the delivery of affordable new homes. Time Specific: 208 affordable homes will be delivered by 2022; 733 affordable homes will be delivered between 2023 and 2025; 1,172 affordable homes will be delivered between 2026 and 2030; and 110 affordable homes will be delivered between 2031 and 2035.

- Objective 3: Ensure the impact of additional housing on the transport network is acceptable and associated impacts on the transport network are adequately mitigated It is inevitable that additional housing will create some additional demand for movement. All of the sites included in this HIF proposal lie on a key corridor that is already under strain. The purpose of HIF funding is to provide the necessary infrastructure to provide for access to key developments, while ensuring that the overall transport network performance is maintained. The best available way of measuring the performance of the transport network is by recording “Level of Service” indicators by each major section of the highway network. The HIF proposal seeks to ensure a minimum Level of Service is achieved when all 4,813 homes have been delivered. This objective is: Specific: The objective relates to the A40 corridor, which serves all four sites in the scope of this HIF proposal. It does not relate to highways infrastructure serving any other developments in Oxfordshire. Measurable: The objective is measured by a standardised indicator, Level of Service, which can be tracked over time and compared to other transport networks. The aim is to ensure that there is no degradation in the Level of Service experienced on the A40. Achievable: The HIF infrastructure has been carefully modelled and appraised to ensure it delivers the required Level of Service. Relevant: The objective relates to the A40 corridor between Oxford and Witney, serving all four sites in the scope of this HIF proposal. Time Specific: The objective will be monitored and measured up to the timeframe of the delivery of dependent developments (which are expected to complete in 2031/32).

- Objective 4: To deliver high value for money to the public sector This HIF proposal aims to deliver high Value for Money for the public sector. S43(2)

The objectives for this scheme are to ensure that these benefits are realised within the constraints of the funding available. HIF funding for highway infrastructure will enable recycled funds to be directed towards supporting the delivery of more new

homes. It will also ease cashflow for developments that will unlock investment into utilities, water, wastewater and telecoms infrastructure. It will also unlock investment into green spaces, which are part of the masterplan of many sites, and several new schools. This objective is: Specific: It aims to deliver high value for money for the taxpayer, measured by the BCR. Measurable: The benefits of the scheme can be appraised through post project review. Achievable: Risk analysis has been undertaken, along with sensitivity testing, and applied optimism bias (only in the Economic Case) to assure OCC that these targets are realistic. Relevant: This objective will measure homes delivered in the 4 sites in the scope of this HIF proposal, weighed against the total investment in the scheme. Time specific: The objective will be monitored and measured up to the timeframe of the delivery of the infrastructure scheme (by 2023/24) and the dependent developments (which are expected to complete in 2031/32).

- Objective 5: Unlock economic growth at key employment sites along the “Knowledge Spine” at Oxfordshire Cotswolds Garden Village Oxfordshire is an important part of the UK PLC’s knowledge economy. However, infrastructure deficits are preventing employment hubs from growing, developing and implementing proposals. The Local Plan identifies in Policy EW1 “about 40 hectares of business land (B-class) in the form of a ‘campus-style’ science park”, to be directly accessed from the A40. The transport network capacity is constraining growth and the opportunities presented by commercial development along the Knowledge Spine. This objective is: Specific: The objective is specific to the HIF infrastructure unlocking a 40ha campus-style’ science park delivered at Oxfordshire Cotswold Garden Village. Measurable: This objective enables the delivery of approximately 164,000 sqm of employment space at Oxfordshire Cotswold Garden Village and support up to an additional 4556 jobs up to and beyond 2031. Achievable: The site will be the subject of further planning policy in the form of an Area Action Plan to guide development proposals. The developer is already seeking pre-application advice and investing in the planning application process. Relevant: The objective directly supports the local, national and international economic ambitions of the area in line with new homes. Time Specific: This objective enables the delivery of up to an additional 4556 jobs up to and beyond 2031.
- Objective 6: Encourage sustainable travel between Eynsham and Oxford The centrepiece of this HIF Proposal is a public transport scheme that will, in conjunction with the proposed LGF-funded Science Transit Phase 2, allow a high-quality public transport alternative between Eynsham and north Oxford provide a new Park & Ride site at Eynsham and dedicated bus lanes between Eynsham and north Oxford. The bus lanes are designed to reduce current bus journey times by 6 minutes in each direction, which, along with additional parking at Eynsham, will provide a viable alternative to driving into Oxford. This intervention, which is fully aligned with OCC’s Local Transport Plan, aims to encourage radical mode shift from car to more sustainable modes. This will contribute to the alleviation of congestion on key routes serving Oxford, especially in the city centre. improve air quality, reduce carbon emissions, enhance safety for pedestrians and cyclists, and protect the heritage of this internationally important, historic city. This objective is: Specific: The objective is specific to bus patronage on the A40 Smart Corridor. Measurable: This objective aims to reduce bus journey times between Eynsham and Oxford by six minutes and attract 360 AM peak hour bus passenger trips Achievable: Oxford is currently well served by dedicated bus infrastructure, including dedicated bus lanes and 5 park & ride sites, plus a remote site at Bicester. This HIF proposal aims to deliver similar infrastructure, which OCC already has deep experience in managing. Relevant: The objective directly supports OCC’s Local Transport Plan. Time Specific: This objective aims to deliver a new Park & Ride site at Eynsham, along with two new dedicated bus lanes, by March 2031.

Please list the criteria (critical success factors - CSFs) against which you will assess the successful delivery of the project and the evaluation of options

- Critical Success Factor 1: Strategic fit. This HIF proposal supports Oxfordshire’s strategies, policies and ambitions for housing and employment growth. The proposed scheme will be considered a success if it fully supports the wider strategic vision for the area and provides the quality environment and choice of homes needed to support economic growth and capitalise upon the exceptional quality of life, vibrant economy and the dynamic urban and rural communities of the county. At a county level, the scheme will be considered a success if it helps meet identified local housing and transport needs, as articulated in Oxfordshire Housing and Growth Deal, Oxfordshire Strategic Economic Plan and England’s Economic Heartland’s ambitions to deliver transformational economic growth across the Oxford – Milton Keynes – Cambridge corridor. At a district level, the scheme will be considered a success if it enables housing needs to be met while supporting local planning policies.
- Critical Success Factor 2: Value for Money (VfM). S43(2)

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- Critical Success Factor 3: Deliverability. The highway scheme supported by the HIF proposal is delivered to time, cost and quality. This scheme will be considered a success if it delivers the proposed highway scheme within the time, cost and quality requirements, as detailed in its specification. These requirements include allowances for risk and contingency to ensure that they are realistic. The resources and organisation proposed to ensure the successful delivery of these scheme is set out in detail in the Management Case. This provides assurance that OCC has the right skills and capacity to specify, procure, contract and manage the delivery of the scheme.
- Critical Success Factor 4: Sustainability. This HIF proposal supports the growth of a sustainable settlements along the A40 Smart Corridor and encourage modal shift to bus. The minimum success criterion would be that the scheme does not result in any diminution of the current high-quality bus service between West Oxfordshire and Oxford city centre, with the desired outcome being to have increased services both to the city centre and to other parts of the city, particularly during peak commuting hours.

Rationale for intervention

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No attachments

Additional Information

If you have any further information to support your strategic case, which has not already been captured in the above, please include this here

No attachments

Options Appraisal

Outline of options

Please provide a summary of all options considered during co-development related to the extent of HIF funding required. Please set out the rationale for why these options were discounted in favour of the preferred option

OCC has had regular dialogue with the Co-Development Consultants throughout the options development process. This dialogue has proved invaluable and has made a significant contribution to the scope and characteristics of the chosen options.

A key part of the discussions with Co-development has focused on the principles of developing "Do Less" options. The level of discussion reflects the complexity of the scheme, which contains three key infrastructure elements and serves four discrete sites. This discussion has enabled the development of a suitable packaging of infrastructure elements, which is described under the "Do Less" option.

Preferred Option (Option 1)

The Preferred Option is outlined in more detail in the "Project" Section of this HIF proposal. This option would unlock all dependent development on the A40 Smart Corridor and enable the delivery of all 4,813 new homes.

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Please summarise shortlisted options considered and how these meet the required objectives of the scheme detailed earlier in the business case.

	With requested HIF funding	S43(2)	
HIF Funding Required	£102,011,499	S43(2)	
Total scheme cost	S43(2)		
Housing units delivered	4813	S43(
Estimated % affordable	46 %	S43	
Units started up to 2022	445	S4	
Units started 2023 - 2025	1,585	S4	
Units started 2026 - 2030	2,563	S43(
Units started 2031 - 2035	220	S4	
Units started in future years	0	S	
S43(2)			
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1. With requested HIF funding

The Preferred Option comprises all three elements of the A40 Smart Corridor highway scheme, including: A40 dualling between Witney and Eynsham (3.2km); A40 westbound bus priority lane (7.0km); A40 capacity and connectivity Improvements at Duke's Cut canal and railway bridges (0.6km). This option, S43(2) (requiring £102m HIF funding), unlocks all potential housing developments on the A40 Smart Corridor, including all 4,813 dependent developments. This option would meet Objectives 1 and 2 by unlocking the delivery of 4,813 additional homes, including 2,222 affordable homes as outlined elsewhere in this HIF proposal. It would also provide additional highway capacity and a high-quality public corridor between Eynsham and Oxford, supporting Objectives 3 and 6 and CSF 4. It will also enable the development of employment sites at the Garden Village development, supporting objective 5.

What strategic risks do the shortlisted options carry?

Description	Likelihood	Impact
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What strategic risks do the shortlisted options carry?

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Please provide details of any inter-dependencies related to this shortlisted option

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Please provide details of the exit strategy for the shortlisted options

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S43(2) [Redacted] for this shortlisted option, relative to the do nothing (no HIF funding) option

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Please provide a summary of the impact should funding not be received

Should funding not be received, then many of the dependent developments outlined in above will not be able to proceed. WODC have strongly indicated that planning permissions will be refused on the grounds that the current highway network is heavily constrained and cannot accommodate additional demand, thus leading to a severe impact on the highway network. The immediate consequence of these planning refusals will mean that many of the 4,813 homes, including 2,222 affordable homes, will not be delivered on the A40 Smart Corridor, particularly in Eynsham and Witney. This would further undermine the Oxfordshire Housing and Growth Deal's objective to deliver 100,000 new homes by between 2011 and 2031. This would have a knock-on effect in terms of the signed Housing and Growth Deal and the commitments within this such as the Oxfordshire 2050 Joint Statutory Spatial Plan.

Additionally, should funding not be received, then the transport benefits arising from investment in the A40 would not be realised. This would undermine Oxfordshire's Local Transport Plan to develop a satellite network of Park & Ride sites served by high quality bus connections. This would hamper the county's long term plans to radically shift trips to and from Oxford to more sustainable modes. There are likely to be impacts on the wider Oxford region as well. Oxford City is dependent on WODC to deliver new homes for their significant unmet need. Without this HIF proposal, the severe housing shortage within Oxford City could only be partially met by other districts creating a more pronounced over-heating of the market in one of the least affordable cities of the country. Without providing new homes where they are needed most and located close to new jobs, this will create more in-commuting resulting in longer journey times (which will impact on quality of life especially for families), increased congestion and poorer air quality across the whole of the Oxfordshire network.

Current Government investment into employment hubs, such as the planned "Science Campus" at the Oxfordshire Cotswold Garden Village development (Site 3), could not be realised without the return to the local and national economy which will total hundreds of millions of pounds. The international competitiveness, resilience and reputation of the area will be significantly diminished, and potential private inward investment will be harder to obtain. Current investment in future technologies could be targeted to other areas nationally or even internationally if their growth potential is limited.

Across the wider area, current investment would be put at risk with slower job creation and economic growth at a time when UK PLC needs the economic drivers, such as Oxfordshire, to be reaching its growth potential and competing on an international stage. All companies within Eynsham and Witney's travel to work area, including the city of Oxford, will struggle to employ and retain skilled and non-skilled staff. Organisations such as Oxford University, John Radcliffe Hospital and Oxford Bus Company along with Oxford City and OCC are major employers. These companies already struggle to attract and retain the right staff. This will be compounded without this HIF proposal through impacting on business resilience and growth along with the delivery of much needed new homes some of which will be used by employees. The consequences of not delivering this new housing are significant. It is highly likely that housing will continue to be unaffordable for many families in Oxfordshire, undermining the region's potential to drive economic growth, particularly in Knowledge Intensive industries, in an uncertain economic environment as the UK leaves the EU.

In short, WODC, OCC and all organisations and private enterprises on the A40 Smart Corridor have ambitious plans for growth in the longer-term. This can only be supported and realised with the right infrastructure provision. Without this HIF proposal, all relevant planning authorities will need to re-evaluate their growth ambitions. This will have significant social, economic and reputational repercussions locally, nationally and internationally at a time when investment certainty, stability and confidence is required.

If you have any further information to support your options appraisal, which has not already been captured in the above, please include these here

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











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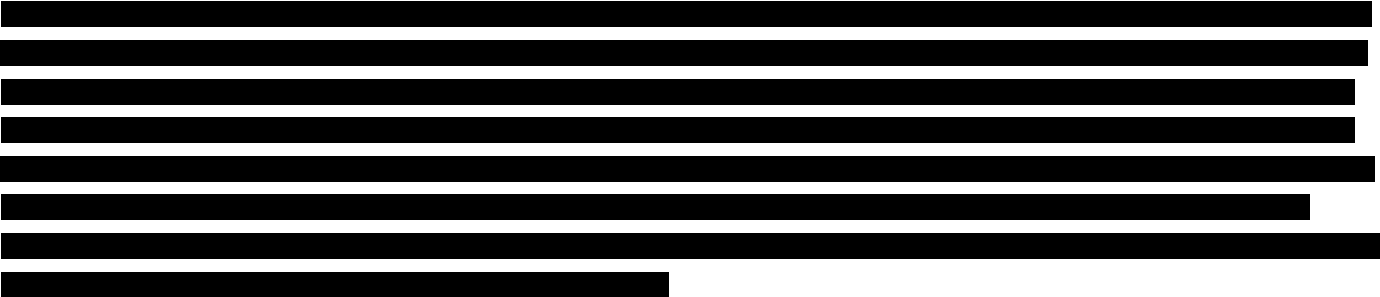
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Commercial Case

Market analysis

Please provide details of how the proposed scheme fits with the local housing market and with local demand. Please provide supporting evidence of relevant value assumptions in the area

Context

The attached paper **S43(2)** provides a summary of the affordability trends of the housing market in West Oxfordshire. This describes several key variables that, together, provide a rounded view of trends in the housing market in West Oxfordshire. The variables considered provide a commentary of:

- Median house prices;
- Median gross annual residence-based earnings;
- The ratio of median house price to median gross annual residence-base earnings; and
- The number of new dwellings completed.

Where feasible, trends in West Oxfordshire have been compared with average trends for South East England region (as defined in the notes) and average trends for the whole of England.

Key findings show that:

- House prices are relatively high in West Oxfordshire, are slightly above the regional average, and have been growing faster than the regional and national averages in recent years;
- Earnings in West Oxfordshire are close to the regional average and have been growing in line with regional trends in recent years;
- The house price to earnings ratio in West Oxfordshire is relatively high and has increased significantly in recent years, rising faster than both regional and national averages;
- There is evidence that the number of new home completions has increased in recent years (although 2018 registered a modest decline); and

- Employment figures (measured through two different indicators for the periods 2012-16 and 2015-17) indicate there has been steady growth in employment in recent years.

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Trends and patterns in the local housing market

In the assessment area the new homes market represents 1% of the total market in comparison, across the Oxfordshire postcode area, the new homes market represents 17% of the total market.

Overall when combining new build and existing homes, the majority of the demand across the Assessment Area occurs in the '£300k to £350k' price bracket. Similarly, the majority of the supply across the Assessment Area occurs in the '£300k to £350k' price bracket. However, in this bracket there is a demand of around 21%, and an undersupply, with only around 14% of supply fitting this price bracket. Demand outstrips supply for properties in the price brackets from £200k to £450k.

The figures for new housing in the Assessment Area shows the majority of the new build demand occurs in the '£400k to £450k' price bracket, where demand is around 22%, however supply in this bracket is around 5%. Likewise, demand outstrips supply in the '£100k to £150k' bracket where a demand for new homes is around 11%, however supply in this bracket, in the assessment area, is around 3%. It is clear that homes are in high demand in this area, the proposed housing schemes linked to this HIF proposal will help to rectify this.

Over a 6-month rolling period (May – October 2018), the new homes price rose by £126k (22%) in the assessment area. This was against a backdrop of the volume of new housing supply reducing month on month from around 23 units in May to 9 in October. Existing homes had more modest changes, with average prices slightly falling from £436k to £421 (3% reduction), and the volume increasing from around 500 to 600 units.

The quick reduction of new homes for sale and an associated increase in prices illustrates how demand outstrips supply in this area. Without this HIF proposal, it will not be possible to redress the balance between demand and supply, as it is likely planning refusals or conditions will be imposed to limit new housing delivery due to the severe impact on the highway network.

Average house prices and comparables

In the assessment area, the price distribution of overall market homes peaks across the '£300k to £350k' price bracket due to the majority (21%) of sales falling within this. The average selling price however is just above this at £423k. Average new home price in the assessment area is £575k, compared to all OX postcode area prices at £409k (28% difference). Average existing home price in the assessment area is £421k, compared to all OX postcode area prices at £401k (5% difference). The average monthly rental cost in the assessment area is £1,201, compared to all OX postcode area rent average of £1,245.

The assessment area is currently marginally cheaper on average to rent than all OX postcodes, it is assumed that Oxford rental prices increase the OX postcode averages. However, for market housing the assessment area house prices are more expensive that compared to all OX postcode area. By unlocking housing in this area, the schemes enable the demand to be met by supply, helping to keep house prices more affordable in this area. It will also create new homes to fulfil Oxford's unmet need. Without this HIF proposal, fulfilling the full unmet need will be at risk.

Local Demographics

Across the assessment area, the top 3 demographic groups are:

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This HIF proposal will unlock homes but specifically a number of affordable homes. WODC's affordable housing policy secures 40% at the two strategic sites in Witney and 50% at the two strategic sites in Eynsham.

This HIF proposal will help get more people on the housing ladder. In addition to the new housing that the schemes unlock, new jobs within the Oxfordshire Cotswolds Garden Village will be enabled. The proportion of aspiring homemakers could increase as young professionals choose to live in the new housing near the new jobs.

In March 2018, all six Oxfordshire authorities signed the Housing and Growth Deal with Government which commits to support the delivery of 100,000 new homes by 2031. The recognition is that Oxfordshire is a high demand area with limited supply and Government has invested to enable change. This part of the county is an important contributor to that commitment.

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Delivery strategy

Please provide details of who will be delivering the infrastructure

OCC has a successful track record delivering over £150m worth of infrastructure since 2012 to support economic growth in the county. A Major Transport Project team was set up in 2015 to create a centre of excellence within the council to foster best practice from industry, upskill in partnership with the Institute of Civil Engineers and Association for Project Management, and nurture relationships with industry partners. This has established a high performing team who have experience on a variety of project types delivered outputs to achieve benefits and contribute to the outcomes required for growing and improving Oxfordshire's economy and quality of life.

With this established and connected team firmly in place, it will be used to maximise the value they provide in delivering further significant infrastructure for Oxfordshire and lead on the sponsorship and project management of the HIF programme. The team will take on the role and fulfil the responsibilities of the Client under CDM 2015 and procure the best value consultants and contractors to design and construct the interventions. Where necessary consultants will also be brought in-house to either boost capacity, or to fill skills gaps that are particular to a specific activity.

Although delivery detail of the four infrastructure schemes within this HIF proposal will vary, the structure that is in place is scalable and flexible. The effect will be that although these approaches differ slightly and the projects have been split by their requirements with the most appropriate teams, governance structures and resources allocated so that each is tailored to enable OCC to optimise delivery of the projects in line with its agreements with MHCLG.

The Westbound Bus Lane (WBL) is an example of a project where the team have delivered such improvements and new carriageway both within their current roles and during their careers previously. The relationships with those parties best able to provide the skills required from the supply chain for the delivery of these projects are well established and discussions are well established. Both of these projects will be procured using the Midland Highways Alliance frameworks.

A40 Capacity and Connectivity Improvements at Duke's Cut Canal and Railway Bridges (DCCRB) and the A40 Dualling to Witney (DC) require a significant new structure and engineering expertise that team members have experience in delivering both rail overbridges (i.e. London 2012 Olympic Park, Asset Renewal Programmes, Great West Rail Route) and road overbridges (i.e. Milton Interchange, Shoreditch High Street (London Overground Extension)). The projects will also require significantly more legal, consents, environmental and relationship management resources, and close working with third parties such as the Environment Agency. This project will be procured via Open Tender.

The Senior Responsible Officer who will be a Director within OCC who reports into the Chief Executive and will be assigned to the HIF infrastructure programme. A Sponsor to each project will be allocated based on their expertise (details of roles and allocated individuals captured in detail in 7.2.3) with either the Project Sponsor or dedicated Project Managers leading each of the workstreams (i.e. Engineering, Legal, Business Case preparation).

Each project has its own Project Board which is chaired by the Project Sponsor, and reports and escalates issues to a wider Programme Board. Both of these boards have the supplier in attendance to support issue resolution and provide foresight of risks. More details on the governance process are detailed in section 7.6.2.

In keeping with Midland Highways Alliance (MHA) collaborative approach, the 'Relationship Management Plan' (RMP) between OCC, AECOM and Galliford Try looks to promote greater collaborative working, which will produce further benefits for each party. The agreement is in keeping with the principles of ISO 44001 Collaborative Business Relationships.

OCC, AECOM and Galliford Try have met to agree objectives to provide a focus and measure for performance and achievement/ benefit within the plan which are reviewed bi-monthly. This was one of the first such plans to be used in the MHA and includes MHA representatives to support the joint working and provide performance reviews.

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Procurement strategy

Please provide details of engagement with contractors to date and the procurement strategy for delivery of the infrastructure scheme

There are three well established and proven channels for delivery available to OCC for both design and construction:

- Skanska Infrastructure Ltd,
- Midland Highways Alliance frameworks (PSP – Design (Aecom) and MSF – Construction (Balfour Beatty, Eurovia, Galliford Try, and Morgan Sindall) respectively), and
- Open Tender. The latter may be amended for construction to be undertaken through an appropriate framework if it provides confidence that it balances the risk of using the terms and conditions, offers best value, and meets the timescales.

The MSF allows for a regionally appointed contractor (Galliford Try for Oxfordshire) to be directly awarded, which supports the collaborative approach that the frameworks seems to build, as well as the Relationship Management Plan which has been adopted by all parties. Due to the success of this approach, in an Open Tender procurement a similar relationship plan in line with ISO 14001 Collaborative Working would be created for the duration of the project to imbed continuously improving relationships across the project and both organisations.

Other routes have been used in recent years such as the Homes & Communities Agency and Bloom, however OCC has prioritised those channels where suppliers have committed to support the principles of ISO 440001 Collaborative Business Relationships. OCC recognises that the above routes are the current best routes, but however flexibility is retained with suppliers to switch Principal Designers should clear benefits be identified or to reduce risk. There have been concerns within segments of the construction industry regarding suppliers who may not be able to deliver the agreed constraints due to financial pressures. OCC's procurement team will lead on the procurement process and ensure that that any contracts provide the necessary safeguards and flexibility to OCC.

As part of the renewal of the Medium Schemes Framework, OCC attended and supported drafting the Invitation to Tender document to attract bidders, as well as being part of the panel that reviewed and scored the tender submissions. As part of the process to ensure that the industry is aware of the projects, the proposed HIF projects were included

in the list of likely projects which the County Council was looking to procure through the framework. This long list was provided at a bidders' day in December 2017 with key attendees from the industry in attendance to ensure that if they were successful they would be aware of the likely scale and complexity of work that would be procured by Oxfordshire through the framework.

The MHA frameworks are a local authority led framework with a low fee to the client (1%) and provide an opportunity to benefit from longer term relationships and provision of no cost training for staff. The use of the framework, its performance indicators and shared good practice as well as training for member authorities provides an excellent opportunity for continuous improvement with a low administration cost.

The division of the HIF infrastructure programme into four projects provides the optimum balance between scale and complexity enabling the Council to use established high performing and excellent value frameworks for the two lower risk projects. An open tender approach is more appropriate where the challenges are more unusual and more specialist skills are required both within OCC and within the supply chain. Although the latter approach will take longer to procure, it will provide cost and schedule savings over the course of the timescales and deliver a higher quality intervention that maximises the benefits. Both approaches will be adapted to ensure that the construction contractor is engaged early in the design process

The procurement strategy for the programme seeks to allocate risks between parties wherever it can best be managed. In practice, it is recognised that it is best that the Client representative holds this risk in most instances, and this is reflected in the strong client function that has been built-up by the Major Transport Project team. A strong client supported by rigorous controls that give firm control to the Council to deliver value for money by ensuring that risks are continuously assessed and mitigated to reduce uncertainty and reduce the risk of costs and schedule increases.

OCC is currently investigating risk management software such as that used by London Underground to better capture risk across all projects sooner and assess their potential respective impacts. This is currently undertaken using established Excel approaches, however there is recognition that it can be improved further with investment in software.

OCC has taken advantage of the MHA frameworks Early Contractor Involvement (ECI) option (NEC4 Clause X22) as it provides an efficient means of designing and planning infrastructure projects in a cost-effective, more efficient and less adversarial structure. Currently projects pay a fee to tenderers to undertake early engagement however this can weaken the Council's commercial position because there may be less competition when the price is agreed after the first stage. The X22 option in NEC4 provides a solution to this but the Council will ensure that the clause is not invoked until the budget has a high degree of certainty to avoid overly rewarding the contractor.

Until the point at X22 is used, the appointment of a contractor during the design phase of a project will be based on a combination of qualitative and price criteria, the latter including profit, overhead and pre-construction phase fees. This early appointment ensures that the contractor understands its terms of reference during the design phase and is paid for its contributions, without the client committing to a construction-phase appointment until a series of agreed preconditions had been satisfied.

The approach encourages the contractor to offer buildability advice, collaborative risk management and efficient pre-construction phase programming to achieve a more robust design, price (scheme target cost) and significant time savings.

ECI contracts are normally used for major highways schemes where there is significant scope for input from the supply chain. Suppliers' engagement is on a partnering basis with their knowledge and abilities to influence project decisions having maximum impact in terms of project timing, quality and cost.

Using ECI with a properly executed contract that reflects a relationship able to deal with project risks should increase transparency and therefore reduce risks, increase shared responsibilities and limit the reasons for disputes.

However, the use of the ECI involves open book cost management and the Client needs to either have in-house skills to manage this or procure external resources at additional cost. OCC is current taking forward sourcing this support.

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. The key objectives of this strategy are:

- Gain a step change in quality of service and performance through even greater supply-side derived efficiencies and closer contract monitoring activities.
- Extract greater value added from the supply-side using agreed performance measures
- Maximise the level of collaboration across and beyond the county to ensure frameworks are competitive and efficient in accessing common categories of goods and services
- Ensure our Equalities and Diversity policies are put into practice and reflect appropriate European Human Rights Convention aspects
- Seek a sustainable approach to add value for money by considering total cost of ownership and lifecycle costs
- Enhance the economic wellbeing of Oxfordshire through OCC's procurement practices by making it easier for local businesses and organisations to do business with us.
- Improve OCC's capabilities by developing both our people and our policies and practices for all aspects of commercial activity, including Commissioning; Procurement; Contract Management; Supplier Relationship Management

The strategy must achieve the effective use of all resources to deliver value for money by:

- i. bringing together teams of procurement specialists into formal teams

- ii. utilising either internal or external sources including tier one vendor teams through appropriate procurement methods and techniques,
- iii. reporting on all efficiency savings achieved at each quarterly meeting and also to Directorate leadership meetings.

Procurement specialists pro-actively review all existing contracts to ensure no automatic annual price uplifts are included and where necessary re-negotiate such agreements to reflect year-on-year cost reduction and continual improvement targets.

The procurement of major contracts is developed on a partnering approach in which both OCC and the supplier seek to gain continuous improvement and maximise mutual benefit through longer term clearly worded contracts. These contracts are based on measurable quantitative and qualitative outcomes and performance that define the obligations of both parties.

Key Supplier Relationship Management plans have been created by Directorates to ensure the shared potential benefits of a partnering style of working are realised. These plans are presented to OCC's Commercial Services Board regularly to chart progress and seek input and guidance as necessary.

All externally sourced requirements are procured as a result of a competitive process unless there are compelling, statutory or practical reasons to the contrary, at all times in accordance with the Constitution of the Authority, specifically the Contract Procedure Rules.

Procurement leads, where appropriate, seek advice from the supplier market concerning capacity, packaging of contracts, funding method, innovation, and use its position and purchasing power responsibly and impartially to encourage competition and the development of markets including identifying potential opportunities for sub-contractors. This activity forms part of the procurement planning process.

Procurement leads identify where, by working with other Authorities and Agencies in commissioning and buying commonly used goods, services and works, the scope of our experience and focussed expertise can be widened to maximise purchasing power and staff resources, and harness economies of scale.

Procurement plans are supported by the provision of information to the market on forthcoming procurement activity to provide the opportunity for prior discussion. This is particularly relevant where the choice of providers is limited, where significant changes in approach are being considered and also as part of Oxfordshire's economic well-being responsibilities.

The procurement planning process includes consulting with OCC's staff in accordance with our established agreements and processes and ensuring that staff views are considered and that employment rights are protected when making procurement decisions that directly affect internal resources.

Procurement plans demonstrate respect for and the value of good employment practice and ethical supply chain management; the principles of the "Compact" with the

Voluntary Sector; equalities and diversity. This is both directly, and by seeking to ensure provider markets meet the same duty and standards by adopting and applying the various legislation that is in force to protect the interest of minority groups. In particular ensuring that all contracts are delivered in a way which is non-discriminatory, and which promotes equality of opportunity for staff, the public and businesses.

Directors seek appropriate agreement in accordance with the Procurement Policy for significant innovative procurements, where project approval thresholds and mechanisms operate, where OCC will be exposed to new or increased risks or where the future of OCC staff might be a consideration.

Any procurement that results in a legally binding contract is managed and led by officers who have the appropriate knowledge and competences required throughout the stages of the procurement process and during the life of the contract.

Contracts are actively managed against clear performance targets and records of actions and decisions at all stages of the procurement process are maintained and made available for inspection when required by Internal Audit, External Audit and Scrutiny Committees. Long-term contracts are regularly reviewed to ensure they continue to provide value for money to the OCC and specifications and terms are re-negotiated where appropriate. Directors must take rectification action within the terms of the contract where providers are not meeting performance targets.

Directors will report as part of the Authority's financial management arrangements on any contracts that have or develop budgetary or risk implications for the Authority.

The risks associated with each project have been considered and included in the project risk register, which has been updated regularly through the project life cycle. Those risks that are best managed by contractors will be allocated to them and priced. Risks best managed by OCC will be retained, so will be excluded from the contract.

Risk related to development's construction will be shared with the appropriate developer because there are benefits to the council and county, but for the most part these risks are best managed by the developers.

<i>RISK TRANSFER MATRIX</i>			
<i>Risk Category</i>	<i>Potential allocation</i>		
	<i>Public</i>	<i>Private</i>	<i>Shared</i>
<i>1. Design risk</i>			<i>ü</i>
<i>2. Construction and development risk</i>			<i>ü</i>
<i>3. Transition and implementation risk</i>			<i>ü</i>
<i>4. Availability and performance risk</i>			<i>ü</i>
<i>5. Operating risk</i>	<i>ü</i>		
<i>6. Variability of revenue risks</i>	<i>ü</i>		
<i>7. Termination risks</i>	<i>ü</i>		
<i>8. Technology and obsolescence risks</i>	<i>ü</i>		
<i>9. Control risks</i>	<i>ü</i>		
<i>10. Residual value risks</i>	<i>ü</i>		

11. Financing risks	ii		
12. Legislative risks	ii		
13. Supply chain resourcing		ii	
14. Other project risks	ii		

Please outline the procurement strategy to ensure build out of the wider scheme, including engagement with development partners to date, including use of SPVs, other joint ventures and legal proposals to bring forward homes

This HIF proposal seeks funds for transport infrastructure only. Housing development funding and financing is the responsibility of the developers of the housing sites on a commercial basis and is not a matter for OCC. This is the case for all four dependent development sites: North Witney, East Witney, Oxfordshire Cotswolds Garden Village and West Eynsham.

For details of the project delivery plan for the housing schemes, please refer to the Project Management Arrangements and Project Plan section in the Management Case.

Please attach any supporting evidence from contractors / developers which support your proposal

No attachments

Implementation timescales

Please provide an overview of the implementation timescales for your procurement strategy

All three projects within this HIF proposal have been scoped out so that they can be procured and delivered independently of one another which will ensure that any non-recoverable delays to one project's schedule will not impact on the schedule of another, de-risking the likelihood of delays across the programme and consequential cost impacts.

This approach to mitigating the risk across the portfolio will increase value for money and support realising the benefits from the project's outputs sooner. A request was submitted to OCC's Community Infrastructure Portfolio Board, a Director level board which meets monthly and is responsible for significant capital projects, to release advanced funding to permit the project to progress to the procurement of the design stage without a pause. This has been agreed and forward funding is in place to progress with the design and project management costs until a decision has been concluded on whether this HIF proposal is successful.

The programme proposes to award the initial design packages of works to AECOM, OCC's appointed design supplier via the MHA PSP3 framework, to commence key deliverables which are on the critical path including additional surveys and data collection. AECOM have been previously involved with this project so are already mobilised. In parallel to this, a mini-competition and a full open tender procurement exercise will be undertaken for DC and DCCRB respectively.

It is planned that a contractor will be engaged to provide Early Contractor Involvement during the preliminary design stage on a fixed fee basis, and in parallel the procurement of the contractor an ECI role will be scoped out so that the contractors are engaged from the start of Detailed Design maximising value for money without excessive risk that the budget estimate is over-inflated and risking excessive contractor gain.

A period of float/time-risk has been artificially created in the schedules for DC and DCCRB, so that the WBL project can follow an existing project to construct an A40 eastbound bus lane without any other works taking place on the network corridor minimising the impact on the public. These periods of float give greater confidence to the ability to construct to the planned milestones, and although both projects are on the same corridor, fewer users will be affected taking this approach. In the case of all three projects, the construction contractor will need to show that impacts from their works are mitigated as much as possible.

A40 Westbound Bus Lane (WBL)

A scope of works for design is being prepared which will be issued via the new MHA PSP3 framework which is on track to be awarded in early April. The Principle Designer will be used for both preliminary and detailed design and the Principle Contractor (Galliford Try) will be appointed via the MHA MSF3 regionally preferred framework the for ECI in April 2019 and in December 2020, again, via the MHA MSF3 for works.

A40 Dualling to Witney (DC)

A scope of works for design is being prepared which will be issued via the new MHA PSP3 framework which is on track to be awarded in early April. The Principle Designer via PSP3 will be used for preliminary design, and the regionally preferred MSF3 contractor will provide ECI advice during the preliminary design stage.

The Principle Contractor will be appointed via mini-competition on the MHA MSF3 framework or via Scape in January 2020 and lead on ECI responsibilities.

A40 Capacity and Connectivity Improvements at Duke's Cut Canal and Railway Bridges (DCCRB)

A scope of works for design is being prepared which will be issued via the new MHA PSP3 framework which is on track to be awarded in early April. The Principle Designer via PSP3 will be used for preliminary design, and the regionally preferred MSF3 contractor will provide ECI advice during the preliminary design stage. Preparation for the construction tender documents will commence in 2020, The Principle Contractor will be appointed via Open Tender for detailed design and construction in July 2022 and lead on ECI responsibilities.

Please provide an overview of your phasing and implementation strategy for the wider scheme

The A40 corridor is part of the primary route network, providing an essential route for east-west travel across Oxfordshire and Southern England. The A40 will remain open to traffic during the works, with night-time closure utilised if necessary. A robust traffic management plan and close liaison between OCC's Network Management Team and all of the project teams will be required for each scheme to ensure delays are reduced to users. The schemes have been designed so that construction can be undertaken offline as much as possible.

As the traffic management plan for each scheme is developed the following measures will be considered and implemented if deemed appropriate, including but not limited to: a dedicated resource for the A40 to support the Network Management Team; specified working hours in the construction contracts; a clause within the contracts to ensure regular liaison between the contractors to ensure that the road remains open; a weekly Traffic Management collaboration session between the contractors working on the A40 and OCC.

In advance of the delivery of the HIF schemes, the A40 Science Transit 2 scheme will be implemented from end of 2019 to March 2021. The A40 Smart Corridor (HIF) programme ensures infrastructure is delivered from April 2021 onward to ensure the A40 can remain open during the construction of both A40 Science Transit 2 and A40 Smart Corridor schemes.

The three infrastructure projects have been scoped out so that they can be delivered independently of one another which will ensure that any non-recoverable delays to one project's schedule will not impact on the schedule of another, de-risking the likelihood of delays across the programme. This approach to mitigating the risk across the portfolio will reduce likely increases in cost and support realising the benefits from the project's outputs sooner.

Each of the three projects differ in the type of infrastructure project to be delivered (dual carriageway, bus lane, bridge and structure works) and therefore each will be taken forward as an independent project, with its own dedicated programme reflecting the scale and complexity of each unique project.

Each project will be progressed from 1 April 2019 and construction will be completed no later than end of March 2023.

A40 Westbound bus lane will be progressed from 1 April 2019 through the later stages of Feasibility Design, building on the initial feasibility carried out in 2018/19, completing in April 2020. Detailed design will then commence from April 2020 to March 2021 during which time public consultation and planning activities are undertaken in parallel. Construction will follow from April 2021 for 17 months to August 2022. The westbound bus lane will be open to traffic in September 2022. The current program ensures the westbound bus lane will be open to public transport users before A40 Capacity and Connectivity Improvements at Duke's Cut Canal and Railway Bridges works begin, helping to alleviate any congestion or delay to public transport user potentially caused by that scheme. However, should the A40 Westbound Bus Lane works require more time, construction works for these two projects will be managed together to ensure minimal disruption.

A40 Dual Carriageway will be progressed from 1 April 2019 through the later stages of Feasibility Design building, on the initial feasibility carried out in 2018/19, completing in April 2020. Planning and public consultation activities will run from March 2020 to March 2021, Detailed design is programmed from February 2021 to July 2021. Construction will follow from February 2022 for 14 months to March 2023. The dual carriageway will be open to traffic in March/April 2023. This program has some spare capacity from July 2021 to February 2022.

A40 Capacity and Connectivity Improvements at Duke's Cut Canal and Railway Bridges will be progressed from 1 April 2019 through the later stages of Feasibility Design, building on the initial feasibility carried out in 2018/19, completing in September 2019. Planning and public consultation activities will run from September 2019 to August 2020. Detailed design is programmed from August 2020 to January 2021. Construction will follow from July 2022 for 6 months to December 2022. The facility will be open to traffic in January 2023. This program currently has float from January 2021 to July 2022.

All infrastructure will be completed by March 2023. Four current housing developments will directly benefit from the A40 infrastructure improvements. The infrastructure will be complete before eighty per cent of the housing in the four dependent development site is constructed, thus enabling those dwellings to come forward along the outlined trajectories and removing any need to halt housing delivery until the infrastructure is in place. Provision of the transport infrastructure so early in the housing delivery period will bring confidence to house builders and may lead to an acceleration of housing deliver on these dependent development sites.

Contract management approach

Please provide details of your approach to contract management and any details of any arrangements already in place - this should include charging mechanisms

Due to the diversity of the interventions within the project, projects will be procured via different routes and delivered discretely, as discussed within section 5.3. The contract management details will therefore vary between schemes but will follow the general principles set out within this section.

Design will be commissioned by the Project Sponsor from within the Major Transport Projects (MTP) team, with the projects being procured through the Midlands Highway Alliance (MHA) Professional Services Partnership (PSP). These will be time charge contracts based on staff allocations against the tasks required in the project scope and brief document prepared by the Client. The design will be commissioned in stages (preliminary design, planning permission, detailed design and technical advice during construction), with there being no obligation to procure the next stage if the designer is not performing or if OCC identified a more advantageous route to complete design

It is anticipated that monthly progress meetings will be held with the design team to discuss progress and any issues arising, including those related to cost, programme, risk and changes in scope or outputs. And a change control system will be in place to track any changes to the initial brief and response documents.

As the project progresses the Contractor will be required to attend these meetings so that they can add their experience and viewpoint to the discussion, and to ensure collaborative working within the project team.

The contract management for construction will be led by the scheme NEC Project Manager with support from a site supervision team including at least one QS and site supervisor. Office support will be provided by OCC Procurement Team, MTP Group Manager and Project Sponsor, as per the organogram included within Section 7.2.3. Where required, additional resource will be employed to ensure the skills required to effectively manage the contract are available.

A strong project and contract management team are essential to developing a good relationship with the designer and contractor, communication is key to the successful outcome of a project. The Midlands Highway Alliance (MHA) Medium Schemes Framework (MSF) will be used for the A40 Westbound Bus Lane (WBL) and means that the Contractors are known, and performance is monitored against key performance indicators to ensure continuous improvement. Openness, trust and collaboration are at the heart of the operation of the MHA Frameworks. Other frameworks may however be used to ensure value for money and capacity or capability. The A40 Capacity and Connectivity Improvements at Duke's Cut Canal and Railway Bridges (DCCRB) and the A40 Dualling to Witney (DC) will be procured via open tender. Each option would use the NEC4 Engineering and Construction Contract (ECC) Option C target cost with activity schedule and include the X22 Early Contractor Involvement (ECI) clause.

The benefit of the ECI phase will be seen as these relationships will have been formed during the design phase, and the Contractor's greater understanding of the Client's objectives for the project will lead to better outcomes for all involved. This could also see value being added in the design and planning of each scheme by involving the contractor early and drawing on their specialist knowledge. This should see value being added in the design and planning of the structures by involving the contractor early and drawing on their specialist knowledge.

A robust Risk Register will be actively monitored and continuously refined from the risk register included within this HIF proposal and the risks assigned to the party most appropriate to manage them. The risk register will be a live document through the life of the project with the risks being mitigated to minimise the impact or likelihood that they will materialise or avoided/transferred wherever possible. The time and cost impact of the risk may be transferred to the Contractor and this will be included in the target cost build-up which will be developed and agreed through the ECI phase, leading to greater cost certainty and value for money for the Client.

The programme for the construction contracts will also be developed with the Contractor in the ECI phase and agreed at the end of detailed design and ECI prior to appointment for the construction. There will be a break clause that means that the Client does not have to continue to construction if the cost or programme are unacceptable. The use of Option C target cost with activity schedule will incentivise the Contractor through the pain-gain mechanism which will include the cost either share percentage for any cost above or below the agreed cost. The pain-gain share will drive the use of value engineering throughout construction and benefit both the Client and Contractor.

OCC operate an online contract management software for all projects called Asite which will be used to administer the contracts, this will manage contract communications, including Early Warning Notices, Compensation Events, Project Manager Instructions, and payment applications. As well as being used for document control for contract documentation and works information, specification and drawings.

Change control will go through an internal approval process and any required escalation as set out within OCC's corporate governances (sections 7.2.1 and 7.6.1). The project team will have budget delegated for some risk exposure, the Major Project board has P80-P50 risk value, and Community Infrastructure Portfolio Board (CIPB) holds the contingency budget for scope changes and unknown unknown. Business Case are submitted for approval with up to date information relating to cost and programme to date and forecast. Out of Tolerance reports for any changes to budget and programme above OCC tolerance thresholds.

Any variations to the contract due to unforeseen circumstances or a risk materialising will be dealt with in the spirit of the NEC with 'mutual trust and cooperation'. A good contractual relationship should aid change control and the agreement of any compensation events which will be dealt with in accordance with the NEC4 contract.

Dispute resolution is stipulated within the MHA framework as adjudication by the Institute of Civil Engineers as the ultimate dispute resolution. Arbitration would also be the chosen dispute resolution method chosen for an open tender. The MHA Framework encourages that disputes are resolved quickly and fairly, and if they cannot be resolved at site level that they are then referred to the Framework Community Board for consideration and, if possible, settlement. The Relationship Management Plan between OCC, Galliford Try and AECOM also includes principles on collaborative working (as in the Delivery Strategy)

Where commissioning through frameworks, particularly the MHA, failure to deliver the contracted services should be minimised. Regular framework meetings are used to raise any unresolved issues. KPI performance measures which are reviewed at project level and through the MHA to mitigate it getting to the point at which it fails. Regular Performance Management which ensure the Designer and Contractor are fulfilling their contractual obligations.

For design, ECI and specification there will be a clear, well defined scope and specification against which progress can be monitored to act as a warning system if a supplier is failing to meet the contract requirements. To enable the contract to be managed effectively, the scope should also include the roles and responsibilities expected of all the parties. Expectations for designer and contractor are clearly set out in the MHA frameworks, and can be built up in the scheme specific Works Order.

Please provide details of the proposed key contractual clauses

S43(2) [Redacted]

[Redacted]

[Redacted]

Additional information

Please provide details of the proposed key contractual clauses

No attachments

Financial Case

What are the total scheme costs?

§43(2)

Will the infrastructure costs be 100% funded through HIF?

§4

Please provide a summary of the total infrastructure costs of the project

Description	Type	HIF Funding
A40 Smart Corridor	Infrastructure	§43(2)
A40 Smart Corridor	Preparation costs (design and planning)	§43(2)
A40 Smart Corridor	Contingency	§43(2)

Please provide a summary evidencing how you have assumed these costs

Basis of Cost Estimating

The assumed costs are based on robust engineering feasibility design.

Each of the schemes have been developed by consultants to a similar level of detail using three-dimensional modelling. The cost plans use the basic principles of the Standard Method of Measurement for Highways Works to ensure that no key cost elements have been missed.

Quantities have been determined directly from the design models to price the major elements. Inclusive rates have been used to ensure full item coverage when extending these basic quantities into prices. Where appropriate other prices have been developed on a pro-rata basis related to known quantities to determine the overall scheme cost.

A combination of tendered schemes and SPONS have been used to develop the inclusive rates for the quantified elements.

Utility costs have been determined based on returns from statutory undertakers and an assessment made of likely diversionary works.

Ancillary costs such as surveys, design and supervision fees, third party costs, and legal costs have been determined based on our experience of similar recent projects.

Risks have been identified and quantified following a risk workshop using a Monte-Carlo simulation looking at minimum, maximum and most likely cost implications using "P mean". Where appropriate an additional uncertainty adjustment has been included. This is discussed in further detail elsewhere, along with the application of Optimism Bias. Land costs have been assessed using the Council's experienced valuation team based on recent land costs, this is discussed elsewhere. All costs have been extrapolated to an appropriate base year using 4% per annum indicative interest rate, based on the mid-point of the predicted RPI and TPI rates.

Consultancy Advice

In the development of these costs consultancy advice has been obtained at various development stages as follows:

A40 Dual Carriageway: Witney to Eynsham Option design and initial price: AECOM Final Review and assimilation: Atkins

A40 Westbound Bus Priority Lane Option design and initial price: AECOM Final Review and assimilation: Atkins

A40 Capacity and Connectivity Improvements at Duke's Cut Canal and Railway Bridges Option design and initial price: AECOM Final Review and assimilation: Atkins

Feasibility Studies

A40 Dual Carriageway

The following study reports have been used in determining the costs;

- Design Review: A40 Witney to Eynsham Dualling (AECOM, 2018)

The price for this element allows for widening the existing single carriageway into a new dual carriageway 3.2km in length, with a

highway cross section of two 7.3m carriageways with associated hard strips and verges and a 3m wide footway / cycleway. The scheme includes a new roundabout to replace the existing priority junction at Barnards Gate. The eastern access to Barnards Gate will be stopped up and the properties south of the A40 at this location will be accessed by a multi-girder overbridge. Appropriate allowances have been made for accommodation works associated with the widening.

A40 Westbound Bus Priority Lane

The following study reports have been used in determining the costs;

- A40 Westbound Bus Lane Feasibility Study Report (AECOM, 2018)

This price for this element allows for the widening of 7km of the A40 to provide an additional four metres of carriageway. This scheme does not include a 1.8km length of westbound bus lane lying to the east of Eynsham Roundabout (A40/B4449) which is being separately funded and delivered as a part of a complementary scheme. The scheme will include a 3m wide shared use footway cycleway. There will be no street lighting provided. The existing carriageway is on an embankment and the cost includes the introduction of approximately 700m of retaining solutions.

The scheme requires new and amended structures including:

1. widening Cassington New Bridge,
2. providing a new footbridge adjacent to Cassington Halt (former) Railway Bridge; and
3. lengthening or strengthening seventeen culverts.

The scheme is within the existing highway boundary and it is considered unlikely that it will require a Public Inquiry. Risk are discussed elsewhere in this submission.

A40 Capacity and Connectivity Improvements at Duke's Cut Canal and Railway Bridges

The following study reports have been used in determining the costs;

- A40 STP2 – Duke's Cut Section – Feasibility Study (AECOM, 2018)
- Cycleway Feasibility Investigation: A40 to National Cycle Network Route 5 (NCN5) (AECOM, 2018)

The cost for this element is based on providing a separate pedestrian-cycle facility alongside the A40 for 620 metres and re-allocating the existing footway as carriageway. Provision of this facility will require the following new and modified structures:

- A single span weathering steel truss footbridge on reinforced concrete piled foundations adjacent to Duke's Cut Canal Bridge;
- A multi-span weathering steel truss footbridge on reinforced concrete piled foundations from west of Wolvercote Railway Bridge to east of Wolvercote Canal Bridge;
- A bridging structure under the widened section of carriageway over Earl's Culvert;
- Piled reinforced concrete retaining walls along the north edge of the footway/cycleway between the bridges and at both ends of the scheme;
- Strengthening of verges and parapets on both sides of Wolvercote Railway Bridge.

The scheme will also include a cycle link between the A40 and the canal towpath. **S43(2)**

[REDACTED] The provision for risk has been increased from previous studies to account for the uncertainties regarding ground condition and the network rail requirements, this is described elsewhere.

No attachments

Can you provide detailed costing for the housing element of the wider project that forms part of your total scheme costs?

No

Please explain why these are not currently available and when you expect them to be more developed

This HIF proposal seeks funds for transport infrastructure only. Housing development costs will be borne directly by the developers of the housing sites on a commercial basis. This is the case for all four dependent development sites: North Witney, East Witney, Oxfordshire Cotswolds Garden Village and West Eynsham.

Please provide a detailed cost plan for the scheme proposed to be fully or part funded by HIF.

Filename	Description
S43(2) [REDACTED]	[REDACTED]

Please provide detail on how the land cost included in your scheme costs has been arrived at and the basis of this assumption (if you have included these costs in either your infrastructure or housing costs)

S43(2) [REDACTED] S43(2) [REDACTED]
 [REDACTED]. The cost is based on the purchase of equivalent arable land in the vicinity of the A40 for current schemes being developed elsewhere in Oxfordshire (Harwell Link Road, Hagbourne Hill and Featherbed Lane as well as Church Lane in Drayton). S43(2) [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]

Land areas have been based on the current footprint of the schemes determined from the design models. Costs for assumed basic accommodation works to provide replacement access ways and boundaries by way of gates, fencing hedges and trees are included in the works costs.

Please attach any evidence to support how the land cost has been assumed

No attachments

Funding and Financing Sources

Have you applied for or received, other public funding or financing for the scheme?

No

What are the overall funding sources for the infrastructure scheme?

Description	Source	Total amount	Amount secured	Amount to secure	18/19	19/20	20/21	21/22	22/23	23/24	Future years
	HIF (this bid)	£102,011,499	£0	£102,011,499	£0	S43(2)					£0

What is the proposed funding and financing strategy for the infrastructure scheme? If funding sources have not been secured you should also provide commentary of how this is expected to be secured and progress against this - please reference the above table in your answer

The assumptions in the Table have been taken from "HIF 2 A40 Costs and Risks" appended to the business case. Notwithstanding the extension of spend profile by MHCLG in December 2018, OCC has considered this extension during its forecasting, and identified that spend does not fall into 2023/2024. During the programme it is intended that an OCC / developer / utilities workshop will be held so network management plans can be developed way in advance of the construction programme.

No Planning Obligation s106 funding has been included within the funding strategy, as the council does not yet hold any funds nor secured any through signed s106 planning obligation agreements. As outlined in the recovery expectation section of the business case if s106 funds are secured they will be recycled towards addressing capacity constraints to movement across a variety of travel models to realise the objectives and aspirations of the A40 Strategy.

Therefore, the total infrastructure scheme funding is sought from HIF.

Filename	Description
S43(2)	

What is the proposed funding and financing strategy for the housing scheme? If funding sources have not been secured you should also provide commentary of how this is expected to be secured and progress against this - please reference the above table in your answer

No attachments

S43(2)

[Redacted]

[Redacted]

S43(2) | S43(2)

S43(2) [Redacted]

[Redacted] [Redacted]

[Redacted] [Redacted]

[Redacted] [Redacted]

[Redacted] [Redacted]

Please provide a summary evidencing how you have assumed the GDV subject to this bid

This HIF proposal seeks funds for transport infrastructure only. Housing development funding and financing is the responsibility of the developers of the housing sites on a commercial basis and is not a matter for OCC. This is the case for all four dependent development sites: North Witney, East Witney, Oxfordshire Cotswolds Garden Village and West Eynsham.

No housing is therefore being directly delivered by this HIF proposal, so all of the fields above are set to £1 (£0 wasn't accepted by the portal).

No attachments

Please provide a cashflow for both the infrastructure and the overall development or housing scheme (if available). Please provide details on any growth and inflation assumptions made

Filename	Description
Not Applicable.docx	Statement

Recovery

Do you aim to recover any of the funding (to be retained locally)?

Yes

S43(2)

S43(2) [Redacted]

[Redacted] [Redacted]

[Redacted] [Redacted]

[Redacted] [Redacted]

[Redacted] [Redacted]

How will the funding be recovered?

As part of the Oxfordshire Housing and Growth Deal, the Deal partners have undertaken to investigate the implementation of a Strategic Infrastructure Tariff (SIT). This will enable the partners to set a locally appropriate and viable SIT to recover funding in the West Oxfordshire area.

In addition to any SIT, and subject to the Community Infrastructure Levy (CIL) 2010 Regulation 122 tests, OCC in partnership with West Oxfordshire District Council (WODC), will recover funding through Planning Obligation s106 contributions. To improve the chances of recovering funding, appropriate policy within the Local Plan identifies the need to contribute towards specific strategic infrastructure. WODC Local Plan Policy OS5: Supporting Infrastructure sets out expectations that development will contribute to

funding strategic infrastructure as outlined in the District's Infrastructure Delivery Plan and CIL Regulation 123 list. The Local Plan Infrastructure Delivery Plan 2016 identifies the A40 HIF proposals (listed as "A40 Longer term Strategy") as a "critical" priority for delivery between 2021 and 2026, to be funded from government funds, Developer Funding and CIL.

S43(2)

[Redacted]

OCC will continue to work with WODC as policy is further developed on CIL and Regulation 123 Lists. OCC prefers enabling more contributions through s106 contributions and will work with WODC to ensure the most appropriate method to secure contributions is achieved.

As can be seen, there are a number of opportunities open to OCC and its partners to recover the forward funding. OCC is confident that one or a number of these will ensure that recovery is successful to support more new homes.

How do you intend to use recycling to support future housing delivery in your area?

The HIF funding will provide a step-change in infrastructure delivery along the A40 Corridor in West Oxfordshire. These strategic transport infrastructure schemes will improve and yield benefits to all trip modes along the corridor, and for journeys that are linked to the corridor's strategic housing sites, as well as through trips from existing populations and other housing sites.

S43(2)

[Redacted]

[Redacted]

[Redacted]

Additional Information

If you have any further information to support the Financial Case for your project, which has not already been captured in the above, please include this here

No attachments

Management Case

Project Dependencies

Description	Critical	Outside of direct control
<p>The HIF transport infrastructure proposals are dependent upon the Councils' A40 Science Transit 2 scheme to be funded via the Local Growth Fund (LGF) as a DfT Transport 'retained major'. This scheme is progressing, an Outline Business Case is being prepared for submission in Spring 2019, followed in late 2019 by the Full Business Case. HIF is dependent on LGF, as LGF seeks to deliver the first elements of the A40 Strategy which HIF will then further develop. LGF is proposed to deliver a park & ride transport interchange hub on the A40 at Eynsham, with complementary A40 bus priority lanes eastbound from the park & ride to the pinch point known as Duke's Cut Canal and Railway Bridges. The LGF fund is fixed as £35m, and there is not adequate funding within this envelope to resolve the Duke's Cut pinch point. The HIF proposal seeks to resolve the pinch point through the "A40 Capacity and Connectivity Improvements at Duke's Cut Canal and Railway Bridges" element of the scheme. The proposal seeks to continue the LGF eastbound bus priority lane over Duke's Cut to link to proposed bus priority measures on the approach to Wolvercote roundabout at north Oxford (see dependency 2), and in Woodstock Road, Oxford. Similarly, LGF proposes short sections of A40 westbound bus priority lane on the approaches to the two most congested junctions. The HIF proposal seeks to extend the A40 westbound bus priority lane back to Duke's Cut to provide westbound bus priority on the A40 where PM peak queuing regularly occurs. The Council has been working with Homes England/MHCLG and Department for Transport to agree a process whereby the HIF business case and the LGF Outline business case are appraised in parallel to give those appraising the HIF business case confidence that the LGF business case is likely to meet the funding criteria. An indicative economic appraisal indicates combined A40ST2 and A40 Smart Corridor BCR is likely to be 2.3 : 1.</p>	Yes	Yes
<p>Direct delivery of further sections of A40 bus priority by developers at Oxford North - The section of eastbound bus priority lane east of Duke's Cut to Wolvercote roundabout is proposed to be delivered by the developers at Oxford North. This site is currently a live planning application due before Oxford City Council in May 2019. OCC has been working with these developers for a number of years. It will continue to work in partnership with the developers to ensure timely and efficient delivery of strategic infrastructure. At present the trajectories for planning permission to be progressed, and construction work to commence indicate that together the LGF, HIF and Oxford North will deliver a continuous eastbound bus priority lane from the proposed Eynsham park & ride to Wolvercote Roundabout at north Oxford (7.8km) by 2024.</p>	Yes	Yes
<p>Interdependencies between scheme elements: In order to achieve the maximum benefit to deliver new homes and achieve a 'reasonable level of service' on the highway network, each scheme element is dependent upon the others. Providing individual elements would not deliver the objectives of this HIF proposal by supporting the required number of new homes. The HIF package concentrates on the A40 corridor where most new homes planned for West Oxfordshire are situated and where congestion is chronic and the highway operating overcapacity. This is not surprising given the location of existing employment sites, including RAF Brize Norton and where most new homes have been built over the past four decades without any significant investment in A40 strategic transport infrastructure. This HIF proposal seeks to provide the further sections of eastbound and westbound bus priority lanes (BPL) between Eynsham Park & Ride and north Oxford to provide a complete fully integrated public transport choice for commuters to Oxford. Noting Oxford is the number 1 destination for West Oxfordshire out commuters. Providing a dual carriageway from Eynsham to Oxford has been ruled out on environmental grounds due to Sites of Special Scientific Interest, Special Areas of Conservation and Oxford Green Belt. The BPL will be delivered within the highway boundary. The council considers BPL the optimum method to increase highway capacity and move more people along the A40 per hour, given the environmental constraints. Dualling between Witney and</p>	Yes	Yes

Eynsham Park & Ride increases capacity on the most congested section of the A40, where the dual carriage terminates at Eynsham people are provided with an onward public transport alternative to a range of destinations in Oxford, to reduce single occupancy car use and congestion. Providing the dual carriageway without the BPL, which make onward journeys as attractive as possible, would not provide adequate transport mitigation to unlock the planned homes.

<p>Oxfordshire Housing and Growth Deal (HGD) - In an area of high housing demand, the cumulative impact of traffic growth cannot be underestimated. Whilst the HGD infrastructure will support the delivery of a number of new housing sites across West Oxfordshire, these deliver a small part of the anticipated 100,000 homes and have a relatively local and direct impact. Importantly, this infrastructure does not take into account chronic congestion on the strategic parts of the A40 network. Therefore, the HGD aspiration to accelerate and support the delivery of all 100,000 new homes by 2031 also assumes the delivery of the HIF infrastructure. To this extent the HGD and HIF are inter-dependent. In planning for the A40 corridor, it is difficult to envisage that a further four strategic housing sites delivering 4813 new homes could be delivered up to 2031 without the HIF infrastructure. This, in turn, means delivery of the WODC Local Plan is at risk. This in turn puts the objectives of HGD at risk. The growth of the wider area relies on the HIF funding to achieve local and national ambitions. Furthermore, Oxford, one of the most unaffordable housing areas in relation to average wages, is reliant on WODC to deliver 2750 units of its unmet housing need. Without HIF, WODC would not be able to meet its need let alone that of a neighbouring authority. This will exacerbate the housing shortage in both districts. This will lead to more in-commuting and impact on economic growth.</p>	Yes	No
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<p>Network Rail - One element of the HIF infrastructure is to widen an existing bridge and provide a new bridge across the main line railways serving Oxford – Worcester and Oxford - Banbury. Further design work is required to confirm the precise land parcels required for the pedestrian/cycle footbridge, which may require land in Network Rail’s ownership, air rights will also need to be secured as well as possessions. Whilst this is out of OCC’s control, engagement with Network Rail has commenced and a Basic Asset Protection Agreement (BAPA) will be put in place. This will seek to provide a level of assurance through agreed terms. Ensuring that rail line possessions can be achieved at the right time will be critical to timely delivery of the scheme. OCC will continue the dialogue with Network Rail as design work progresses in 2019/2020 these will be agreed with Network Rail. Careful planning and programme management in full collaboration with Network Rail will be critical to timely success of HIF.</p>	Yes	Yes
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<p>S43(2) [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Yes	Yes
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Project governance, organisation structure and roles

Please outline the authority's approach to governance and oversight of the delivery of the proposal. This should include how you will work with any other key delivery partners (such as other landowners)

The Governance structure within the council is explained below showing the link between each individual project and how they are

managed as a programme with co-dependent benefits. It also explains how each board has an increasing span of control ensuring that OCC is aligned to supporting delivery of the programme.

The Council and the Cabinet

The Council and the Cabinet are the key democratic decision-making bodies. They are the final authority on setting priorities and policy direction and on approving key policy documents, the capital programme and new inclusions to the portfolio in line with the scheme of delegation and Financial Procedure Rules. The council annually approves the overall capital programme. Where projects need in-year approval the level of sign off they require is based on the estimated overall value of the project and require cabinet approval if their value is over £1m or if a variation of £1m or more has occurred.

Community Infrastructure Portfolio Board (CIPB)

Capital governance has been strengthened to improve visibility and control, and to simplify the process. The CIPB, a Director-level board which meets monthly and has cross-directorate representation. The board is a senior point of contact in the delivery of all capital projects and ensures that the capital investment is planned and delivered effectively.

Community Infrastructure Delivery Group (CIDG)

A monthly Assistant Director-level board, CIDG, again with cross-directorate representation, was created to provide additional governance capacity, challenge, and oversight. CIDG acts a triage for reported escalations and decisions, including those that are flagged for escalation to CIPB.

Programme Board

Beneath CIDG, projects and programmes are monitored and controlled by the local governance arrangements that currently exist in each service area. Monthly local governance meetings and senior boards are sequenced to allow items to be escalated up through the decision-making chain.

Project Board

Each project sponsor chairs a monthly board at which all workstreams report on progress including cost, risk, performance, change control, benefits, and schedule. A monthly Highlight Report is drafted for the meeting following which this is submitted to the Programme Board for review.

Risk Management

Risk is calculated by each project to identify P50 and P80 values which are controlled and released by the Project Board and Programme Board respectively. Contingency is managed by CIPB and is released as part of the gateway process on completion of successful gate reviews and updated businesses confirming value for money. It may also be released outside of gate approvals if unknown costs materialise either relating to scope change, unidentified risks or for investment to increase expenditure during the design stages to reduce uncertainty/costs during construction.

Landownership Engagement

Engagement with landowners is managed at a project level with the workstream delivered by OCC's Estates team. Where necessary if there is additional support from Legal Services required, a solicitor will be allocated on a case by case basis.

Resource and Supply Chain Management initial work has commenced on the required project specific resources in parallel with the programme development and scope refinement. This will determine the final resources required to deliver the programme.

In addition to the personnel resourcing, the supply chain will be resourced using established procurement routes and where best value and to meet the programme the established collaborative working (ISO 44001) partnering forms part of the relationship.

Procurement specialists have been allocated to the HIF programme to support the necessary resource allocation.

The signed Relationship Management Plan has developed over the last two years a solid foundation to building long-term relationships with the supply chain that drive value and efficiency and ensure they understand the outcomes and standards that OCC expects.

Project Governance

A strong Project Sponsor (who holds the budget acts as the client from feasibility through to completion and is skilled and experienced in key disciplines including project management and highway & traffic engineering) drives the adherence of the project to good governance.

All projects maintain a current Project Management Plan (PMP) capturing all the relevant documentation and baselining how those deliverables have been agreed. These documents include benefits management plans detailing each product deliverable and how they will perform to achieve the required benefits.

At each gateway an assessment is made of the PMP and its documentation against the current progress to ensure that delivery of each project is in line with those expectations and where there has been change that it has been correctly managed and accounted for within the documentation and meets the end users' requirements.

The management and quality control of the project comes through a system of 6 Gateway checks at the end of each lifecycle stage (optioneering, feasibility, preliminary design, detailed design, procurement and construction) and a 4-stage approval process for the developing business case (Concept Development/Commit to Investigate, Project Development/Commit to Invest, Project Delivery/Commit to Spend, and Project Closure/Client Acceptance).

The decision to stop or proceed with the project will be governed and recorded at CIPB. As part of the business case to be submitted for approval it will set out the project organisation chart with roles and responsibilities. Every business case includes by the key documents which provide the evidence to enable an evidence-based decision to be made.

Stakeholder Management

OCC will establish a reporting mechanism/template, using MHCLG guidance (when available) to communicate the progress, expenditure and monitoring of the programme to the MHCLG reporting back as required. This will involve using established Growth Board partnership working channels with the LPAs to report on progress on overall delivery, including housing delivery. If delays in either housing or infrastructure are reported, reasons will be sought, and mitigation implemented.

The Oxfordshire Growth Board is a joint committee of the six Oxfordshire councils together with key strategic partners. It has been set up to facilitate and enable growth through joint working on economic development, strategic planning, infrastructure and transport. It does this by overseeing the delivery of projects secured through the Oxfordshire Housing and Growth Deal, City Deal and Local Growth Fund. Whilst OCC will be responsible for delivering the HIF infrastructure, the Oxfordshire Growth Board will be used as a vehicle to report progress and escalation on the delivery. It also provides an opportunity to work alongside the Oxfordshire Local Enterprise Partnership (OxLEP) and other strategic partners. Quarterly reports will be sent to the Oxfordshire Growth Board and scrutinised in advance by the Growth Board Scrutiny Panel.

Meetings of the Oxfordshire Growth Board are held 6 times a year and take place in accordance with its terms of reference. The Chair of the Board rotates amongst local authority Leaders on a prescribed annual basis and is supported by 3-member sub-groups and officer sub-groups on housing, infrastructure and spatial planning.

OCC has been working with affected developers for a number of years through the Local Plan and pre-application processes. Several have provided letters of support for the scheme. OCC intends to organise regular Delivery Forums with membership from OCC, WODC, developers, utility networks and other bodies as appropriate (Network Rail, Environment Agency, Highways England etc.) with a view to create a focused approach to manage synergies, opportunities and conflict. The key element is the delivery of the HIF infrastructure whilst facilitating and enabling developers to seek permission and thereafter build and occupy new homes, unfettered, and in parallel.

For each element of the scheme a detailed Stakeholder Consultation and Engagement Plan will be implemented in line with the Council's duty to consult. For transport and highways schemes consultation and public engagement activities take place during the following project phases: optioneering, feasibility, preliminary design, and detailed design, ensuring that public and key stakeholders views are sought at each of project development in order to inform the scheme outcomes.

As design work progresses during 2019/20 key statutory stakeholders will be approached including but not limited to Network Rail, Historic England, Natural England, and Environment Agency.

Other neighbouring and nearby landowners (in addition to those directly affected by the infrastructure) will be consulted as the project progresses. This would include any temporary land for working areas / compounds etc. Engagement will continue through planning application/consents and design but also prior to construction to ensure that disruption is kept to a minimum.

Please provide details of the authority's resourcing for the proposal

OCC's Major Projects Team currently has a team of seven Project Sponsors with a further Sponsor currently training to fulfil the role. Each of the Project Sponsors manages between two and five projects. Each of those projects depending on skills required and complexity will also have a project manager. For more significant projects there may be several project managers supporting each Project Sponsor and leading on different workstreams. These roles will be principally responsible for the day to day management of the project and the division of responsibilities between the project manager and project sponsor are detailed below.

The Client role is undertaken by Project Sponsors who are accountable for the project Budget, Programme, Scope, Outcomes, Project Team structure, Stakeholder Engagement, and adhering to the necessary governance. It is the Sponsors responsibility to set the thresholds for each lifecycle stage clearly within the Business Case for project team members to deliver to and within. The Client must sign-off the agreed programme and ensure that it is progressing as necessary and identifying and managing risks to delivering the key milestones.

For projects that contain more than one commission during the design or construction phase, or are deemed complex in nature, a specific Project Manager will be formally appointed to the project team. The Project Sponsor performs the Client function on behalf of OCC and has overall accountability for the delivery of the project ensuring the project remains focused on achieving its objectives and agreed outcomes within approved budget and programme. They have the authority to make decisions concerning the delivery of the project within a certain delegation.

The Project Sponsor will manage each of the workstreams or appoint a project manager for the larger complex workstreams. Each project will require a different set of disciplines and these will be procured via the appropriate channels. The in-house disciplines are available within the existing highway teams, but if additional expertise is required then it will be procured by the project through the existing contractor frameworks i.e. Commensura or Waterman Aspen.

The Project Sponsor is responsible for:

- Providing clear leadership and direction for the project
 - Directs and instructs the Project Manager as necessary
 - Managing and administrating any consultant or supplier contracts
 - Ensuring production and maintenance of a clear and effective Project Management Plan
 - Ensuring scheme requirements have been clearly and completely defined
 - Challenging design, maintenance and operational assumptions made by the project teams
 - Ensuring that the project developed and delivered is fit for purpose, value for money, and can be successfully operated.
 - Ensuring the project governance arrangements comply with OCC process and procedures through:
 - Ensuring that the project is technically and financially viable and compliant with OCC standards & strategic business plans, and national design guidance/policy.
 - Management of Risk and ensuring risk register is maintained and sets out appropriate mitigation and potential financial implication where appropriate.
 - Managing the interface with stakeholders and ensuring wider communication is delivered as set out in the Communications Plan.
 - Leading political engagement and ensuring appropriate member led endorsement/decisions
 - Ensuring appropriate engagement at the right time with internal colleagues
 - Acceptance of the outputs being delivered and the handover into maintenance and operations
 - Performing the Client responsibilities within CDM2015
 - Managing the Lessons learnt and end of stage evaluation/review
 - Achievement of objectives and performance indicators/measures as detailed in the Service Plan linked and Highways Business Plan
- The Project Manager is the individual responsible for managing the work commissioned and supporting the Project Sponsor with managing the project and project team within authorised parameters and responsibility to run the project.

The Project Manager is responsible for:

- Managing the project on a day-to-day basis within the remit provided Project Sponsor
- Leading and directing a multi-discipline project team
- Ensuring that the project produces the required products, to the required standard of quality and within the specified constraints of time and cost
- Establishing the project organisation and ensuring roles and responsibilities are clearly defined and understood for each team member

- Performing project planning, monitoring and control on the project
 - Ensuring that statutory processes are followed, and appropriate consents are obtained
 - Managing project risks, including the development of contingency plans initiating corrective action when necessary
 - Accountable for ensure gateways, milestones are delivered to programme
 - Instructing Design and other sub-teams
 - Support completion of business cases
 - Ensuring cost estimates are obtained at appropriate stages as defined in the project brief/log or agreed
 - Ensuring all required documentation is prepared and available for gateway review
 - Management of monthly progress meetings and project team meetings
 - Updating and maintaining all project documentation, in particular programme, brief, cost estimate and risk register
 - Management and issue of Early Warning Notices
 - Supporting the administration CDM requirements
- OCC's Cabinet has committed to delivering the HIF programmes and to support the allocation or procurement of the necessary inputs.

Please attach an organogram depicting the governance structure and/or roles and responsibilities within the authority

Filename	Description
S43(2) [REDACTED]	[REDACTED]

Project management arrangements and project plan

Please provide details of the overall project management delivery arrangements for the project, including any challenges or constraints to delivery of the project

The Project Sponsor will manage a team of Project Managers, specialist leads and a Construction Manager who are each responsible for their specific workstreams. Each individual will be responsible to maintain their relevant documentation and ensuring their deliverables meet the requirements set out in the Project Management Plan, and the Sponsor is accountable for ensuring that these have been achieved.

All projects maintain a current Project Management Plan (PMP) capturing all the relevant documentation and baselining how those deliverables have been agreed. These documents include benefits management plans detailing each product deliverable and how they will perform to achieve the required benefits.

At each gateway an assessment is made of the PMP and its documentation against the current progress to ensure that delivery of each project is in line with those expectations and, where there has been change, that it has been correctly managed and accounted for within the documentation and meets the end users' requirements.

The management and quality control of the project comes through a system of 6 Gateway checks at the end of each lifecycle stage (optioneering, feasibility, preliminary design, detailed design, procurement and construction) and a 4-stage approval process for the developing business case (Concept Development/Commit to Investigate, Project Development/Commit to Invest, Project Delivery/Commit to Spend, and Project Closure/Client Acceptance).

The core project team ensures that:

- At each gateway the project is scrutinised to ensure that it is fulfilling its obligations as set out within the business case;
- Projects maintain robust change control documentation which is reviewed and assured to ensure best practice is applied at each gateway; and
- Project Sponsors hold budgets for each project and manage the project team.

Change requests are required to be approved when the estimated cost, forecast milestones, planned benefits or intended quality deviate from the details documented in the latest business case. Change requests are submitted by the Project Sponsor at one of four Boards (Project Board, Programme Board, Communities Infrastructure Delivery Group or Capital Infrastructure Portfolio Board) based on established thresholds.

Business Cases are submitted for approval at one of four Corporate Gateways to release funds or terminate the project, and only the funds for the next stage are released once accurate cost estimates are known.

As part of the process for business cases being approved, prior to the submission the project progresses through a gate review to

ensure that all necessary products and activities have been completed before progressing through to the next stage. The business case is then submitted for approval by leads in each affected department within OCC, before being added to the agenda for the formal governance approval process via CIDG and CIPB explained in 7.2.1.

Key challenges and constraints will be:

- Securing suppliers to undertake works particularly during construction when the suppliers may be competing for limited resources across all the projects.
- Securing additional in-house staff with the right skills either on a permanent or contractor basis and training them to perform to the high standards set by the Authority.
- Communicating and maintaining support from the public, especially during construction when there will be an increase in congestion.

The programme outlines the broad products to be delivered however this will be known with more clarity ahead of the full business case. In the meantime, the project's schedules have the current detail captured. The broad deliverables are explained in The Project section of this submission. Principal Designers and Contractors will be responsible for providing the resource to deliver these deliverables, albeit often through appointed designers. A strong client team that leads and is imbedded within the project team will be provided by OCC to ensure that outcomes are achieved.

Risk is calculated by each project to identify P50 and P80 values which are controlled and released by the Project Board and Programme Board respectively. Contingency is managed by CIPB and is released as part of the gateway process on completion of successful gate reviews and updated businesses confirming value for money. It may also be released outside of Gate approvals if unknown costs materialise either relating to scope change, unidentified risks or for investment to increase expenditure during the design stages to reduce uncertainty/costs during construction.

The specific activities, dates, dependencies and constraints are all shown in each of the project plans. The schedule includes all the necessary powers, consents and Orders required to deliver the project outputs including public consultations, planning permission, Traffic Act Orders, Traffic Regulations Orders, environmental and waterway consents, Network Rail's possession planning process, and Highways Act Orders.

Please summarise your project delivery plan to deliver the infrastructure, this should include your anticipated land ownership / control strategy

OCC has gained a lot of experience in delivering projects (i.e. Harwell Link Road, Backhill Tunnel) that required land purchase and construction under/adjacent to railway assets. It is likely that all three infrastructure projects will require agreements to purchase land, the A40 Dual Carriageway will require extensive land purchase along the 3.2km length, while fewer land parcels will be required for the capacity and connectivity improvements at A40 at Duke's Cut canal and railway bridges. Whilst a key aim is to deliver the A40 westbound bus priority lane within the highway boundary, as design progresses in 2019/20 OCC will determine which distinct parcels of land are needed e.g. to widen culverts etc.

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[Redacted text block]

Subject to further design, land purchase agreements are likely to be required S43(2)

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[Redacted text block]

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[Redacted text block]

S43(2)

[Redacted text block]

A40 Westbound Bus Priority Lane

Whilst a key aim is to deliver the A40 westbound bus priority lane within the highway boundary, as design progresses in 2019/20 it will identify if distinct parcels of land are needed e.g. to widen culverts etc.

Please provide details of your project delivery plan to deliver the homes unlocked by the infrastructure. Please detail any expected controls or levers you will put in place to ensure the delivery of housing comes forward on the sites

The delivery of housing sites is not necessarily a matter for OCC. Planning matters are dealt with by the local planning authority, West Oxfordshire District Council (WODC). However, OCC works jointly and in partnership with WODC and they have provided input into this section.

Oxfordshire supports the District in their endeavours to deliver new homes including along the vitally important A40 Corridor in West Oxfordshire. Both authorities worked closely in the development of the West Oxfordshire Local Plan 2031, including consultation and examination. Both authorities are members of the Oxfordshire Growth Board and delivery partners for the Oxfordshire Housing and Growth Deal. Unless sites stall (and subject to powers in the Town and Country Planning 1990), the responsibility of the local planning authorities will be to support and assist site delivery. If a strategically important site were to stall, the District Council would consider necessary steps including potentially, direct involvement. The possible need for the use of CPO powers in some circumstances was discussed during the West Oxfordshire Local Plan examination and the Council indicated that it was comfortable in principle with the use of CPOs if necessary. This has however not proved necessary to date with allocated strategic sites coming forward as anticipated.

WODC monitor housing completions at the end of each financial year. This involves a manual count by officers of the number of dwellings completed that year. In addition to this, the district councils publish a trajectory for each of the housing sites as part of their annual five-year housing land supply report. This includes an assessment of the trajectory of all deliverable sites in the district that benefit from planning permission. Site promoters are engaged with to maintain this trajectory, the material submitted by them is scrutinised. Where site promoters do not engage, a set of generalised assumptions will be used, derived from national averages on lead in times and completions, and taking into account local knowledge. The trajectory for each of the housing sites is shown in Appendix 1.

The major impediment to delivering new homes in and around the A40 corridor is the highway capacity constraints along the corridor. All of the sites contained within this HIF proposal, are actively promoted and controlled by major housebuilders. The Councils' role for these sites is therefore to support the market in delivering homes. In accordance with paragraph 38 of the NPPF, WODC adopt a positive approach to determining planning applications. Pre-application advice is provided to front-load issues through this process to ensure technical matters are resolved expediently and planning performance agreements are entered into where appropriate, in particular in relation to strategically important sites. Equally, it is recognised that there is a need to boost the supply of housing quickly and, consistent with paragraph 76 of the NPPF, in suitable circumstances conditions will be attached requiring shorter timescales (2 years) to implement any planning permissions. The delivery of housing on these sites will be monitored through the District Council's annual Local Plan Monitoring Report and Annual housing land supply position statement. Following the adoption of the West Oxfordshire Local Plan in September 2018, all four sites related to this HIF proposal are actively being promoted with planning applications expected to come forward in the next 12-24 months. It is not considered that there is a need, at this stage, to employ legal powers to deliver homes. However, if delivery does stall, there are options available to the Councils to assist in the delivery of sites in the HIF proposal.

The Council's Local Development Scheme sets out a programme for the preparation of an Area Action Plan (AAP) for the Oxfordshire Cotswold Garden Village and Supplementary Planning Documents for West Eynsham, North Witney and East Witney. During the development of these planning documents WODC and OCC will continue to engage with site promoters and other relevant stakeholders to understand how best to support their timely delivery.

To give more detail on the status of all development sites included in this proposal, are split into the following categories:

- A. Sites with planning permission
- B. Sites with a resolution to grant planning permission, subject to the signing of a Section 106 Agreement
- C. Local Plan Allocations

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B: Sites with resolution to grant

None of the sites are currently in this category.

C: Local Plan Allocations

The following sites in the proposal are allocations in the local plan. A brief assessment is provided of our work with the site promoters to date.

This section describes the site delivery processes in more detail:

- Oxfordshire Cotswold Garden Village (OCGV):

OCGV was awarded Garden Village status by central government in January 2017. The proposal is supported by WODC, OCC, Oxfordshire Local Enterprise Partnership, Oxfordshire Growth Board and Homes England. WODC are now preparing an Area Action Plan (AAP) to support development of the site which, when adopted will form part of the statutory development plan for West Oxfordshire alongside the Local Plan 2031. Alongside the AAP, the Council has commissioned an Infrastructure Delivery Plan (IDP) for the Eynsham Area to fully understand the infrastructure requirements associated with planned growth and how this will be delivered.

The AAP is intended to supplement the Local Plan 2031 providing additional detail on the Oxfordshire Cotswolds Garden Village Strategic Location for Growth up to 2031. The scope of the AAP is still being developed but it is expected to include consideration of a more definitive site boundary, the most appropriate quantum and mix of uses, the vision, aims and objectives for the site, master-planning, design, transport and access considerations, house types and tenures, infrastructure requirements, energy and resources, employment and delivery/monitoring.

As a first step in developing the AAP, WODC published an initial 'issues paper' for consultation from 22 June – 3 August 2018.

Following extensive public and stakeholder engagement responses were received from over 200 individuals and organisations.

A range of additional evidence is currently being undertaken alongside further stakeholder engagement with a view to a 'preferred options' style document being published in June 2019.

Key dates for the AAP are anticipated to be as follows:

- 'Preferred options' consultation – June 2019
- Formal publication of pre-submission draft AAP – November 2019
- Submission for examination – February 2020
- Examination hearings – April 2020
- Adoption – July 2020

The Eynsham Infrastructure Delivery plan will set out the key infrastructure seen as required to support the planned growth at the Garden Village and West Eynsham sites. This will include sustainable transport improvements to rail and bus routes, enhancements to cycle and walk routes, as well as the key highway improvement schemes included in this HIF proposal.

In parallel with the preparation of the Area Action Plan, Grosvenor Britain & Ireland are preparing an outline planning application for the garden village site. WODC Planning Policy and Development Management teams and OCC Transport, Education and Planning teams are working closely with the site promoter to bring forward the application in a timely manner. A Planning Performance Agreement is in place to govern this process, and a monthly delivery board actively monitors progress. Discussions are currently ongoing in relation to the scope of the EIA that will accompany the outline application and on design/ infrastructure aspects.

Given the progress being made in response to both the AAP and the outline planning application, OCC does not consider it necessary to use any powers to unlock homes on this site.

• West Eynsham Strategic Development Area:

WODC is preparing a Supplementary Planning document to provide a development framework to guide proposals for this site. The SPD is due for adoption in November 2019. In parallel, WODC Planning Policy and Development Management teams and OCC Transport, Education and Planning teams are working closely with the site promoters, Berkeley Strategic Land, Vanderbilt Strategic Ltd, Oxfordshire County Council Property Services and Jansons Property to bring forward the residual balance of 763 homes of the 1000 across the site (as two land parcels have permission as outlined above). Detailed matters have been discussed through various mechanisms in relation to viability, infrastructure provision, and master-planning work. Progress meetings are held quarterly, with further meetings scheduled throughout 2019 to help co-ordinate the Council's SPD with the site promoter's masterplanning and intentions regarding submission of a planning application/s. Currently, the council does not consider it necessary to use any special powers to unlock homes on this site.

• North Witney Strategic Development Area:

WODC is preparing a Supplementary Planning document to provide a development framework to guide proposals for this site. The SPD is due for adoption in January 2020. In parallel, WODC Planning Policy and Development Management teams and OCC Transport, Education and Planning teams are working closely with the site promoters, Gallagher Estates, Vanderbilt Strategic Ltd, Taylor Wimpey and Meridian Strategic Land Ltd to bring forward an outline planning application for 1400 homes across the site. An application was submitted in 2014 for 200 units on part of the site, this application has been held in abeyance until further work is completed that identifies a masterplan and full infrastructure requirements for the whole Strategic Development Area. Pre-application advice has commenced with all the developers. Meetings with Gallagher Estates took place in 2017 and 2018. Taylor Wimpey are conducting more detailed transport and site assessment work, which was agreed in autumn 2018. Since adoption of the Local Plan, discussions have been held with Vanderbilt Strategic Ltd, and Meridian Strategic Land Ltd. Currently, the council does not consider it necessary to use any special powers to unlock homes on this site.

• East Witney Strategic Development Area:

WODC is preparing a Supplementary Planning document to provide a development framework to guide proposals for this site. The SPD is due for adoption in November 2019. In parallel, WODC Planning Policy and Development Management teams and OCC Transport, Education and Planning teams are working closely with the site promoters, Carter Jonas on behalf of the Mawle Trust, to bring forward an outline planning application for 450 dwellings across the site. Since adoption of the Local Plan in September 2018, scoping meetings have been held in January and February 2019 to begin to explore site infrastructure delivery, and master-planning work related to the future outline planning application. Formal transport pre-application advice has been sought and provided by OCC. S43(2)

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[REDACTED]

Please summarise your maintenance strategy for ongoing costs for the scheme

OCC has a maintenance regime in line with the Well Managed Highway Code of practice. OCC's policies set out a suitable risk based framework for maintenance activity with its Highway Asset Management Plan identifying the strategy and approach to ensure efficient and effective use of limited highway maintenance funding.

Planned maintenance investment in the A40 corridor between Witney and Oxford over the next three years is expected to be in the order of 0.4m-0.6m. As part of the project planning for the HIF project, maintenance works will be planned and co-ordinated to complement the new schemes and changes to the network planned as outlined within this HIF proposal.

The maintenance works for the scheme over the life of the asset will be in line with OCC's policies and will be dependent on need. On an annual basis OCC approves a 3-year maintenance programme. The programme is managed in line with the OCC's capital governance, through the Highway Maintenance Programme Board with escalation as required to the council's CIPB.

Baseline levels of service have been developed which meet the obligations to manage the highway network and contribute to highways safety whilst adopting a risk based approach to maintenance. To this end information that supports effective and informed decision making is collected. Annual mechanical and visual surveys are undertaken which are subsequently fed into a pavement management system which determines priorities for maintenance requirements.

Investment will be prioritised in all highway assets to manage deterioration using this risk based approach whilst considering the views of elected members and users of the network to ensure their priorities are considered in the management of the overall network.

In terms of life cycle planning, OCC's current approach to maintain new and existing roads can be summarised as below:

- Road is constructed from its foundations providing a life of approximately 40 years
- Planned annual routine and cyclical maintenance is undertaken to clear drains to prevent surface water damaging the road surface, clear the road of ice and snow
- Low-cost surface treatment to seal and retexture the road when approximately 10 years old
- As the road ages, reactive maintenance is undertaken to repair pot holes, large cracks and other potentially hazardous defects in the surface of the road soon after they appear. This also helps to prevent water ingress which can further damage the structural layers of the road (revenue budgets – by their nature reactive works are proportionally more expensive to undertake than planned works)
- Major maintenance to replace the surface layers of the road takes place after approximately 20 years to extend the life of the road
- Low-cost surface treatment to seal and re-texture the road when approximately 10 years old
- Continuation of cyclical and reactive maintenance
- Road is resurfaced or reconstructed at the end of its useful life.

And for drainage and surface water management:

- Adopt a strategic approach to drainage and flood management countywide.
- Investigate reports of highway flooding and damaged or blocked highway drains and take appropriate measures to get water off the highway, alleviate or mitigate flooding as appropriate
- Prioritise this work where homes or properties at most risk of flooding
- Cleanse gullies on risk based approach
- Carry out more frequent cleansing of drainage assets at locations where the likelihood of ponding, flooding or blockage is higher
- Collect condition data electronically on all gullies to facilitate repairs and to also inform future changes to gully emptying frequencies
- Jet drainage systems on a reactive basis as fault are reported or found through inspection
- Carry out a bi-annual programme of grip cleaning and cutting
- Facilitate ditch maintenance by adjacent landowners.

Project milestones

Please provide actual or estimated dates for the following infrastructure delivery milestones:

First infrastructure planning permission granted	S43(2)
Last infrastructure planning permission granted	S43(2)
All land assembly completed (if required)	S43(2)
Project infrastructure works started	S43(2)
Project infrastructure works completed	S43(2)

Please provide actual or estimated dates for the following housing delivery milestones:

First residential units commenced	S43(2)
Last residential units commenced	S43(2)
First residential completion	S43(2)
First residential completion	S43(2)

Please attach an outline delivery programme for your proposal and the key milestones required to achieve it

Filename	Description
S43(2) [REDACTED]	[REDACTED]

Please list planning references for the infrastructure works

Planning applications have not yet submitted for the infrastructure works. These are programmed as follows:

Element 1: A40 dual carriageway between Witney and Eynsham planning submission S4S43(2) [REDACTED]

Element 2: A40 westbound bus priority lane – no elements of planning required based on current design. This will be kept under review as the design progresses S43(2) [REDACTED]

Element 3: A40 capacity and connectivity Improvements at Duke’s Cut canal and railway bridges planning submission S43(2) [REDACTED]

Without any certainty around funding, OCC has been reluctant to commission surveys to inform planning applications due to the time limitations of such data and applications. The possibility of HIF funding provides comfort for OCC to take this risk during 2019/20.

Please list all statutory powers or consents required and already obtained to deliver the HIF works

Planning permission will be required for two of the infrastructure elements referenced within this HIF proposal: Element 1, A40 dual carriageway between Witney and Eynsham; and Element 3, A40 capacity and connectivity Improvements at Duke’s Cut canal and railway bridges. As the full schemes are developed it may transpire that further works also require planning permission. The following statutory powers or consents will be used in these circumstances.

Planning permission will be sought through Section 70 of the Town & Country Planning Act 1990.

Where projected works are to be carried out on land immediately adjoining the highway as improvements to the highway Part 13 schedule 2 to Town and County Planning Act (General Permitted Development) Order 1995 may be used.

Construction of the new highway infrastructure shall be in accordance with the provisions of Section 24 Highways Act 1980.

Alteration of a highway that crosses or enters the route of the proposed highway (as classified road) will be controlled through Order under Section 14 of Highways Act 1980. Any such order is generally sought in conjunction with a related compulsory purchase order.

Should private means of access require alteration as a result of new highway infrastructure Section 125 of Highways Act 1980 provides that Section 14 order may authorise the Highway Authority to stop-up private means of access to premises and to provide new means of access. In the first instance agreement with the owner and occupiers would be sought and an agreement under S127 Highways Act 1980 would be used.

Authority for construction of Bridge structure over navigable watercourse will be made through Section 106(4) of the Highways Act 1980 to be included in/with the Section 14 Order. Alternatively, Section 106(3) Highways Act 1980 may be utilised to construct bridge over navigable watercourse.

S43(2) [REDACTED]
 Land acquisition powers associated with construction or improvement of highways are contained within Part X11 of the Highways Act 1980 and shall be used accordingly. In relation to the above, the provisions of Human Rights Act 1998, together with Article 1 & 8 of the First Protocol to the European Convention on Human Rights will be observed. S43(2) [REDACTED]

Adoption of new road as Highway Maintainable at Public Expense will be carried out under the provisions of the relevant sections of the Highways Act 1980.

New road ‘classification’ will be carried out in accordance with Section 12 of the Highways Act 1980.

Where proposed works are considered ‘improvements’ to existing highway, general powers available to the Highway Authority under Part V of the Highways Act 1980 will be used.

Diversion/stopping up for public right of way may be required. Sections 248/248/257 of Town & Country Planning Act will be applied in this process and where applicable Section 14 Order may be used.

Works associated with new road construction that affect Ordinary Water Course will be subject to provisions of Land Drainage

Act1991. Consents under this Act will be sought from the appropriate administering Authority.

Should removal of historic hedgerow be required this will follow the provisions of Hedgerow Regulations 1997.

All relevant consents will be sought in relation to protected species, trees and environments. Environmental Impact Assessment will identify all required consents accordingly.

Notwithstanding the above, all required consents and statutory powers appropriate to construction of road/bridge infrastructure will be sought and used. Through evolution of the project it may be that further statutory powers or consents are required and same shall be utilised accordingly.

Stakeholder management

Please summarise how the key delivery partners will work together effectively

In order to ensure the delivery of homes from the allocation of HIF to fund the provision of infrastructure OCC will establish a reporting mechanism/template, using MHCLG guidance (when available) to communicate the progress, expenditure and monitoring of the programme to the MHCLG reporting back as required. This will involve using established Growth Board partnership working channels with the LPAs to report on progress on overall delivery including housing delivery. If delays in either housing or infrastructure are reported, reasons will be given, and mitigation implemented.

The Oxfordshire Growth Board is a joint committee of the six Oxfordshire councils together with key strategic partners. It has been set up to facilitate and enable growth through joint working on economic development, strategic planning, infrastructure and transport. It does this by overseeing the delivery of projects secured through the Oxfordshire Housing and Growth Deal, City Deal and Local Growth Fund. Whilst OCC will be responsible for delivering the HIF infrastructure, the Oxfordshire Growth Board will be used as a vehicle to report progress and escalation on the delivery. It also provides an opportunity to work alongside the OxLEP and other strategic partners. Quarterly reports will be sent to the Oxfordshire Growth Board and scrutinised in advance by the Growth Board Scrutiny Panel.

Meetings of the Oxfordshire Growth Board are held 6 times a year and take place in accordance with its terms of reference. The Chair of the Board rotates amongst local authority Leaders on a prescribed annual basis and is supported by 3-member sub-groups and officer sub-groups on housing, infrastructure and spatial planning.

Whilst OCC will be responsible for delivering the HIF infrastructure, the Oxfordshire Growth Board will be used as a vehicle to report progress and escalation on the delivery of housing. It also provides an opportunity to work alongside the OxLEP and other strategic partners in developing and delivering infrastructure requirements along the A40 corridor. Quarterly progress reports will be sent to the Oxfordshire Growth Board.

OCC intends to organise regular Delivery Forums with membership from OCC, district councils, developers, utility networks and other bodies as appropriate (Network Rail, Environment Agency, Highways England, Natural England etc.) with a view to create a focused approach to manage synergies, opportunities and conflict. The key element is the delivery of the HIF infrastructure whilst facilitating and enabling developers to accelerate the construction and occupation of new homes, unfettered, and in parallel.

Please summarise how you will work with the other key stakeholders to ensure project success (i.e. local residents / businesses)

Public Engagement

The HIF proposal seeks to deliver transport infrastructure for which OCC as highway authority will take the lead role in delivery and is responsible for timely stakeholder engagement.

For each element of the infrastructure scheme a detailed Stakeholder Consultation and Engagement Plan will be implemented in line with the Council's duty to consult. For transport and highways schemes consultation and public engagement activities take place during the following project phases: optioneering, feasibility, preliminary design, and detailed design; ensuring that public and key stakeholders views are sought at each phase of project development to inform the scheme outcomes. Accompanying targeted communications are also planned simultaneously to maximise awareness of the opportunities for people have their say and to keep people in touch as projects develop including the use of direct mail/email, news packages, digital and social media, posters, community channels and advertising.

Whilst there is a focus on public engagement including residents and businesses, OCC has an open and transparent relationship with

the relevant town and parish councils and has provided timely and relevant updates to town and parish councils as this business case has been progressed and will continue to do so, as the infrastructure schemes are further developed, in line with the Stakeholder Consultation and Engagement Plan.

Statutory Stakeholder Engagement

As design work progresses during 2019/20 key statutory stakeholders will be approached including but not limited to statutory undertakers (gas, water, electricity, telecoms) , Historic England, Natural England, and Environment Agency.

Network Rail - A40 Capacity and Connectivity Improvements at Duke's Cut Canal and Railway Bridges involves the construction of a new bridge over two railway tracks, which form the mainline between Oxford and Birmingham. Working over the railway will require agreement with Network Rail regarding construction methodologies. It will also be necessary to get possession of the railway in order to undertake the works. Oxfordshire County Council have already approached Network Rail and the Train Operating Companies regarding this scheme and having an Asset Protection Agreement in place. Continued liaison with Network Rail and the Train Operating Companies, including Great Western Railway, will be vital to the success of this project. It is proposed that quarterly engagement meetings will be held to ensure that the various stakeholders requirements, programmes and specifications are all understood and that any issues can be resolved in a timely manner.

Landownership Engagement

Engagement with landowners is managed at a project level with the workstream delivered by OCC's Estates team. Where necessary if there is additional support from Legal services required a solicitor will be allocated on a case by case basis.

Resource and Supply Chain Management Initial work has commenced on the required project specific resources in parallel with the programme development and scope refinement. This will determine the final resources required to deliver the programme.

In addition to the personnel resourcing, the supply chain will be resourced using established procurement routes and where best value and to meet the programme the established collaborative working (ISO 44001) partnering forms part of the relationship.

Procurement specialists have been allocated to the HIF programme to support the necessary resource allocation.

The signed Relationship Management Plan has developed over the last two years a solid foundation to building long-term relationships with the supply chain that drive value and efficiency and ensure they understand the outcomes and standards that OCC expects.

Project assurance

What are your project assurance processes, such as gateways reviews, to ensure project delivery against the business case?

All projects maintain a current Project Management Plan (PMP) capturing all the relevant documentation and baselining how those deliverables have been agreed. These documents include benefits management plans detailing each product deliverable and how they will perform to achieve the required benefits.

At each gateway an assessment is made of the PMP and its documentation against the current progress to ensure that delivery of each project is in line with those expectations and where there has been change that it has been correctly managed and accounted for within the documentation and meets the end users' requirements.

The management and quality control of the project comes through a system of 6 Gateway checks at the end of each lifecycle stage (optioneering, feasibility, preliminary design, detailed design, procurement and construction) and a 4-stage approval process for the developing business case (Concept Development/Commit to Investigate, Project Development/Commit to Invest, Project Delivery/Commit to Spend, and Project Closure/Client Acceptance).

The core project team comprises:

- At each gateway the project is scrutinised to ensure that it is fulfilling its obligations as set out within the business case;
- Projects maintain robust change control documentation which is reviewed and assured to ensure best practice is applied at each gateway.
- Project Sponsors hold budgets for each project and manage the project team.

Change requests are required to be approved when the estimated cost, forecast milestones, planned benefits or intended quality deviate from the details documented in the latest business case. Change requests are submitted by the Project Sponsor and are considered at one of four Boards dependent on established thresholds:

- Cabinet
- Capital Infrastructure Portfolio Board (Chaired by Director of Communities)
- Communities Infrastructure Delivery Group (Chaired by Assistant Director for Delivery)
- Programme Board (Chaired by Group Manager)
- Project Board (Chaired by Project Sponsor)

Business Cases are submitted for approval at one of four Corporate Gateways to release funds or terminate the project, and only the funds for the next stage are released once accurate cost estimates are known.

As part of the process for business cases being approved, prior to its submission, the project progresses through a gate review to ensure that all necessary products and activities have been completed before progressing through to the next stage. The business case is then submitted for approval by leads in each affected department within the Council, before being added to the agenda for the formal governance approval process via CIDG and CIPB explained in 7.2.1.

The capital strategy provides a framework for the development of capital programmes and ensures that the use of limited capital resources accords with the Council's objectives and priorities set out in the Corporate Plan. The latter is achieved by having asset management plans for the two main areas of asset holding.

The Asset Management Plan sets out the future direction for managing the Council's property assets and provides a strategic approach to securing operational and financial benefits of the property estate.

The Transport Asset Management Plan (TAMP) sets out the priority for investment in highway infrastructure including roads, footways, bridges, street lighting and drainage, based on an assessment of need and incorporates the Local Transport Plan.

The Council's limited capital resources are managed effectively by:

- Allocating capital resources in line with corporate objectives and priorities and considering what outcomes can be achieved by a particular project and how effectively it uses capital resources;
- Using capital resources prudently and flexibly in line with the agreed capital funding strategies to ensure scheme's affordability, longevity and sustainability;
- Providing contingencies across the capital programme to manage the resource pressure arising from housing growth and uncertainties related to ongoing service transformations.

Principles for prioritising capital investment are:

- Comply with statutory duties;
- Improve the efficient and effective delivery of OCC services; and
- Promote economic growth.

Capital resources allocations are considered corporately on the following basis:

- Central government capital allocations and grants issued as "not ring-fenced" will be allocated in line with the Council's priorities based on this capital strategy and the underpinning asset management plans. Ring-fenced or earmarked funding received from central government will be used for the purposes for which it is issued in line with grant/allocation conditions as determined by the funding provider(s). The Council will evaluate long term implications of accepting any external funding provision, in particular any impact on the revenue budget and such projects only proceed if they are affordable and

demonstrate value for money.

- Capital receipts will be treated as a corporate resource and not ring-fenced to the originating service. The Council seeks to maximise capital receipts from the disposal of surplus land and buildings, unless another option gives greater overall benefit.
- Prudential borrowing will be used to fund “invest to save” schemes where the cost of borrowing is met from future revenue savings by services.

In financing the capital programme, the first calls on capital resources will be external funding (including developer contributions). This is followed by grants and contributions, supported borrowing, capital receipts and reserves. The final calls, where necessary, would be on prudential borrowing.

In order to respond effectively to unforeseen capital pressures and to accommodate possible changes in the capital resource position, a 3% contingency is built into capital programme planning assumptions. This provision and other capital programme contingencies are managed corporately and reviewed on a regular basis based on the risks associated with the overall programme

This project will be run in accordance with the methodology specified within Transport Asset Management Plan. It will be managed on a day to day basis in accordance with PRINCE2 principles tailored to meet the corporate governance and decision-making processes of OCC.

The governance and overall accountability of the project will be overseen by OCC’s Section 151 Officer and Strategic Director for Communities, whose remit includes all Major Infrastructure Development, and who will report to OCC’s Cabinet.

Please provide details of your proposed internal monitoring approach for the scheme

The Governance structure within the council provides a robust monitoring regime and a robust set of tolerances for time, cost, benefits, quality and reputation. Details below explain how each board has an increasing span of control ensuring that the wider County Council is aligned to supporting delivery of the programme.

The Council and the Cabinet

The Council and the Cabinet are the key democratic decision-making bodies. They are the final authority on setting priorities and policy direction and on approving key policy documents, the capital programme and new inclusions to the portfolio in line with the scheme of delegation and Financial Procedure Rules. The council annually approves the overall capital programme. Where projects need in-year approval the level of sign off they require is based on the estimated overall value of the project and require cabinet approval if their value is over £1m or if a variation of £1m or more has occurred.

Community Infrastructure Portfolio Board (CIPB)

The CIPB, a Director-level board which meets monthly and has cross-directorate representation and approves variations of >£0.5m. The board is a senior point of contact in the delivery of all capital projects and ensures that the capital investment is planned and delivered effectively.

Community Infrastructure Delivery Group (CIDG)

A monthly Assistant Director-level board, CIDG, again with cross-directorate representation, was created to provide additional

governance capacity, challenge, and oversight. CIDG acts a triage for reported escalations and decisions, including those that are flagged for escalation to CIPB and approves up to £0.5m if in excess of the project or programmes tolerance.

Programme Board

Beneath CIDG, projects and programmes are monitored and controlled by the local governance arrangements that currently exist in each service area. Monthly local governance meetings and senior boards are sequenced to allow items to be escalated up through the decision-making chain.

Project Board

Each project sponsor chairs a monthly board at which all workstreams report on progress including cost, risk, performance, change control, benefits, and schedule. A monthly Highlight Report is drafted for the meeting following which this is submitted to the Programme Board for review. The Project Sponsor submits a highlight report each month capturing quantitative and qualitative performance which ensure that reviewed at project and programme board to measure performance against baseline. OCC's governance team maintains a live programme of the authority's current capital programme to ensure that baseline and gateways are recorded, tracked and reported to senior management.

Projects

All projects maintain a current Project Management Plan (PMP) capturing all the relevant documentation and baselining how those deliverables have been agreed. These documents include benefits management plans detailing each product deliverable and how they will perform to achieve the required benefits. Highlight reports track progress against the project baseline on a month by month basis to ensure delivery is within the approved tolerances which are set and reported against. Every project will agree both cost risk and time risk provisions and the level which is managed by the Project Sponsor.

Projects track disruption to programme to identify individual causes and trends across the portfolio. This enables shorter reaction phases to identify and resolve common causes of issues. Lessons Learned are captured throughout the project lifecycle and stored in a single registry for all Project Sponsors and Project Managers to inform future projects and reduce the likelihood of repeated errors and to seek opportunities to maximise benefit.

At each gateway an assessment is made of the PMP and its documentation against the current progress to ensure that delivery of each project is in line with those expectations and where there has been change that it has been correctly managed and accounted for within the documentation and meets the end users' requirements.

The management and quality control of the project comes through a system of 6 Gateway checks at the end of each lifecycle stage (optioneering, feasibility, preliminary design, detailed design, procurement and construction) and a 4-stage approval process for the developing business case (Concept Development/Commit to Investigate, Project Development/Commit to Invest, Project Delivery/Commit to Spend, and Project Closure/Client Acceptance).

The decision to stop or proceed with the project will be governed and recorded at CIPB. As part of the business case to be submitted for approval it will set out the project organisation chart with toles and responsibilities. Every business case includes by the key documents which provide the evidence to enable an evidence-based decision to be made.

Each project sets the tolerances for the different constraints (i.e. time, cost, benefits, scope, and reputation) within each business case and there is an escalation procedure through the various boards to CIPB to ensure issues are managed at the appropriate level within a timely manner. For projects procured via the MHA PSP and MSF frameworks, the escalation procedure may also be escalated within the escalation process laid out within the Relationship Management Plan.

Risk Management

Please outline key risks to delivery and mitigations including known delivery constraints and blockages

Number	1	Likelihood	S43(2)	Impact	S43
Description	S43(2) [Redacted]				
Mitigation	S43(2) [Redacted]				

Number	2	Likelihood	S43(2)	Impact	S43
Description	S43(2) [Redacted]				
Mitigation	S43(2) [Redacted]				

Number	3	Likelihood	S43(2)	Impact	S43
Description	S43(2) [Redacted]				
Mitigation	S43(2) [Redacted]				

Number	4	Likelihood	S43(2)	Impact	S43(2)
Description	S43(2) [Redacted]				
Mitigation	S43(2) [Redacted]				

Number	5	Likelihood	S43(2)	Impact	S43
Description	S43(2)				
Mitigation	S43(2)				
Number	6	Likelihood	S43(2)	Impact	S43
Description	S43(2)				
Mitigation	S43(2)				

Please outline your approach to managing risk

Risk Management

This section explains Oxfordshire County Council's approach to risk management in general and then details the arrangements for this project in particular.

Oxfordshire County Council's Approach

Oxfordshire County Council is committed to effective risk management and assurance and sees it as an essential tool from a commercial management, compliance, best practice and delivery perspective. It is integral to how OCC services are run and our effective risk and assurance process is a key part of the overall management of performance and delivery of required outcomes.

OCC's values guide working practices. The aim to minimise costs wherever possible means that there should have clarity about OCC's role in services and what the market can offer. By using robust management techniques and focusing on getting best value from relationships quality services can be delivered to customers. This means understanding, at the outset and throughout the decision-making processes, the different types of risks that may face throughout the commissioning cycle. It is key that all decisions during project development are made considering all the likely risks and opportunities.

To ensure risk management is effectively implemented, all Members and Officers understand the approach to risk management and regard it as part of their responsibilities. The management of risk is firmly embedded in officer thinking, behaviours and actions. OCC has a clearly defined overarching strategy for Risk Management which details how risk and assurance management objectives are met by undertaking the following actions:

- Providing and using a robust and systematic framework for identifying, managing and responding to strategic and operational risks in line with external benchmarks of good practice.
- Providing and using a robust and systematic framework for identifying sources of assurance at different levels within and outside the organisation.
- Establishing clear roles, responsibilities and reporting lines for risk management and assurance.
- Demonstrating a commitment to risk management and assurance through the actions and behaviours of the County Council Management Team in their decision making. Risk appetite and the level of risk the council is prepared to accept in different activities and service areas will also be understood.
- Reinforcing the value of risk management by integrating it within the Council's (and partnerships') project management, performance management and procurement processes.
- Establishing effective processes for oversight of the Council's risk exposure and monitoring both internal controls and external influences to understand changes in that exposure.
- Increasing understanding and expertise in risk management through targeted training and sharing of good practice.

Project Specific Approach

The A40 Smart Corridor schemes will be delivered using Project Management Techniques based on PRINCE2: the project will pass through a series of Stage Gateways as it develops. Stage Gateways will be controlled by OCC's Community Infrastructure Portfolio Board. At each gateway the Project will have to demonstrate that, amongst other things, the project risks are understood, mitigations measures are in place and all risks are adequately controlled.

The Project Board has overall responsibility for governance and risk associated with the delivery of the A40 Smart Corridor schemes. The Major Transport Team Principal Sponsor is responsible for managing and overseeing the risk management strategy for this scheme and where appropriate agreeing and undertaking actions to mitigate key risks.

The Project Sponsor is ultimately responsible for controlling risk on the project and mitigating those risks which do not require escalation. With regard to risk, the primary responsibilities of the Project Sponsor will be:

- Ensure that the existing risk registers are maintained and kept up-to-date throughout project development.
- Ensure that all risks are allocated to specific owners, who are appropriately placed and empowered to address the risk.
- Monitoring the risk budget.
- Organising and chairing monthly progress meetings for each of the schemes, at which the management of risk will be a key agenda item.
- Organise and chair quarterly risk reduction meetings.
- Ensure that there is a strategic awareness of the interplay of risks across the schemes.

Throughout the scheme the Project Sponsor will ensure that the project is delivered in line with OCC's Quality Assurance process. This requires rigorous record keeping and project documentation to manage change control and prevent scope creep.

A risk workshop was undertaken for the schemes during the outline design phase. This involved the extended project team including officers from Network Management and Maintenance, the design consultancy's Project Director and other senior engineers to brainstorm risks by category. It is proposed that additional risk workshops, will include external stakeholders, and undertaken during both the preliminary design and detailed design phases.

To complement the risk workshops, a Value Workshop will be held during the detailed design phase to exploit opportunities identified throughout scheme development. It will also identify possible savings to both cost and programme and ensure that all costs contribute to the achievement of benefits that support the Business Case.

A high-level risk register is already in place for each of the schemes. These include all risks that have been identified in scheme development to date, along with recommended mitigations. It is the Project Sponsor's responsibility to ensure that these risk registers are kept up-to-date throughout the project. As risks are identified and added to the registers they will be appointed owners who will ensure that they are fully explored and that mitigation measures are robustly developed and implemented at an appropriate stage. The risk registers will also include an assessment of opportunities and costed mitigation measures as these become more evident through scheme development. This will enable us to determine if the nature of the risk warrants the mitigation expenditure. If the Project Sponsor feels that the risk cannot be adequately controlled by the project team the risk will be escalated to the Project Board. The Project Board will have control of that risk budget which is derived from the Quantified Risk Assessment. The remainder of the contingency budget, i.e. the uncertainty uplift, will be held by OCC's CIPB. This will only be released following strong justification from the Project Board.

It is proposed to engage contractors at an early stage of the projects, so that they can provide construction and buildability advice to the design team throughout scheme development. These contractors will be used to undertake additional investigation work, as required, to gain more information and eliminate the unknowns inherent in the scheme. They will also provide Constructability Assurance which may generate additional opportunities and eliminate currently unknown risks. It is proposed that, once appointed, contractors will attend both the risk and value workshops.

The schemes will ultimately be delivered using an NEC3 Option C contract. Schemes will be let following the Council's robust procurement strategy whereby a sensible balance of risk will be transferred to the contractor allowing the Council to have more confidence in the out-turn price, without incurring excessive contractor risk allowances.

Please attach a copy of your current risk register for the scheme

Filename	Description
S43(2) [REDACTED]	[REDACTED]

Additional information

If you have any further information to support the Management Case for your project, which has not already been captured in the above, please include this here

No attachments

Project Sign Off

Please set out how you have considered your duties under the Equalities Act 2010 (Public Sector Equality Duty) and State Aid risks

OCC will review each project from a state aid perspective. OCC already conducts project specific state aid analysis for multiple Oxfordshire infrastructure projects in its role as accountable body for both the Oxfordshire Growth Deal and the Oxfordshire Local Enterprise Partnership.

This analysis will be based on the European Commission's Notice on the Notion of State Aid (2016/C262/01) and the "Infrastructure Analytical Grid for Roads, Bridges, Tunnels and Inland Waterways" published in November 2017. The Grid includes the basic statement that: "Roads available for free public use are general infrastructure and their public funding does not fall under State aid rules, unless they have been specifically designed to benefit one or more specific users" (Para 2 Grid).

The Grid then goes on to consider examples where this general principle might not apply. These include where the infrastructure works relieve the developer of its legal obligation to contribute to the cost of infrastructure. Particular attention will be given to the interplay between the proposed projects and developers' planning obligations.

The council's duties under the Equalities Act are discharged as part of its internal business case approval process which requires the approval of an EQIA for each scheme as part of its progress to implementation.

Please attach your Section 151 officer sign off for your proposal

Filename	Description
S43(2) [REDACTED]	[REDACTED]

This section is not applicable because this HIF proposal does not directly deliver housing (it delivers a highways scheme only). This document has been uploaded as the portal requires a document to be uploaded in order to submit the proposal. Similarly, £1 entries have been made in the fields above to enable the portal to allow submission.

Section 151 Officer Approval

Oxfordshire County Council

S40(2)

County Hall, New Road

Oxford. OX1 1ND.

S40(2)

@Oxfordshire.gov.uk

Tel: S40(2)

21 March 2019

Dear Housing Infrastructure Fund,

Ref: West Oxfordshire - A40 Smart Corridor (HIF/FF/334)

As Section 151 Finance Officer, I approve the submission of this application.

I am satisfied that the bid meets the requirements set out in the guidance and relevant terms and conditions for the Housing Infrastructure Fund.

I agree to account for funds received.

Yours Faithfully,

S40(2)

S40(2)

S40(2)

Place and Growth

S40(2) – Interim Executive Director Place and Growth



DISTRICT COUNCIL
NORTH OXFORDSHIRE

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Oxford OX1 1ND

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Please ask for: S40(2)

Direct Dial: S40(2)

Email: S40(2)@cherwellandsouthnorthants.gov.uk

Our Ref:

4th January 2019

Dear S40(2)

Request for evidence of local support regarding bids for improved infrastructure for the West Oxfordshire A40 Smart Corridor

Further to your letter of 21st December 2018 and your request for a letter of support for the above bid I can advise that this Council, as one of your partners within the Oxfordshire Housing and Growth Deal, is committed to see sustainable, accelerated housing growth across Oxfordshire. Much of that growth can only come with suitable and timely investment in our existing highway infrastructure, whether that be in terms of increasing capacity or by managing road space in ways that reduce reliance on the private car.

On this basis, (although given the time available we have been unable to undertake any sort of technical assessment ourselves of the wider impacts of the scheme), we do see clear value in and would wish to support this particular bid given its objectives to provide opportunities to increase sustainable travel.

This part of the road network around the north of Oxford is severely constrained and requires a range of measures to facilitate growth, not just in the City, but in West Oxfordshire and Cherwell also. We consider that the HIF proposal will go a substantial way to alleviating that pressure by taking private traffic off the roads and making alternative, more sustainable modes of travel more attractive. As such, we consider the scheme will help to support growth in the area and should be seen as an integral part of a mix of infrastructure projects, some of which are already included in the investment programme being delivered as part of the Growth Deal.

I trust this position, albeit an informal one provided by officers, is sufficient evidence of a key partner's support for this exciting proposal.



If you have any queries please do not hesitate to contact me.

Yours sincerely

S40(2)

S40(2)

S40(2)

Cherwell District Council

Robert Courts MP



HOUSE OF COMMONS

LONDON SW1A 0AA

robert@robertcourts.co.uk

S40(2)

S40(2)

Oxfordshire County Council
County Hall, New Road
Oxford OX1 1ND

Monday, 7th January 2019
Ref: RAC/rd/HIF

RE: Housing Infrastructure Fund

I write to express my full support for Oxfordshire County Council's bid to the Housing Infrastructure Fund.

Congestion on the A40 is the single biggest transport issue facing West Oxfordshire, shackling our businesses and a cause of daily misery to residents. Quite simply, West Oxfordshire will never reach its full potential until the congestion on the road is addressed.

I have met countless local businesses who note that the only thing stopping them from expanding is the congestion on the road. There is also no doubt that West Oxfordshire would be a far more attractive location for new business were the A40 to be resolved.

The current levels of congestion on the road are unsustainable. During school term times the average journey speed on the A40 between Cassington and Wolvercote in peak times is 17 mph, while on the worst days it can be as low as 10 mph. With significant housing growth planned along the A40 corridor in the coming years, including the Oxfordshire Cotswolds Garden Village, there will undoubtedly be a significant increase in demand on the road. Without major upgrades, there is a very real danger that the road between Witney and Oxford could come to a standstill, with untold economic consequences for West Oxfordshire and, indeed, the wider Oxfordshire area.

Quite simply, the future economic growth of West Oxfordshire hinges on resolving the congestion on the A40.

I am therefore encouraged that OCC's HIF bid represents an opportunity to unlock a significant portion of the funding that will be required to make long-term improvements to the road. These include essential widening of the road as well as bus lanes, cycle paths and walking paths – to ensure there is public transport and active travel alternatives along that route.

It is of great importance to our area for the bid to be successful, and I would like to take this opportunity to reiterate my full support for OCC's efforts.

S40(2)

Robert Courts MP

*From the Member of Parliament for the constituency of Witney in West Oxfordshire
including Bampton, Burford, Carterton, Charlbury, Chipping Norton, Eynsham, Witney and Woodstock.*

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S40(2),
OCC
County Hall
New Road
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OX1 1ND

9th January 2019

Dear S40(2)

On behalf of the Board I am writing in support of the HIF bid for the West Oxfordshire A40 Smart Corridor. We have already supported significant investment into the A40 Corridor in recent years which we recognise as a key arterial route connecting communities with employment and quality housing. The proposals align with our Strategic Economic Plan, Science Innovation Audit, Oxfordshire Infrastructure Strategy and emerging Local Industrial Strategy priorities through which we bring together the themes of Productivity, Connectivity and Place-making. This proposal therefore supports our thematic ambitions and, when complete, will have a demonstrable impact on the congestion suffered by communities who live and work in this corridor.

As a dynamic economy, Oxfordshire has demonstrated significant economic growth over the past 10 years, some 3.9% GVA per annum average. This performance is important on a local and National stage, should we not invest in our strategic connectivity there is a very real danger that such positive trajectory will slow or stall. Our future economic prosperity is dependent on our ability to innovate, improve connectivity and support our communities to share in this growing prosperity. The A40 Smart Corridor project is one of those critical investments which builds on the legacy of the last 5 years strategic planning and investment into the counties infrastructure.

Best Wishes

S40(2)

S40(2)
CEO OxLEP

S40(2)
S40(2)

County Hall
New Road
Oxford
OX1 1ND

Dear S40(2)

Housing Infrastructure Fund

We are delighted to offer our support for the application by Oxfordshire County Council to the Housing Infrastructure Fund for A40 Smart Corridor.

There is a pressing need to increase the supply of housing in Oxfordshire. This much needed public transport project and additional highway capacity on congested road network will unlock residential development in areas where new homes are needed most. At the same time, it will help to foster employment growth and economic development in West Oxfordshire, ensuring a strong link between new housing and jobs.

The Oxfordshire Housing and Growth Deal has secured Oxfordshire £215 million in funding, this is the initial down payment of investment to support new infrastructure, housing and jobs within Oxfordshire, however, we very much see it as the first step in our longer-term programme for the county and hope that by delivering successfully on the deal it will open up more opportunities for even more significant investment in the future, the bid for the A40 Smart Corridor into the Housing Infrastructure Fund is one of those opportunities.

The culmination of the Housing and Growth Deal, proposals to the Housing Infrastructure Fund, developer contributions, and other funding sources, is the moment to deliver a step-change in housing delivery in the area – to meet the needs of a growing economy and growing population, for both those born here and those who move to work in our thriving economy.

OXFORDSHIRE

G R O W T H B O A R D

Therefore, we wish to offer full support for this project and its bid to the Housing Infrastructure Fund.

Yours sincerely

S40(2)



S40(2)



Chairman of the Oxfordshire Growth Board

Investing in the A40 Consultation Report

Oxfordshire County Council
Growth and Place
March 2019

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1. Executive summary

This report presents the response to the Improving the A40 consultation, for the detailed design of two phases of proposed schemes on the A40: A40 Science Transit 2 and A40 Smart Corridor. The consultation was held from 30 November 2018 to 6 January 2019. As part of the consultation, exhibitions were held in Eynsham, Witney and Cassington. The information displayed at the exhibition was also presented on OCC's website and the online consultation portal. Respondents were asked to complete a questionnaire concerning their views on the detailed design of the proposals.

Over 540 responses were received from organisations, councillors, community groups and individuals. This includes formal responses as well as completed questionnaires submitted online, by post or at the exhibitions.

The questionnaire asked if respondents were supportive of each of the schemes proposed. The greatest level of support was in favour of some of the schemes from phase 2 (A40 Smart Corridor) namely the A40 Dual Carriageway, B4044 Community Path and A40 Cycle link to the National Cycle Route 5. Phase one schemes were supported by respondents at the rates of 35% (Park and Ride proposal) and 41% (Bus lane Proposal).

The respondents were given the opportunity to explain in their own words their views on the design of the Eynsham Park & Ride and Bus Lane, as well as other comments. These comments are summarised in Appendix A, B, C, D, E, F and G and responses from organisations are included in Appendix H.

All comments received during the consultation will be taken forward into the next stage of scheme development. For the phase 1 - A40 Science Transit Scheme 2 detailed design will commence in early 2019. The scheme requires a planning application to be submitted in spring 2019.

For the schemes included in Phase 2 – A40 Smart Corridor, the council is preparing a business case to Housing Infrastructure Fund, which will be submitted in March 2019. The comments received during this consultation will inform the planning and design phases for the schemes as they are developed. It is likely the schemes will only be further developed if funding is awarded from the Housing Infrastructure Fund.

2. Introduction

2.1 Background

In July 2015, Oxfordshire County Council's Cabinet agreed to a public transport 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. In December 2016 OCC held a public consultation on the topic of public transport improvements for the highway corridor. The feedback from various organisations, the public and the transport industry helped inform the feasibility of the options presented. The scheme moved forward based on this feedback.

During 2017 and 2018 a package of schemes for the A40 strategy was refined, with detailed design plans presented at a December 2018 consultation.

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.

2.2 A40 Strategy

The A40 strategy, including the park and ride and bus lanes scheme, was approved by Cabinet on 24 May 2016 and adopted by Oxfordshire County Council in September 2016 into the Connecting Oxfordshire: Local Transport Plan policy document.

Seven schemes have been proposed as part of the A40 strategy to contribute to the strategy aims. These are in two phases, which seek funding from different sources.

Phase one – A40 Science Transit 2:

- A40 Eynsham Park & Ride proposal;
- A40 Eastbound Bus Lane from Eynsham park and ride to west of Duke's Cut canal and railway bridges proposal; and
- Short sections of A40 westbound bus lane on the approaches to Cassington traffic lights, and Eynsham roundabout.

Phase two – A40 Smart Corridor:

- A40 Dual Carriageway from Witney to Eynsham park and ride;
- Completing the A40 Westbound Bus Lane from west of Duke's Cut canal and railway bridges to Eynsham park and ride;
- Complete the A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges;
- A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path; and

- B4044 Community Path from Eynsham to Botley

As part of the A40 Strategy, we want to:

- Improve travel times and journey reliability between Carterton, Witney and Oxford;
- Reduce carbon emissions and other pollutants associated with travel;
- To stimulate economic growth within Oxford, West Oxfordshire and the Oxfordshire Knowledge Spine (Oxford - Science Vale - Bicester); and
- Encourage safer travel between Carterton, Witney and Oxford.

The A40 strategy 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.

The aims of Phase one A40 Science Transit 2 scheme are to:

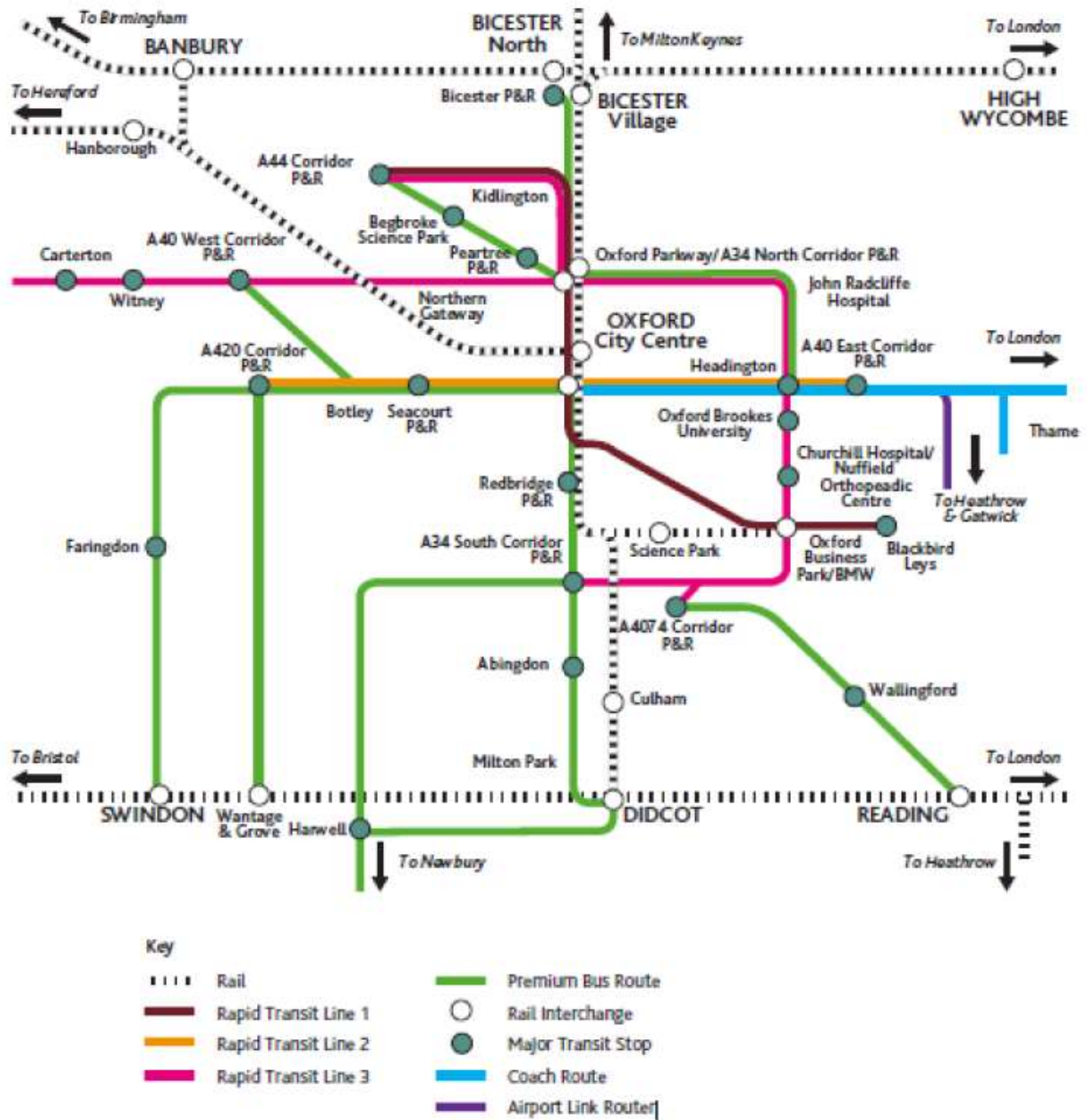
- Provide an attractive and more-sustainable alternative to the car;
- Significantly improve the reliability, frequency and connectivity of public transport services into Oxford;
- Provide a congestion-free route for public transport;
- Encourage modal shift from private car to public transport; and
- Promote cycling and walking as a viable alternative when travelling locally and towards Oxford.

The A40 strategy fits into the Science Transit Strategy, which maps a potential future transit network for Oxfordshire. A40 is located along the proposed "Rapid Transit Line 3", which will directly link West Oxfordshire to the hospitals, university and employment located in East Oxford (see

Figure 1).

The Park & Ride Scheme was also adopted into local planning policy in September 2018 through the West Oxfordshire Local Plan 2011-2031. It forms part of the Oxfordshire Cotswolds Garden Village Strategic Location for Growth (Policy EW1a). This scheme will provide a new Park & Ride facility including new and improved bus stops along the A40 at Eynsham and Cassington.

Figure 1 Potential Science Transit network



2.3 How was the consultation carried out

The consultation ran from Friday 30 November 2018 to Sunday 6 January 2019 and included four public exhibition events, which were held in Eynsham, Cassington and Witney. The information presented at the exhibitions was presented on OCC's website and online consultation portal.

The consultation was advertised through local print and online media and more than 300 A40 frontages/properties were sent a letter inviting them to participate in the consultation. Invitations to these events were also sent by email to stakeholders including local parish councils, the bus companies, local cycling groups and other interest groups.

This report presents an analysis of the responses received. The questionnaire can be found in Attachment 1. The information presented at the exhibitions and on the consultation portal is available in Attachment 2.

3. Who did we hear from?

3.1 Respondents demographic data

We received over 540 responses to the consultation. Many responses were a completed questionnaire sent via post, email, the online consultation portal and at the exhibition events (available in Attachment 1). Additional non-standard responses were made by post and email. A free post mail box was set up so that residents could respond free of charge.

The consultation questionnaire was split into three sections. The first two sections focused on phase one and phase two of the proposed schemes, respectively. The third was an “about you” section which dealt with who was responding. The responses to section three are illustrated below (Q.17-22).

Q17. In what capacity are you responding to this consultation?

455 of the consultation responses included a completed or partially completed questionnaire. Most were from members of the public living in Oxfordshire.

In this question, respondents could select more than one option.

Table 1 Responses to Q17. In what capacity are you responding to this consultation?

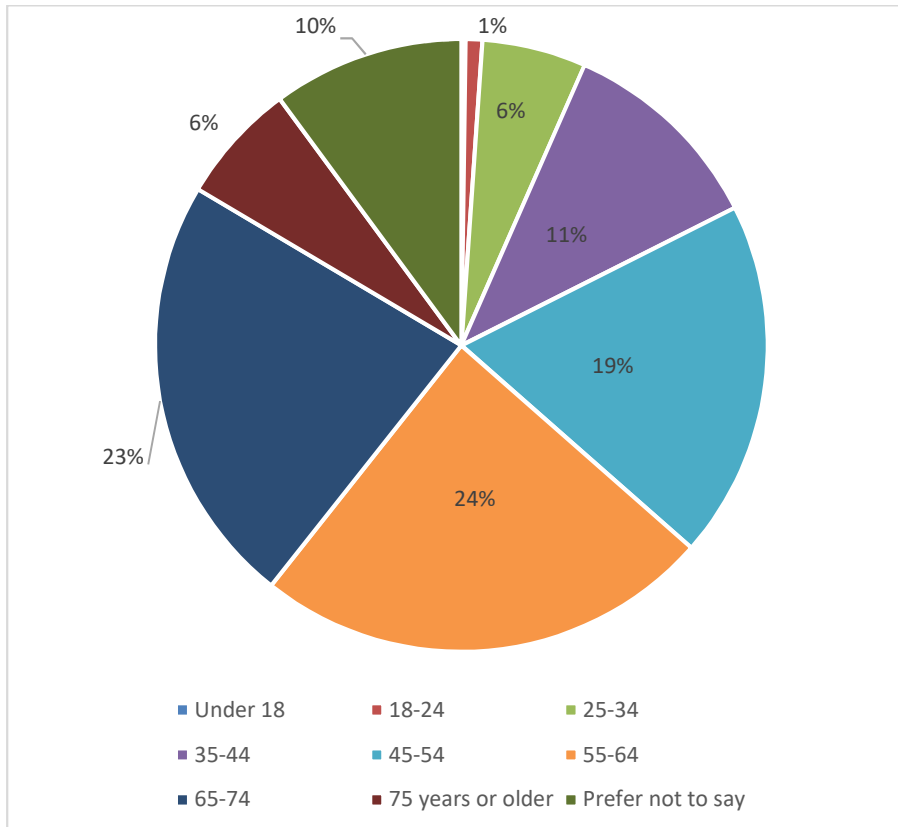
In what capacity are you responding to this consultation?	Number of responses
As a member of the public living in Oxfordshire	433
As a member of the public living outside Oxfordshire	5
As a Councillor	14
As a representative of a group or organisation	20
Total respondents	455

Q19. What is your age?

Table 2 Responses to question Q19. What is your age?

What is your age?	Number of responses	Percentage
Under 18	1	0.22%
18-24	4	0.88%
25-34	25	5.49%
35-44	50	10.99%
45-54	86	18.90%
55-64	110	24.18%
65-74	104	22.86%
75 years or older	29	6.37%
Prefer not to Say	46	10.11%

Figure 2 Responses to question Q19. What is your age?

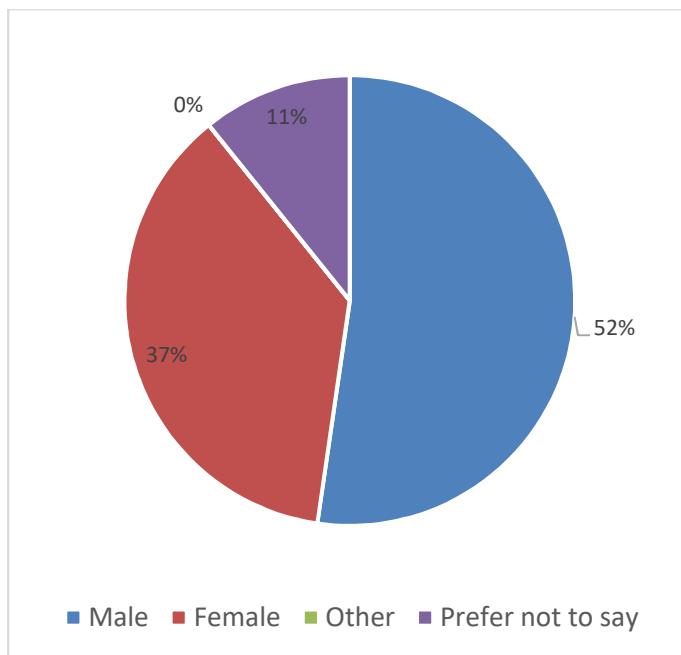


Q20. Please state your gender

Table 3 Response to Q20. Please state your gender

Gender	Number of responses	Percentage
Male	238	52%
Female	168	37%
Other	0	0%
Prefer not to say	49	11%

Figure 3 Response to Q20. Please state your gender

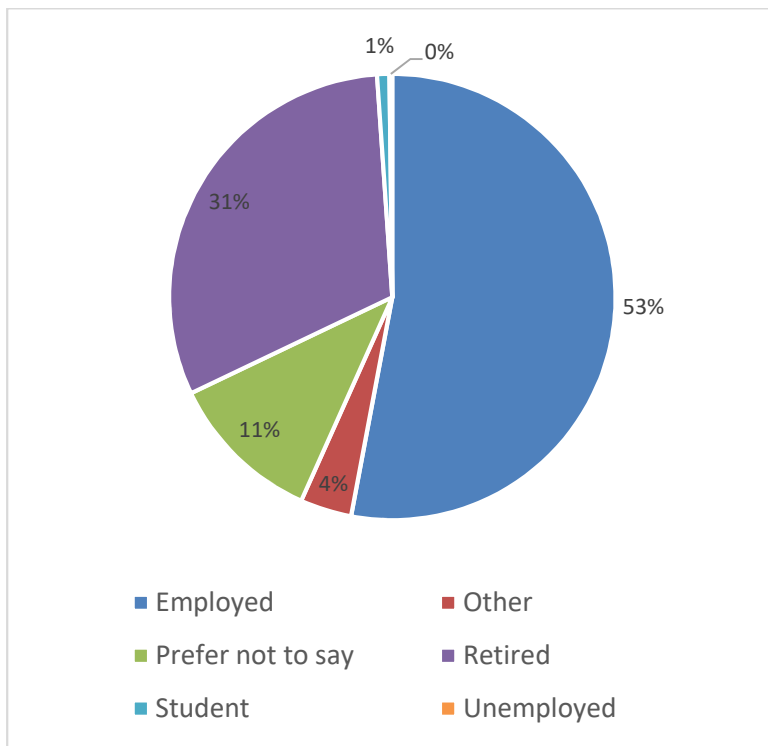


Q21. What is your occupation?

Table 4 Response to Q21. What is your occupation?

What is your occupation	Number of responses	Percentage
Employed	241	53%
Other	17	4%
Prefer not to say	51	11%
Retired	141	31%
Student	4	1%
Unemployed	1	0%

Figure 4 Response to Q21. What is your occupation?

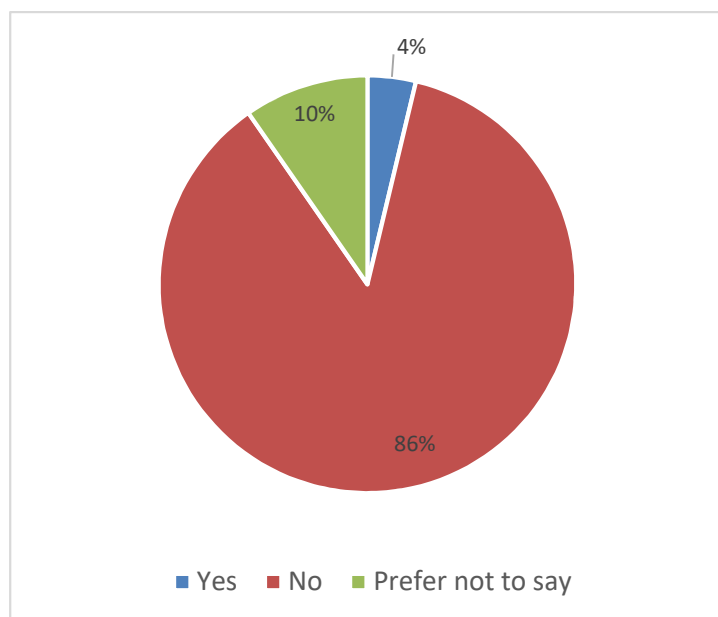


Q22. Would you classify yourself as having a disability?

Table 5 Response to Q22. Would you classify yourself as having a disability?

Would you classify yourself as having a disability	Number of responses	Percentage
Yes	17	3.7%
No	394	86.6%
Prefer not to say	44	9.7%

Figure 5 Response to Q22. Would you classify yourself as having a disability?



3.2 Where do respondents live

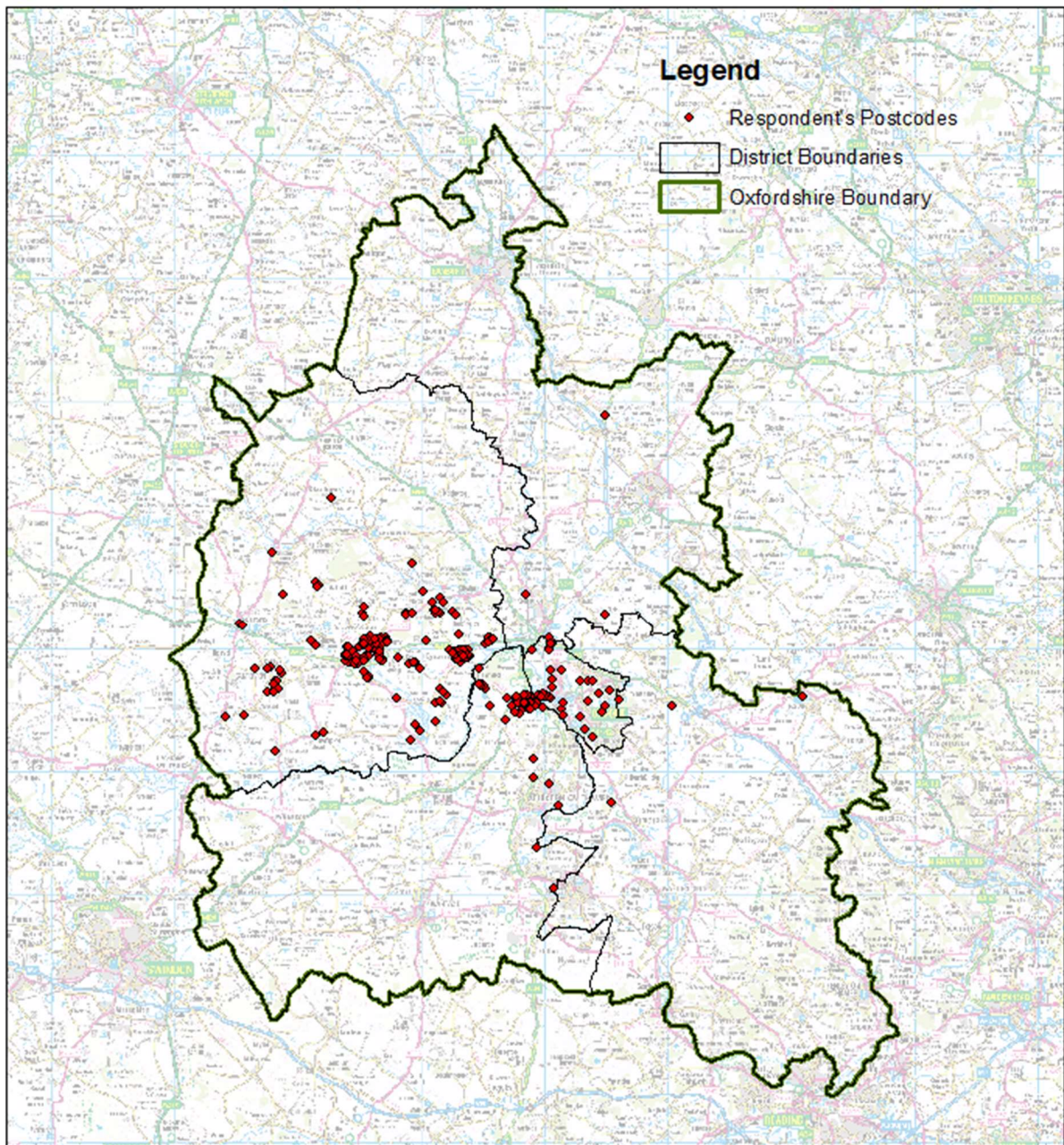
Q18. Please provide your home postcode:

The responses to this question included some postcodes that were incomplete or invalid. There were also some duplicate postcodes, where more than one respondent resides in the same postcode area. Overall, respondents gave a total of 312 valid, unique home postcodes. 309 of these are within Oxfordshire, which are shown mapped below in

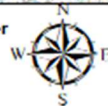
Figure 6 below. Three were three from outside the shire, located at Caersws (Wales), Henley-on-Thames and Horsham. These are not shown in

Figure 6.

Figure 6 Respondent's home postcodes



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1:477,216
Plot Date: 06/03/2019
Oxfordshire County Council

3.3 Conclusion

The consultation responses were more strongly represented by certain sections of the community, with other groups less represented. A significant proportion of respondents were aged 45-74, with younger groups less represented. Employed and retired respondents made up over 80% of responses, with very few from students. However, a broad range of views were represented in the consultation responses, which reflect the different travel needs and preferences of different sections of the community. We believe this supports the desired input needed to help advance detailed design.

3.4 Responses to the concepts presented

Phase one – A40 Science Transit 2:

- A40 Eynsham Park & Ride proposal;
- A40 Eastbound Bus Lane from Eynsham park and ride to west of Duke’s Cut canal and railway bridges proposal; and
- Short sections of A40 westbound bus lane on the approaches to Cassington traffic lights, and Eynsham roundabout.

Phase two – A40 Smart Corridor:

- A40 Dual Carriageway from Witney to Eynsham park and ride;
- Completing the A40 Westbound Bus Lane from west of Duke’s Cut canal and railway bridges to Eynsham park and ride;
- Complete the A40 Eastbound bus lane over the Duke’s Cut and Wolvercote railway bridges;
- A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path; and
- B4044 Community Path from Eynsham to Botley.

Table 6 Response to Q1. and Q6. What best describes your opinion of the proposals?

What best describes your opinion of the proposals?	Like	Do not like	No view
A40 Eynsham Park & Ride proposal	159	212	87
Bus Lane proposal	190	181	87
A40 Dual Carriageway	245	117	96
Completing the A40 Westbound Bus Lane	201	145	112
A40 Eastbound bus lane over the Duke’s Cut and Wolvercote railway bridges	201	132	125
B4044 Community Path from Eynsham to Botley	349	25	84
A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path	324	22	112

Table 7 Response to Q1. and Q6. What best describes your opinion of the proposals?

What best describes your opinion of the proposals?	Like	Do not like	No view
A40 Eynsham Park & Ride proposal	35%	46%	19%
Bus Lane proposal	41%	40%	19%
A40 Dual Carriageway	53%	26%	21%
Completing the A40 Westbound Bus Lane	44%	32%	24%
A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges	44%	29%	27%
B4044 Community Path from Eynsham to Botley	76%	5%	18%
A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path	71%	5%	24%

4. Comments received about the proposed schemes

The respondents were given the opportunity to respond to questions in their own words. Below the main recurring themes emerging for each scheme has been summarised. The full summary of all comments is available in the Appendices.

Table 8 Key themes from comments regarding the proposed A40 Eynsham Park & Ride and bus lane scheme(s).

	Comment Received	Council's Response
1	Need for ample cycle parking.	There will be 100 cycle parking stands initially, with capacity to add further points to meet demand.
2	Need for electric vehicle charging points.	There will be 50 electric vehicle charging points initially, with capacity to add further points to meet demand.
3	Could host transfer from local shuttle buses from villages.	We are working with bus operators to consider the range of bus services that will serve the park and ride.
4	Car parking should be free.	Car parking will be free.
5	Land reserved for expansion.	The council will consider the amount of land to safeguard for future expansion.
6	Buses should go direct to the hospitals.	We are working with bus operators to ensure bus services from the park and ride serve the Oxford Hospitals.
7	People with hospital appointments should be allowed to use their bus passes earlier if they have early appointments.	The statutory hours of operation of concessionary bus passes are set by the Department for Transport at 9.30am to 11pm Monday to Friday. In 2011 responsibility for administering the passes moved from the district councils to the County Council. The Oxfordshire cabinet agreed to extend the hours to 9.00 am to midnight Monday to Friday. This is unlikely to be extended further, particularly as the travel scheme is intended for off-peak travel only.
8	Is there a need for new housing?	Oxfordshire's six councils have agreed the number of new homes to be delivered in the County to 2031 through the Oxfordshire Strategic Housing Market Assessment 2014.
9	The proposed A40 park and ride should be located at Witney.	The proposed park and ride location was determined in the 2016 Oxford Park & Ride Future Strategy Development report (link).

		<p>Locating a P&R facility further west at Witney may lead to a long bus journey time that could be unattractive to potential P&R users and hence there may be an implication on the level of usage. In addition, moving a site any further west may lead to a significant loss of catchment, given the convergence of a number of routes in the Eynsham area. It should also be noted that there is a strong local bus service from the Witney area to meet the needs for travel from Oxford to Witney.</p>
10	<p>The proposed A40 park and ride should be located near Oxford west of the Wolvercote roundabout.</p>	<p>The proposed park and ride location was determined in the 2016 Oxford Park & Ride Future Strategy Development report (link).</p> <p>A land parcel near Wolvercote roundabout was considered as an option for the park and ride. This option is located inside the green belt. It also had significant environmental constraints including flooding and was within the impact risk zone on Sites of Specific Scientific Interest (SSSIs) associated with the Oxford Meadows Special Area of Conservation (SAC).</p>
11	<p>The proposed bus lanes and park and ride won't be enough to improve bus services.</p>	<p>These schemes are planned within the Science Transit Strategy, which outlines a future network of bus priority measures to improve access across the county.</p>
12	<p>Cassington needs an additional A40 eastbound bus stop at Horsemere lane to improve bus stop coverage for the village.</p>	<p>The council will consider adding a further eastbound bus stop at Horsemere Lane, Cassington.</p>
13	<p>A large number of additional buses will be needed to service the park and ride, which will have an impact on A40 traffic.</p>	<p>The proposed increase in bus service frequency will provide capacity for more people to travel along the A40 per hour, than can presently. When the P&R comes into operation, it is forecast to have a peak bus frequency of around 12 – 14 Buses Per Hour (BPH), which is an increase of 5 BPHs over the current peak bus frequency. Detailed traffic modelling is currently being undertaken and is</p>

		expected to show that the impacts can be managed.
14	Scheme should mitigate flooding from increased hardstand, environmental impacts and loss of animal habitat.	The P&R will be required to propose an acceptable drainage solution that is effective in draining away the additional build-up of stormwater from hard surfaces, whilst mitigating all environmental impacts to the required minimum.
15	The shared path should have priority over side roads crossings.	The proposal to enact cyclists and pedestrian priority over motor vehicles on the side roads is currently being investigated; all relevant stakeholders will be informed of the outcome of this investigation.
16	The A40 should be diverted north of the proposed Eynsham Garden Village to reduce the severance between the new and existing Eynsham Village.	This proposal is beyond the remit of the current bus lane and P&R scheme.
17	Would like a covered cycle/shared path from Witney to Oxford to keep the rain off.	The viability of this concept could be looked into subject to securing the necessary future funding.
18	Bus stops should be illuminated at night.	This proposal is being considered within the detailed design stage
19	The bus lanes will not be continuous and does not prioritise bus movements through junctions.	The proposed eastbound bus lane is continuous apart from at junctions, where accommodation with the general traffic is required.

Table 9 Key themes from comments regarding the proposed A40 Dual Carriageway from Witney to Eynsham park and ride

	Comment Received	Council's Response
1	The A40 dual carriageway should be extended from Witney to Wolvercote roundabout at Oxford.	The Council has ruled out a full dual carriageway from Witney to Oxford on environmental grounds due to the Sites of Special Scientific Interest at Cassington and Wolvercote Meadows, and Oxford Meadows Special Area of Conservation.
2	The proposed Barnard's Gate roundabout should be moved to the eastern Barnard Gate access road.	This will be considered further during the design stage.
3	The proposed Barnard's Gate roundabout will encourage traffic from the A40 to rat	This will be considered further during the design stage. For example, the access road from South Leigh to the A40 can be

	run through South Leigh to access the Swinford Toll Bridge.	made exit-only on the proposed roundabout to eliminate this problem.
4	This will improve safety, including at Barnard Gate.	Noted.
5	This will provide better access to the proposed park and ride.	Noted.
6	The new road capacity will encourage more car trips and increase congestion.	The scheme will increase highway capacity and seek to improve journey times for all modes of transport between Witney and Eynsham.
7	Would prefer to see bus lanes added along this alignment instead of a dual carriageway.	The scheme will increase highway capacity and seek to improve journey times for all modes of transport between Witney and Eynsham.
8	Would like the number of junctions and traffic lights along the A40 reduced to improve traffic flows.	The council seeks a balance between ensuring the A40 operate as part of the national primary route network, whilst providing safe local access points.
9	Impacts on trees, hedgerows, wildlife and the rural environment.	The council will undertake a full environmental impact assessment as part of further developing the scheme.

Table 10 Key themes from comments regarding the proposed A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges towards Wolvercote.

	Comment Received	Council's Response
1	This should be built at the same time as the phase 1 bus lane scheme to reduce disruption.	There is a fixed funding source for phase 1 of £36.2m, which is not sufficient to deliver the park and ride, eastbound bus lanes from the park and ride to Duke's Cut and widen the Duke's Cut bridges to accommodate the eastbound bus lane. Funding to widen the Duke's Cut bridges is included in the Housing Infrastructure Fund business case. Notification of the funding award is due in Summer 2019.
2	A single reversible median bus lane could be built instead (Eastbound in the AM/Westbound in the PM).	This has been considered and ruled out in favour of providing bus priority lanes to ensure bus journey time reliability in each direction at all times of day.
3	Would like to see a tram or rail proposal instead.	These options were explored in 2015 and are not being progressed as part of the current A40 Strategy.

4	It fails to provide a long-term solution to existing problems.	The Council seeks to provide infrastructure that increases transport capacity through schemes that meet the funding criteria and are deliverable within the funding periods.
5	Seems like a short-term solution only with the proposed housing in West Oxfordshire.	The transport growth projections include assumptions regarding the planned housing growth in West Oxfordshire up to 2031.
6	Queuing and delays to traffic at existing junctions is not resolved by this scheme.	The scheme aims to improve journey times.
7	Needs to maintain and improve the shared path on the south side of A40.	The existing shared path on the south side is being retained, with widening in sections along the proposed westbound bus lane.
8	The narrowing of traffic lanes and reducing speed limit could have negative impacts on safety.	The design will meet current design and safety standards.
9	Queuing at Wolvercote roundabout is heaviest in the left turn lane (to A44/A34) which this scheme does not address.	This lane is both a left turn and straight-ahead lane for the A40. Queues in this lane also include vehicles and heavy goods vehicles that are continuing along the A40.
10	Would like to see a link road from the A40 at Duke's Cut to the A34/A44.	A link road is proposed from the A40 to the A44.

Table 11 Key themes from comments regarding the proposed B4044 Community Path from Eynsham to Botley.

	Comment Received	Council's Response
1	The scheme needs to improve the safety of crossings at Siemens roundabout (B4449/B4044 roundabout at Eynsham) for people walking and cycling.	The council will consider in the design stage how the proposed path links into onward cycle routes.
2	Lighting along the path is needed for personal security, particularly for the Thames river crossing.	The council will consider the implications of lighting at the design stage.
3	Want to see separation between path users walking and cycling.	The council will consider the implications of segregated path at the design stage.
4	The community path should connect to the A40 via the B4449.	This is not within the current scope of this project and will be looked at as a separate scheme.
5	The community path should better connect walking and cycling network in Botley east of the A420.	The council will consider the implications of this at the design stage. This may not be possible within the scope of this project

		and may be looked at as a separate scheme.
6	Farmoor residents have visibility and safety concerns when driving across the community to enter/exit private driveways.	The council has noted this feedback and will ensure these are addressed at the design stage.
7	The speed limit should be dropped from 40mph to 30mph in Farmoor. This would increase safety for everyone	The council will consider speed limits at the design stage.
8	The proposed new location for the eastbound bus in Farmoor is subject to flooding.	Noted. The design stage will look in more detail at flooding and drainage.

Table 12 Key themes from comments regarding the proposed A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path

	Comment Received	Council's Response
1	This should be constructed as soon as possible.	If HIF funding is allocated for phase 2, we intend to include this scheme with the works for Duke's Cut scheme.
2	This scheme should connect NCN5 to the A40 south side cycle track.	There is an existing access on the south side by stairs. This scheme will create a new access point to improve accessibility.
3	No lighting is included for the link, which will make it difficult to use during hours of darkness.	Noted. The council will consider the implications of lighting at the design stage.
4	There should be a connection between National Cycle Routes 5 and 51.	While a complete A40 link between these routes is not currently proposed, the Duke's cut scheme and proposed Oxford North development will help improve connectivity.
5	Upgrading the NCN5 route (tow path) surface for this section will be essential to be used by commuters.	The council will consider the path surface type at the design stage.
6	Wayfinding signing is needed so that cycle paths as far as Witney from Oxford were apparent.	The council will consider the wayfinding signage at the design stage.
7	The gates are unnecessary and should be removed. These will discourage path users.	The council will consider the gates at the design stage, to better understand why they are retained, and evaluate the safety of these.

5. Consultation responses received from organisations

The consultation drew formal responses from 17 organisations as listed below. The responses can be found in

Appendix H – Summary of consultation responses received from organisations.

Responses were provided from the following organisations:

- Combined response from:
 - CPRE Oxfordshire and;
 - Witney Oxford Transport campaign
- Bike Safe
- British Horse Society
- Bus Users Oxford
- Cyclox
- EPIC
- Eynsham Parish Council
- Eynsham Partnership Academy
- Eynsham Society
- Friends of Eynsham
- Green TEA
- Grosvenor Development Ltd
- Natural England
- Network Rail (Town Planning)
- Oxfordshire Cycling Network
- RAF Brize Norton
- Railfuture Thames Valley
- Witney Oxford Transport Group.

6. Conclusions

The consultation for A40 Science Transit 2 (phase 1) and the A40 Smart Corridor (phase 2) schemes gave the community an opportunity to comment on the detailed design of the seven transport schemes that aim to improve transport on the A40 and for West Oxfordshire.

There were varying levels of support for each scheme, with the dual carriageway from Witney to Oxford and active travel schemes receiving the most positive general response. More than 50% of respondents indicated they liked these schemes. The Eynsham park and ride and A40 bus lanes schemes were less popular, with less than 50% of respondents indicating they liked these schemes.

Some residents recognised the potential for the proposed Eynsham park and ride to become a bus interchange, with the bus lanes enabling more reliable bus services as well as new services connecting new destinations to west Oxfordshire, including the hospitals and employment centres in east Oxford. There was also recognition of the strategic importance of the proposed B4044 community path route as well as improved cycling links proposed in the A40 schemes.

Common concerns for the park and ride and bus lane schemes were around the location and environmental impact of the park and ride, and the impact on A40 traffic flows caused by new junctions in the bus lane schemes. Some residents prefer a dual carriageway to bus lanes between Eynsham and Wolvercote roundabout on the A40. The dual carriageway scheme from Witney to Eynsham raised concerns around induced demand of car trips and congestion, environmental impacts from the increased highway footprint and negative impact on cycling and bus patronage.

7. Next Steps

All comments received during the consultation will be taken forward into the next stage of scheme development. For the phase 1 - A40 Science Transit Scheme 2 detailed design will commence in early 2019. The scheme requires a planning application to be submitted in spring 2019.

For the schemes included in Phase 2 – A40 Smart Corridor, the council is preparing a business case to Housing Infrastructure Fund, which is administered by the Ministry for Housing, Communities and Local Government. The Business case will be submitted in March 2019, and an outcome of the schemes awarded funding in late Summer 2019. The comments received during this consultation will inform the planning and design phases for the schemes as they are developed. It is likely the schemes will only be further developed if funding is awarded from the Housing Infrastructure Fund.

8. Appendices

Appendix A - Summary of comments received to questions 2 and 3 - A40 Eynsham Park & Ride

Question 2: What do you like about the proposed design and layout of the proposed A40 Eynsham Park & Ride?

- I like the idea of direct buses to the hospitals. Preferably without going through the town centre which is very slow. Also allow people with hospital appointments to use their bus passes earlier if they have early appointments.
- The park and ride is a great idea if you are shopping or work in Oxford.
- Encouraging people to use the bus to travel into Oxford is a good idea.
- Good access off the A40.
- It is better than the original proposal as it is now contoured into the landscape and not just a concrete slab.
- Opens opportunity for e-bike docks to cycle into Oxford.
- The walking/cycling access from Cuckoo Lane.
- Reduces car traffic into Oxford and the Wolvercote roundabout. A convenient site for commuters.
- Provides an alternative to existing park and rides. Could free up space at Peartree PnR.
- Access via roundabout should allow better traffic flow than a signalised junction.
- Will help residents of Witney, Eynsham and surrounds to access Oxford.
- The geometry for the bus routing in and out looks as if it will work well.
- The P&R will enable many car trips from across West Oxfordshire and beyond to be intercepted and movements transferred to bus for the remainder of the journey. This should take a significant number of cars off the A40 east of the P&R, reducing congestion, emissions and noise.
- I believe this is a good location for the proposed Park & Ride, having seen and used the benefits from the Thornhill park and ride system.
- The bus is slow going through Witney, so this would allow Witney residents to save time by driving to the park and ride and taking the bus to Oxford.
- New housing occupants will be able to easily use the bus services (which are likely to increase in number of buses on the route if the planned housing takes place) because the housing is planned to be on the bus routes.

- The PnR [Park & Ride] would save time travelling from Witney to Oxford. It is slow through Witney, so I would drive to the park and ride and then get the S1 bus from there to Oxford.
- It provides a great opportunity to create an interchange between modes. I think it is misnamed. It should instead be called the West Oxfordshire Transport Hub, ending the expectation that it is all about "parking". For example, it could host transfer from local shuttle buses from villages, or cyclists, or provide other services such as shopping pickup.
- A new 1000-space Park & Ride especially one with passenger waiting facilities, ample cycle parking, and electric vehicle charging points would be a welcome addition to Eynsham and an economically and environmentally sustainable way of contributing to Oxford's transport strategy and overall growth. I think that electric bicycle charging should be strongly considered too as this would add to the environmental sustainability of the Park & Ride facility and overall to Oxford's transport strategy.
- The location of the site proposed should not discourage residents of Eynsham and Cassington from using local buses for the whole of their journey.
- The Eynsham Park & Ride will help in a small way to mitigate current A40 traffic problems, but this will only be a temporary fix due to the additional 3,200 houses proposed.
- It is good that parking will be free, and there must be a guarantee that it will stay free, as currently many drivers use the main and side streets and car park of Eynsham village as a free park & ride, meaning there are not enough spaces for local residents, and for users of local facilities and businesses.
- It should be planned in such a way that it can easily be extended if required.

Q3. What do you dislike about the proposed design and layout proposed design and layout of the proposed A40 Eynsham Park & Ride site, please tell us why?

General

- This is a politically motivated "Vanity Project" promoted by the Conservative County Council to demonstrate that they "are being seen to be doing something".
- There needs to be a holistic approach to traffic in the County - incorporating employment and housing - taking account of the intended increase in housing and the expressway too. You also need to be asking Oxford the question about need for housing. There are plenty of potential sites for building flats in Oxford itself. Thus, there would be a need only to address the route of the A40 and not issues relating to housing development in West Oxon.

- In addition, the Council need to be asking Government why there is to be hugely increased housing in the south-east of England, when it would be much more sensible to take jobs and housing etc further north.
- It should not be built until there has been more thought put into the strategy for the actual road infrastructure in the west and north of the county - now and in the near future - why does the A40, a major road, run through a residential area, when the majority of its traffic is going to the A34 and M40 north or to M40 east to London? Look at the traffic queuing at the Woodstock Road roundabout - the right-hand lane is empty.
- Developers are using the new Downs Road roundabout and quick access to the A40 as a key selling point! Planning permission for all new housing developments should never have been granted without public transport contributions from developers, and proper overall planning of improved access to good public transport. What a wasted opportunity.

Swinford Toll bridge

- The southern route is not used to Oxford across the toll bridge for one obvious reason. It has a toll and associated with it that backs the traffic up. GET RID OF THE TOLL and sign post east Oxford at roundabout diverting 20% of traffic to that route. I suspect it would make a massive difference to traffic load on A40 particularly in the morning. Cost of purchasing bridge likely to be far less than 2 million.

Eynsham traffic lights and pedestrian crossings

- Proposed 3 sets of crossings with traffic lights between the P&R and Eynsham. Ever since one set of traffic lights was installed at Witney and Eynsham on A40 it has caused huge additional congestion (often 2-mile queues in each direction on A40 and not only at rush hours) just so that a relatively few buses and other vehicles could join or leave the A40 there.
- A report in the Witney Gazette about the traffic lights at Witney Road, Eynsham dated 2009 states: "Daniel Round, from Oxfordshire County Council's transport team said: 'We are aware of concerns raised about this set of traffic lights, and are planning to carry out some follow-up surveys to review the impact of the lights on traffic flows in the area.'" did this ever happen?
- Suggestion to cut delays at existing signalised junction at Witney Rd, Eynsham, put a "no right turn" for vehicles turning INTO Eynsham from the A40 eastbound and requiring vehicles to go up the Eynsham roundabout to turn. For the relatively few vehicles trying to turn right OUT of Eynsham towards Oxford, it might be necessary to have lights, but this would cut by at least 50% the length of time lights need to be on Red for A40 traffic.
- Three new sets of lights on this stretch will be a nightmare. Currently Eastbound traffic has a long wait at the roundabout before Eynsham but tends to be backed

up to the next lights at Witney Road. A count down system for the lights so that people start and stop promptly. Reducing heaving vehicles at busy times would also help they tend to leave large gaps between vehicles, and go slowly so they do not have to stop.

Cycling infrastructure

- Generally, I'm concerned that the improvements of the cycling infrastructure (although laudable) are not providing an integrated, linked-up, continuous package, but rather a set of unconnected elements, some of which clearly "afterthoughts" in road layout. Since there is a mode shift required to get people out of their cars, into buses and onto bicycles, the focus of any new infrastructure project should be to maximise the ease with which people take bus/cycle. The ease of cycling is largely dependent on how well any paths/crossings/etc are connected into the journey. It is very frustrating (and discouraging) if you must wait for a very long time (no traffic lights to control flow of cars) to get past a particular turn or roundabout. If OCC is serious about improving the current traffic situation and realising a mode shift in traffic users, this should be made clear in these plans.
- At the moment the cycle routes just end without any good provisions to connect to other cycle infrastructure. This is also clear from the design of the existing cycle path from Witney and how this is not integrated in a cyclist-friendly way at the proposed Eynsham P&R. Cyclist will have to stop and wait for very long times for cars. But the whole idea is to improve the infrastructure for cyclists and buses and get more people out of their cars. So, you should give cyclists and buses right of way over cars at these kind of junctions.
- Is there an opportunity to have a cycle path going towards Freeland from the Park and Ride? This would improve cycle safety and promote more use of cyclists.
- The scheme should provide secure covered cycle storage.
- There is no provision for a cycle crossing at the proposed roundabout near Barnard Gate.
- Not fully clear how much cycle parking and e-bike charging is possible. We hope that these can both be expanded as demand warrants.
- At this distance from Oxford (and with a 3m segregated cycleway) significant efforts should be made to encourage and incentivise 'Park and Cycle'. This integrated active travel multi-model journey option has been well received at existing Park and Ride sites. Secure, covered, lit, high specification cycle racks (e.g. dual tier hangers) would facilitate and encourage uptake.
- Would like to see provision for hire of electric ('e') bikes from the PnR. These vehicles are ideally suited for the journey to Oxford from this site. All efforts should be made to identify suitable e-bike providers, who are willing to work with OCC within a contractual arrangement.

Bus services

- Concerned that the A40 bus stops will draw patronage away from the S1 service to S2, to the detriment of the service.
- It will not help resolve the lack of direct public transport from West Oxfordshire to many parts of Oxford.

Congestion

- It will suck in extra traffic to the Eynsham area.
- This fundamentally fails to deal with the traffic congestion along the A40. As a major link road across the country the traffic volume is not only going to Oxford but bypassing Oxford and the road infrastructure needs to reflect this.
- Not only do bus lanes not work, they are not reflective of how people commute and this scheme will greatly reduce the quality of life for the vast majority of commuters - more time in traffic, less time with family, more pollution from vehicles sat in traffic and at traffic lights let alone the impact on mental health for the poor people should they be subjected to such a scheme.
- On average a family has two cars to a household, within just in my area they are build 3 new housing estates in Carterton, Curbridge and Witney (never mind other building in west Oxfordshire) that most likely over 6000 new homes ... that's 12000 more cars on the roads!!!!
- A park and ride will increase traffic to Eynsham - turn it into a transport hub. People will drive to Eynsham to catch a bus. It may improve traffic on A40 to Oxford but it will increase traffic and congestion in and around Eynsham.
- Cannot see how the Eynsham Park & Ride proposal will help A40 congestion without measures to reduce congestion first - especially as the proposed park & ride seems to be west of the possible site of the 'Garden Village' and west of the westerly expansion of Eynsham itself. Also, the new bus lane ends at Dukes Cut thereby not resolving the 'bottle neck' problems.
- Would the park and ride exit have traffic lights to stagger car traffic? In peak, a bus loads worth of car traffic leaving the park and ride at the same time could jam up the roundabout.

Location of Park and Ride Site

- It's the wrong place for a park and ride! Personally, when driving to Oxford centre the worst part is getting to Eynsham once there it's not too bad getting into Oxford. Most people then go over the toll bridge and drive in from there. Botley road is not as bad as it was so I would still rather drive into Oxford. To make it more appealing to go on public transport having a park and ride in Witney would make much more sense but a bus isn't the answer it's not a nice way to travel. I

was recently in Nottingham they have a great tram system there, trams are so much nicer to be on than buses much smoother and safer way to travel. You buy the ticket at the tram station and just get on no waiting for driver to take money. Putting a tram line to and from Oxford would be more expensive and complex of course but why waste all that money on a scheme that won't work.

- It's in the wrong place! It should be further west, possibly at Witney. If it is intended to serve commuters to Oxford from Witney and Carterton it makes no sense to site it half-way along their journey. A site closer to where the commute starts would reduce traffic along the Witney to Eynsham A40 route too. A pay park & ride would also exacerbate the existing problem in Eynsham of commuters parking for nothing in village streets and taking the S1 to Oxford.
- The park and ride should be at the Shores Green junction to take people off the A40 and stop the bottleneck at the end of the dual carriageway. This would save additional dualling of the carriageway.
- The proposed roundabout is in the wrong place. It should be positioned further east (approx 400 metres) so that Cuckoo Lane can feed into it from the north and a new spur off to the south can link into the proposed 1000 home development planned there. That spur and the road could be funded by a S106 contribution from the developer. So far as the north spur is concerned, being Cuckoo Lane, that could eventually be used as a feed onto the A40 from the proposed Eynsham Garden Village development of approx 2200 new homes. Again, any works required to improve or upgrade Cuckoo Lane could be funded via a S106 contribution. I would also recommend removing the traffic lights on the A40 at Eynsham and capping that road off. The proposed south spur off the new roundabout could be used as a means to access the A40 from within Eynsham. This would also divert traffic away from the school which has to be beneficial.

Parking

- Insufficient parking spaces. Daily traffic in region of 29,000 vehicles on A40 so this will make little impact. Expect daily traffic flow to increase with extra housing in Carterton and Witney and improved dual-carriageway A40 west of Eynsham. Also note that there is no mention of proposed "Cotswold Garden Village" and Eynsham West development anywhere on the proposal. These developments are bound to have a major impact on the road patterns in the area, and a large increase in traffic flow both on the A40 and roads in the adjacent area. This does not appear to have been taken into account in any way, even though it is bound to have a major impact on the road planning in the area!
- I expect that many people would continue to use Eynsham streets as a free car park. To avoid this and encourage people to park in the Park & Ride, I would strongly recommend that the car park be free of charge. This would also encourage people to get on the bus in Eynsham rather than drive along the A40, park at the Pear Tree Park & Ride, then pay a cheaper bus fare to get into

Oxford. People will always pick the cheaper option, so this must be the cheaper option.

- The plan for only 1,000 parking places will make a near insignificant difference to the current "23,000 to 32,000 vehicles" that use the road daily at the moment, let alone the extra vehicles that will be generated once the extra housing at Witney, the proposed expansions at Eynsham and Garden Village are built. The roundabout to access it will add an extra pinch point on the already congested road.

Alternate public transport options

- I think it could be usefully linked to the train line with a junction somewhere near Hanborough - it would be good to have an easier way to catch the train from West Oxon as Hanborough station is not the easiest to get to, especially if you don't drive there.
- Rather than a bus from the Park and Ride I think there should be a light railway or tram link.
- Reopen the old rail track not as a railway (that is far too expensive) but as a road for driverless electric mini-buses that transport on a regular basis from Witney to Oxford. This would cost less than 1 million per mile and it is not 125 miles (125 million) from Witney to Oxford, because the driverless technology can go on roads it can stop in down town Witney, Witney park and ride, Eynsham... and travel down a route independent from the A40. As they are electric (no pollution) and can travel down concrete tracks for both wheels does not need to be road width. Where there is only space for one bus wide that can be easily accommodated, and driverless technology means no risk of accident. When buses get into Oxford they can drive themselves into town, JR and other common locations or connect to a new bus hub at the pear tree park and ride. Minibuses can recharge themselves at stopping points using overhead recharging. Be innovative, think different and remember technology has moved on massively since the 1980s in which the design captures. As planned at best it will only make traffic worse and at worst just provide a site for cars to be vandalised. The guided bus lane from Cambridge to St Ives along the Old railway line which works extremely well.

Cost

- Based upon OCC's own statements on the P&R Consultation website, boarding the bus at Eynsham P&R will result in saving 9 minutes journey time to the centre of Oxford. The cost of providing 1000 car drivers (plus any passengers) with a 9 minute saving each is set at £37 million in total. (funding from OCC, LEP, DfT if granted).
- The P&R cannot be expanded from 1000 cars as it is surrounded by housing (OCGV).

- Pointless exercise in spending Government and Council Tax payers' funds.

Access

- I live in Freeland and would be very keen to use the Park and Ride, but it is already extremely difficult and sometimes dangerous to turn right onto the A40 from Cuckoo Lane. It seems from the proposed plans that this would be necessary to enter the Park and Ride from Cuckoo Lane. I would suggest a junction with lights at the end of Cuckoo Lane to help with this. You are already proposing a controlled crossing just eastern of the junction on the A40, so could the junction also be controlled by traffic lights to help traffic exiting Cuckoo Lane? Alternatively, could there be an entrance to the P and R directly off Cuckoo Lane?
- The end of Cuckoo Lane should be re-routed to run through the car park and emerge onto the A40 at the new roundabout. This would reduce traffic trying to cross and emerge onto the main road at an uncontrolled junction, reduce the potential for accidents/near misses, and make life far easier for anyone using the junction.
- It would seem like a missed opportunity to not bring in the current Cuckoo Lane junction of the A40 into the proposed P&R access roundabout. This would alleviate the dangers of this junction / slip road and would reduce the number of obstructions / junctions to the cycle path.
- No direct access from Cuckoo lane. People from North Leigh, Freeland etc (currently poorly served by public transport) would have to turn right across A40 to access park and ride which means they are unlikely to do so.
- Park and Rise seems to go along side of Cuckoo Lane so additional access road could easily be provided.
- There is only one roundabout shown for the P&R with NO access to the West Eynsham SDA from this. Surely if there is no access to the A40 for the 1000 houses in the West then access for the A40 must be through Eynsham: Not a satisfactory or well-thought-through plan at all.
- Doesn't adequately address right turn out of Cuckoo Lane. Turning right (eastbound) from Freeland via Cuckoo Lane is currently very difficult, I do it at least once a week and it is a nightmare. I currently turn right and then do a u turn using the entrance to the restaurant The Evenlode. It can take two changes of the lights for Eynsham to complete this manoeuvre, one to cross the east bound traffic and one to turn into the traffic. If there is traffic coming out the The Evenlode it can make this very difficult. Turning West from The Evenlode is equally difficult. An alternative route through the proposed park and ride would improve this. Traffic from The Evenlode could turn East then then go round the roundabout for the park and ride.

Environment

- I would like to be reassured that it won't increase flooding risk in what is a low-lying water meadow area.
- Concerns over the proposed park and ride location opposite the Woodland Trust's Eynsham Wood, particularly given that it is to be open 24/7.
- We are also disappointed that this proposal is being brought forward in advance of completion of West Oxfordshire District Council's Area Action Plan (AAP) for the Oxfordshire Cotswolds Garden Village, which will provide a much better opportunity for the car park to be sustainably integrated into the wider Garden Village design and associated transport infrastructure. Consequently, it is difficult at this point to fully assess the financial and management implications of the Park & Ride proposal on Eynsham Wood, particularly in conjunction with the wider Garden Village design. Eynsham Wood is 5.4 ha/13.4 acre site planted up as a community millennium wood in 2000. The western boundary of Eynsham Wood abuts the eastern verge of Cuckoo Lane, directly opposite the car park site. A public bridleway runs north eastwards through Eynsham Wood from Cuckoo Lane. Our specific comments are as set out below:
 - We are concerned about disturbance by noise, lighting (i.e. vehicle lights), vibration, dust, and other activities from the development during both construction and operational phases. This would materially affect both the biodiversity of Eynsham Wood and the local community's enjoyment of it.
 - We are pleased to see the current car park site plan indicate what appears to be landscaping trees and vegetation in its south east corner opposite Eynsham Wood. However, we would like to see an enlarged native woodland buffer of at least 15m depth along the whole of the eastern boundary of the car park against Cuckoo Lane.
 - There should be no visitor access or signage to Eynsham Wood from the Park & Ride site through the car park's eastern Cuckoo Lane boundary. This boundary should therefore constitute the 15m native woodland buffer as above backed up by a secure wire mesh fence along Cuckoo Lane.
 - If, however, there is to be no 'hard' boundary along Cuckoo Lane, the Woodland Trust will require appropriate financial contribution to the ongoing site maintenance costs of Eynsham Wood attributable to increased visitor usage from car park customers.
 - We are concerned about adverse hydrological impacts that may occur as a result of the extensive hard-standing of the proposed car park surface, resulting in possible changes to ground water and surface water quantities and qualities, and potentially resulting in the introduction of harmful pollutants/contaminants from surface water run-off. This proposal should be subject to a hydrological report with appropriate sustainable drainage provision incorporated, so that it does not adversely affect Eynsham Wood.
 - We are concerned about development providing a source of non-native plants and aiding their colonisation in Eynsham Wood (and semi-natural

habitats beyond), which is currently planted with native species only. Control of non-native species within the car park landscaping should form part of a Site Management plan. Such a plan should also specify planting of native species (UK sourced and grown) only.

- We are concerned about the wider habitat and landscape loss on the car park site itself, particularly of existing trees and hedgerows. In particular the car park should comply with Policy EH3: Biodiversity and geodiversity of the West Oxfordshire Local Plan 2031 (adopted September 2018), which states that: "*The biodiversity of West Oxfordshire shall be protected and enhanced to achieve an overall net gain in biodiversity and minimise impacts on geodiversity, including by.... taking all opportunities to enhance the biodiversity of the site or the locality, especially where this will help deliver networks of biodiversity and green infrastructure and UK priority habitats and species targets and meet the aims of CTAs*".
 - Other direct concerns relating to the car park area itself are the increased light pollution from vehicle lights, the effect on local air quality from increased vehicle emissions, soil compaction of the root systems of trees on the edge of hard surfacing, and public liability issues that can occur whenever trees are present in car parks. In particular soil compaction and public liability issues can detract from the car park managers' ability to retain the trees over the long term as the realities of site management become apparent and soft landscaping matures. Careful design is therefore required to avoid this scenario in a Management Plan.
- It will destroy a significant area of countryside
 - Large numbers of trees and hedgerow plants will be destroyed
 - Where is the environmental mitigation for loss of habitat for farmland birds, brown hares, birds of prey and pollinators?
 - Hard surfaces will add to flood risk of those downstream of the Chilbrook and ultimately the Thames.
 - Inadequate provision of charging points for electric vehicles. Trends in e-vehicle uptake have exceeded initial projections. Discussions should be held with electric charger providers and consideration given to an application for the Air Quality Fund for point provision.
 - Vegetation planting should be used to mitigate air quality impacts

Appendix B - Summary of comments received to questions 4 and 5 - A40 Bus Lane Proposals

Question 4: What do you like about the proposed design and layout of the A40 Bus Lane including comments on the road junctions, the foot/cycleway on the northern side, path on the southern side, pedestrian and equestrian crossings, please tell us why?

Active transport

- Good to see a 3m shared footpath/cycle path on northern side. Will be important to keep path on southern side useable for both pedestrians and cyclists though to allow access to destinations on the southern side of the A40 and to cope with temporary closures to the northern side.
- It is excellent, as a cyclist the proposed cycle-way will be smoother and easier to use than the existing useful but worn track.
- Public rights of way have been considered.
- I like the proposed pedestrian and equestrian crossing as this would improve safety and encourage use.
- I think it's important to give people the opportunity to walk or cycle safely along the route.
- The new proposal for a cycle/footbridge at Cassington Halt bridge is a definite improvement.
- The existing cycle lanes have been kept but they will have increased use if the cyclist is confident of their priority at junctions and crossings assisted by clear markings.
- I would like a cycle path put in along Cuckoo Lane so Long Hanborough and Freeland residents can safely join this cycleway, or get the bus from the P&R.
- Could there also be some secure, sheltered bike racks near some bus stops (e.g. near the exit from Cassington Lane onto the A40.) Many people would need to start their journey to these buses from areas in Eynsham village some distance away from the A40.
- The cycle/footway should be uninterrupted so cars joining from the north must always give way at a raised elephant foot crossing. Getting to Oxford by bike is currently already faster from Witney than by bus, stifling joining traffic from the north will also incentivise drivers to just use park and ride.
- Signalled junctions are provided at crossings which are important for cyclists and pedestrians (need to consider light phasing)
- Horsemere Lane is closed to motor traffic and proposed to become Bridleway status (2-way cycling and walking) which would be a very significant change.

- I like that there is a strip of grass between the cycleway and the road; where this isn't the case (like just before the Wolvercote Roundabout, south side A40) the path ends up with bits of glass and stones. Having a strip of grass really helps trap all the rubbish and glass that is thrown up from the road, especially when it is wet.
- South side path ('footway') has been retained in its current format and actually widened in a few places (e.g. where there are new bus stops)
- New North side path is 3m almost the entire length in accordance with the Oxfordshire Cycling Design Standards.
- Good that the southern side cycle path is being maintained. Means cycle users from Eynsham to Oxford do not have to cross A40 twice.
- The footways and cycleways are generally proposed to a good standard which will lead to an increase in cycling and a reduction in car use.
- Encouraging cycling is good. One of the main reasons people are put off is that the paths in the summer get overgrown and if you get a puncture you are stuck as buses won't let you on.
- Would like a covered cycle path from West Oxon to Oxford. This doesn't need to be fully enclosed – just enough to keep the rain off. This would enable year-round cycling and reduce motor vehicles on the A40.
- Cycle path is separated from road by bus lane and verge, therefore glare should be less of a problem for westbound journeys after dark.
- Good to have good provision for cyclists and pedestrians - however there aren't that many people that travel along the A40 in this way regularly, it's too far for anybody except the truly dedicated! I've cycled it 3 or 4 times from Witney to go to the John Radcliffe but driven the A40 thousands of times.
- The cycle lanes being maintained will be useful for those who cycle to work.

Land ownership and access

- Sheet 4 – We would like to stress the importance of continuous access under halt bridge to the Farm and its tenants listed in this form.
- Sheet 4 - We would like to stress the importance of continuous access via this junction to the Farm and its tenants listed in this form. It is also important that the junction is not changed in a way to increase the likelihood of an accident when modified.

Bus lanes

- These seem well planned within the parameters set.
- Would like to see a continuous bus lane with electric buses.

- Improved travel times.
- Less traffic.
- Most of the existing A40 has very wide verges and I accept this does make the bus lane a feasible option.
- Giving at least some priority to buses is a good thing if it increases the use of public transport. The current cycle/foot paths are very poor as are the pedestrian crossings, so this is a good improvement.
- I used to live in Cassington as a non-driver and used the buses a lot (as far as that was possible with a service that didn't run after 6pm). I think the bus lane would encourage a better service along the A40, which would be beneficial for Cassington, especially for people who can't or choose not to drive.
- The current bus stop is 20-25 minutes from central Eynsham, so a bus stop situated closer for villagers to use would be a huge plus. Otherwise people from Eynsham will drive to the park and ride rather than walk to a bus stop.
- An alternative bus route for when the Toll Bridge or Botley road in Oxford is at stand still.
- Improving bus access into Oxford from Eynsham/Witney is a good idea.
- I presume that all traffic signal junctions will give priority to buses.
- It seems the best use of the land available.
- The extra bus stops at Eynsham and light controlled crossings.
- This will enable operators to provide shorter journey times and increased service frequencies for the same operational cost.
- Bus lanes have been much-needed on this road for a long time, so anything that will improve the situation for commuters working in Oxford is very welcome.
- I like the idea that a high priority has been given to bus, pedestrian, cycle and equestrian provision.
- Opportunity to cut the 70mph speed limit to 50mph and lowering existing 50mph areas to 40mph.
- It will stay within the road boundary.
- Good as far as it goes but to affect a mass change from cars to bus there will need to be two continuous bus lanes, with priority at pinch points, eastbound and westbound between Witney and Wolvercote roundabout. The same applies to foot cycleways which must be on north and south sides of the A40.
- Widening the road for a bus lane is good news because if a dual carriageway is the most likely option in the future, then the road has already been widened in anticipation of this.

- Four miles of eastbound bus lane will significantly increase the speed and reliability of bus routes S2 and S7 and coach route 853.
- It may make it feasible to create a bus service from West Oxfordshire to Oxford Parkway rail station.
- It does nothing to encourage more car use.
- Side road junctions have been improved e.g. Cuckoo Lane
- More buses serving Cassington, particularly in the evenings and on Sundays which are not currently catered for.

Question 5: What do you dislike about the proposed design and layout of the A40 Bus Lane including comments on the road junctions, the foot/cycleway on the northern side, path on the southern side, pedestrian and equestrian crossings, please tell us why?

General comments

- I use the A40 daily. My commute in the early hours takes me 8 minutes from Cogges in Witney to the BMW garage on the A40. The same journey home takes me over 40 minutes. And no, I cannot use a bus or cycle. I'm self-employed as such I can be working in Banbury, Didcot, London, Bicester etc. Start times from 3am onwards.
- Please stop this ridiculous scheme of yours and get those who use the A40 daily to give you the best plan. Those that are retired and want the world to remain stuck in the past should not be the voice in this very real and serious matter.
- OCC should negotiate with government and try and change policy which would allow for greater guaranteed expenditure for a more long-term fix. This would save funds in the long term and win hearts and minds - OCC could become known for improving the way funding happens in our government, saving the country billions.
- I dislike the way that OCC has considered this work. It needs to determine 'the best plan' for the region and then submit grant applications to Government rather than 'seeing what you can do with a maximum grant available.' Private investment as well as Government money needs to be sought for a new transport system that will meet the needs of West Oxfordshire's growing population now and for many years to come.
- The southern side urgently needs developing in the same way as the north. It's as important to leave oxford as to travel in without sitting in endless queues.
- Lack of joined up thinking! How are you going to deliver a sustainable public transport service to the diverse destinations of eastbound traffic in the mornings and vice versa in the evenings? – without a proper, costed plan and commitment from service providers, it is nonsensical to go ahead with either the PnR or the bus lanes (carts before horses etc).

- Your current proposal, if successful, will help with the situation as it is now, but by the time it is all built, the volume of cars on the road will be so much greater that it will be overwhelmed immediately. Ultimately you will need to make the whole stretch a dual carriageway even if the Park and ride is a success. We all told you this last consultation, but you have ignored us. I know it's difficult and expensive, but you will need to do it in the future anyway, which will involve digging up everything you have built with this scheme yet again, so why not just face up to it now, and get ahead.

Future development impacts/coordination

- If they build 6th form science classrooms on the other side of the A40 as they have said might happen that is a lot of children crossing the road. All slowing the traffic down.
- The A40 should be diverted north of the Garden Village site as outlined in Eynsham's Neighbourhood Plan. To expect future Garden Village residents to regularly cross the A40 is quite ridiculous and unsafe.
- It doesn't appear to be part of a well-thought through plan, including the Garden Village implications.
- How many people actually work or travel to Oxford. A lot I am sure, but I bet there is at least double that number going elsewhere via Oxford. What is the projected increase in employment in Oxford? Around Oxford jobs will be increasing fast. How will a bus lane help them?

Environmental/economic impacts

- It does not have a serious environmental impact but an economic one.
- The destruction of many hundreds of mature roadside trees and hedgerow plants will be devastating to wildlife.
- Concerned about impacts to the Oxford Meadows Special Area of Conservation (SAC) such as Yarnton and Oxey Meads both during and after construction. Even without encroachment, increased traffic will further increase deposition of Nitrogen and particulates on the Meads. Will Nitrogen deposition be monitored as an ongoing activity during and after construction? Can the bus companies be required to use electric buses rather than diesel or hybrid?
- Concerned about health impacts on nearby residents from removal of vegetative screening on the North side of the A40. The existing screening reduces exposure to particulate and fume pollution.

Traffic volumes/congestion

- At Eynsham, make the right turn off A40 into Witney Road, and the left turn out of Witney Road onto A40 bus-only/priority vehicle only. This will divert traffic to the

B4449 and Eynsham roundabout but will remove much delay for through traffic on the A40 at this signalised junction.

- Much of the congestion is caused by parents dropping off children at (private) schools.
- New tarmac would be the only good outcome as the scheme fundamentally fails to address the volume of traffic using the A40.
- This scheme will not entice road users to alternative modes of transport.
- The bus lane and park and ride will help with some additional traffic but not even come close to solving the existing traffic problem.
- Commercial vehicles, vans and lorries have not been considered in the design.
- Many commuters take rat-run alternative routes to avoid the A40 congestion (including via Bletchington, Islip, Eynsham toll bridge Cassington/A44). This makes the rest of Oxfordshire unpleasant for residents.
- To improve flows, put in average speed cameras and smart road control. In the morning slow traffic to 30 and keep it moving. Stop it backing up.
- A lot of the problems are induced by stupid BMW and Audi drivers with a dash of white van drivers. When it backs up you can usually point a finger at an idiot driver. Buses only act as red rag to a bull with these drivers. Likely to lead to more accidents and block the road. Exactly where are the buses going to go past the frequent road accidents.

Proposed eastbound bus lane

General comments

- I don't think it would encourage people out of cars, especially on cold, wet days.
- The A40 is the main transport corridor for West Oxfordshire and it is being treated as an urban road. It should be upgraded to be a trunk route not narrowed to provide room for a bus lane.
- The bus lanes take up space, leaving the other vehicles two lanes with less road width than currently and no barrier keeping oncoming traffic apart. I think it will lead to more accidents. A lot of large lorries use this road, and their number will not be reduced by developing bus lanes.
- I'm not interested in a bus lane for the whole stretch - only by major junctions.
- Buses already run along the A40, and a bus lane only part of the way will only save a very small amount of time. A bus lane all the way to the Wolvercote roundabout with bus priority at the bridges would be the only benefit to the speed. This might tempt those who currently go to the Park & Ride at Pear Tree but otherwise I can't see what advantage there would be.

Bus gates

- To have a bus lane which then directs the traffic into the 'normal' road seems inadequate at junctions etc.
- The bus lane proposed restricts the flow of traffic. Using traffic lights and funnelling all road traffic into a single lane to allow for extended bus stops only further delays and increases the amount of road traffic. Whilst I am not in the position to carry out a review to substantiate this I do refer to the M4 bus lane of yesteryear and how that restricted the flow of traffic to such a point that the environmental and impact on quality of life for commuters resulted in this scheme being scrapped.
- Patchy and on off. Could be confusing for motorists, and dangerous, as lots of possible collisions points.
- The bus gate. This will be a point of conflict between buses and other motorists. Should the traffic be held back and released in phases toward Oxford. This allows a clear gap for the bus to enter the single file traffic and move up toward Oxford.

Duke's Cut Canal and Railway Bridges – Pinch Point

- Traffic congestion (including buses) will be particularly affected at the Dukes Cut "pinchpoint", where the proposal to allow buses priority re-joining the main traffic flow is going to lead to increased traffic congestion.
- It must have a dedicated bridge over the railway at Wolvercote.

B4044 Eynsham to Botley Road via Swinford Toll Bridge

- There is a much higher number of people that use the bus that goes to Oxford via the toll bridge and Botley Road route (S1 bus). This is because there are more employers along that route and it also drops off at Oxford Bus station I would of thought therefore that it would be better to put bus lanes on the A40 section of the road from the Cogges slip road onto the A40 to the Eynsham Roundabout. This would improve the journey for a much larger number of bus users. Ideally for both groups of bus users there would be bus lanes all the way from Cogges, Witney to Peartree.

Construction

- The construction of the bus lane will cause massive delays during the construction period and the cost of these delays will never be recovered by the operation of the P&R scheme.

Traffic delays

- The delays to non-P&R traffic caused by the proposed junctions and traffic signals will increase when the scheme is operational.
- There is a danger that new crossings will further slow traffic and cause congestion.

Lane widths

- The proposed width of the traffic lane (3.25 m) when the east and westbound bus lanes have been constructed are substandard for the volume of traffic using the A40.

Wolvercote roundabout

- Ideally, any bus lane should avoid the Wolvercote roundabout, which is congested from the West all day.

Witney to Eynsham bus lanes

- I think the money would be better spent on a bus lane between the end of the existing dual carriageway at Witney and Eynsham and with a new river crossing at Swinford (plus buying out the toll bridge) so that the B4044 route can be used for the buses. That route already has demand for four buses an hour so the park and ride would easily support enough buses for a turn up and go frequency. Building a new bridge would likely remove the toll bridge as a traffic bottleneck.
- I would prefer the bus lane to start at Witney and continue all the way to the Wolvercote roundabout. If this were done, it might render the Park and Ride carpark unnecessary, which would be a huge benefit from my point of view. People currently driving from Carterton and Witney would be more likely to take a bus all the way from home to Oxford in preference to driving to Eynsham and park-and-riding from there, if there were a bus lane to ensure a smooth bus journey all the way into Oxford.

Bus lane extents

- The bus lanes should be two lane all the way.
- The main problem with the bus lane is that it's too short to make a big difference but it's a welcome start. I'm glad to see this being proposed rather than simply creating another lane to fill up with commuter/school run traffic.
- It needs to go all the way to the Wolvercote roundabout and back east again or will fail in the early stages by not attracting additional bus users. Currently it will just make journey times slightly shorter for S2 users and may just take users away from the S1 service. There should also be an additional bus priority lane for the primary bus service (the S1) towards the toll bridge. I know this has been

scrapped but should be looked at again!! Maybe a shorter version along the Oxford road would be feasible? It can often take 30 minutes to cross the bridge. A shorter priority bus lane that stopped at the roundabout would ensure the bus only took 6 minutes to cross.

- The main problem on the A40 is the westbound journey in the after-work rush hour. This is the urgent priority, and I don't understand why the eastbound lane is being given priority instead. As a commuter living in Witney and working in Oxford, it is very quick and easy to get into Oxford (eastbound) in the mornings, as the traffic flows quite nicely. The big problem and huge frustration is on the way home (westbound), when the traffic always comes to a standstill and then crawls along very slowly all the way to Eynsham.
- While I welcome plans to address the problem, the WESTBOUND bus lane MUST be given priority and constructed in full, as this is what is most needed. If this is done, there will be a huge and instant improvement to the A40, even without an eastbound bus lane at all. After this is done, then perhaps sections of eastbound bus lane could be considered to improve things further, but not the other way around. It would be extremely frustrating to see a full eastbound bus lane being constructed while hundreds of commuters continue to sit stuck in the westbound traffic jam for more years to come (whether on a Park & Ride bus or in a car).
- The bus lane should be built NOT from Eynsham to Woodstock Road roundabout, but from Shore's Corner to the Woodstock Road roundabout.

Enforcement

- Unsure how bus lane will be enforced.
- The bus lanes and widening needs to be eastbound and westbound directions and a bypass of the Woodstock and Banbury road roundabouts
- Why not consider strengthening the bridge and improving the Cassington Road so that it could be used as an alternative route for west bound traffic on the A40 – to Eynsham or beyond?

Bus services

- Needs to guarantee many more buses an hour to be worthwhile.

Alternative bus lane proposal

- Did you consider a central red painted bus lane with signage on the road and above allowing buses to use it towards Oxford in the mornings and towards Witney in the afternoon/evenings? An electronically controlled smart road would work well as it does in other cities allowing the buses to flow better in peak travel times and the road is already wide enough for 3 lanes.

Bus stops

- Bus stops nearer Tesco might be better for Eynsham.
- I would like to see a considerable enhancement of the proposed bus stops along the A40 compared to the poor, uninviting provision at present. If we are to persuade people to use public transport, the bus waiting environment must be good.
- There is no mention of illuminating the bus stops. This is very important at night as it's otherwise difficult to attract the attention of the bus driver (one actually told me I should wear reflective clothing, and locals used to use their mobile phones as a torch!).
- The intention to provide THREE bus stops (including the park and ride itself) within a mile could be seen as excessive!
- Pedestrians will have to cross the A40 to reach the bus stops.

Bus services, fares, quality and reliability

- Traffic congestion (lack of reliability and long journey times) is the reason I don't use the bus between Witney and Oxford.
- Bus lane essential to help encourage more people to use bus but fares are too expensive - cheaper to drive especially Eynsham to Witney as parking in Witney free.
- Want to see direct bus services to Headington and Cowley.
- If there was a guarantee of very regular buses taking people to the hospitals and business parks around Oxford, railway stations, Thornhill park and ride around Oxford, I would be slightly more in favour.
- Bus link to Headington hospital complex will not work properly – buses get stuck in Marston area – no real benefit.
- A full double decker holds 95 people. You would need an awful lot of additional buses to make much impact on the volume of vehicles using the A40.

Cassington bus stop/services

- Moving the bus stop at Cassington makes bus access for village residents more difficult. An additional A40 eastbound bus stop at Horesemere Lane would be a great improvement for Cassington residents.
- To encourage bus use from Cassington, the buses should really turn into the village as otherwise it's a long walk for many and it isn't pleasant to stand by the side of the A40. An alternative that would help is an additional bus stop at the Horesemere Lane junction. This would enable people to have a choice of stops and a much shorter walk if they live in the centre of the village or in Bell Lane.

- Moving the bus stops even further way from Cassington village is a very bad move. At present it is almost a mile from my house, and the west-bound stop is a bit nearer. It is already a problem when I have hospital visits that preclude me using the car.
- There are many over 70s in my end of the village. At present we can drive along the main road through the village closer to the bus stop, and if is necessary collect the car the next day. I am worried that if we have a park and ride bus stopping there, commuters will use this road to park, and we shall lose even that opportunity to use public transport.

Proposed and existing A40 shared paths

General

- Why don't we have something like the Redway Super Routes in Milton Keynes?

Headlight dazzle

- Cycling into oncoming headlights (as we'll need to do in winter going westbound) is dangerous and horrible. Seeing a cyclist coming the other way (i.e. going in the same direction as the cars) is very, very hard, as their front light blends in with the car headlights. Sometimes you only see someone because they are eclipsed by the car headlights. And you can get a headache from the ~10% of cars with badly dipped LED headlamps.
- Cycling against headlights in the dark makes it almost impossible to see the lane boundaries which increases the potential for accidents. I have been hit by a cyclist who was blinded by headlights on a cycle lane that had been narrowed by vegetation. So please keep cycle lanes cleared of vegetation.
- Not sure how motorists driving east will not be dazzled by cyclists riding westwards at night is using northern cycle lane.

Ped/cycle conflict

- Pedestrian safety on shared path at Eynsham A40 bus stops.
- Nothing upsets pedestrians more than sharing space with cycles. Cycling on the pavement is a major source of complaint from the likes of WO residents. Why design "in" a problem?
- What about fishermen parking? What about stopping cyclists from using the road surface/bus lane?
- 3m not wide enough for the shared path to share with peds/cycles.

- I think that bicycles should be one side and pedestrians the other. I do not think they mix well. I think bikes should have to use the cycle path. Bikes riding two abreast bung up the road. Joggers should use the foot path.

Lighting

- Prefer to see a well-lit pedestrian/cycle tunnel to at-grade A40 crossings.
- Would like to see sustainable lighting of path.
- No consideration given to cycleway lighting. Luminous surface materials may be used to help achieve this and would considerably benefit cyclists (and pedestrians).
- The two-way nature of the cycle path means there is a real danger of collisions between cyclists as it will not be lit.

Safety/attractiveness

- I use a bicycle trailer for my shopping and sometimes a tricycle, both are wider than a bicycle, so the lanes need to be wide enough to both accommodate and separate vehicles traveling in opposite directions.
- Needs to be screened with vegetation.
- Expectations regarding how far people are prepared to walk or cycle.
- Remove/minimise, sharp kinks in the cycle lane. Sharp kinks can be hazardous due to interactions with cyclists coming in the opposite direction as well as slippery conditions created by leaf fall and ice. Sharp turns increase the chance of the bike slipping from under the rider.
- In order to really make cyclists and pedestrians use this route, it also needs to be pleasurable to walk and cycle there, for commuting, visiting family, and exploring the area around Oxford. The current proposals contain a 1.5m "ditch" between the busy A40 and the cycleway/footpath next to it. What about a verge with a hedge row, possibly even with some trees? That'll screen/reduce the noise and pollution impacts from the A40 and will make people feel much safer.
- I would like to see a metal barrier or wider verge between the bus lane and shared path.
- Not sure there is a sufficient buffer either side of the 3m cycleway. E.g. when mending a puncture, it is necessary to get off the path to avoid a potential collision. (especially in the dark) the existing grass verge is very important.
- I do not think pedestrians will be encouraged to walk by the side of a very busy road.
- Especially when travelling east, if the cycleway is too convoluted, like around Cassington, or in poor condition/not maintained, I'll just hop into the bus lane.

Wayfinding

- When cycling along the path next to the A40, I'm never sure of which side is best for cycling to and from Oxford. It seems there is no instruction. I would like to see some instruction as to the flow of cycle traffic.

A40 crossings

- Pedestrian and equestrian crossings should be kept to an absolute minimum.
- No provision for a cycle crossing at the proposed roundabout at Barnard Gate.
- Pedestrian bridges from residential areas of Eynsham to the two new bus stops (in addition to or instead of the at-grade signalised crossings) would improve traffic flow. There could be a slightly longer wait for traffic lights to change to encourage people to use the bridges.
- The proposed A40 uncontrolled crossings are dangerous and discriminatory. Uncontrolled crossings on this busy road are possible only for the young and fleet of foot. The uncontrolled crossings will prevent crossing of the road by the old, the disabled, children and responsible parents. Such discrimination may be judged to be unlawful.
- Three cycle crossings of the A40 are required:
- At / opposite the Park & Ride to link to Old Witney Road and a direct route to Bartholomew School
- At the A40 roundabout junction with B4449
- Cassington junction (providing a link between NCR 422 and central Eynsham (roundabout))

Cyclist Priority

- Failure to design exits to slow traffic so that bikes can continue without giving way - this applies particularly to phase 2 east of Eynsham.
- Cycle path loses priority over junctions with the fuel station. On the entry, cyclists face the challenge of seeing behind them and relying on drivers indicating sufficiently in advance; cars must in any case slow to stop in the fuel station. On the exit, cars are starting from stationary so there is no reason not to have cycle lane priority, many drivers will give priority to cyclists whatever the markings, so this would clarify an unclear situation.
- Cyclists continuing along the A40 should be given right of way over cars turning off the A40. The current turns are dangerous for cyclists as not always good view of traffic that's coming from behind (e.g. Eynsham roundabout) and also do not show cyclists are taken seriously as road users. More people would cycle if the

cycle routes would be safer and continuous (no need to stop for exit/entrance points for cars).

- The junctions at Cuckoo Lane, the entrance and exit at the petrol station, and the Worton Park access lane as they appear in the consultation drawings are in breach of the Council's policy. The cycleway should be continuous at these junctions with priority over traffic leaving and joining the A40. Clear unequivocal evidence would be needed for the Council's policy to be set aside; no such evidence has been presented.
- Please make it clear to vehicles crossing the cycle lane that they need to be aware of cyclists.
- A40 motorised vehicle drivers often fail to check for traffic when turning across a cycle lane/shared path. Please make it easy to see traffic when approaching junctions and do not force cyclists to turn at sharp angles. Not being able to see approaching traffic and having to turn sharply increase the chances of accidents.

Path improvements

- Where the cycle route hits the canal at Dukes cut are there any proposals to improve this section of the canal path from the Canal trust? Although it is good travelling towards Wolvercote it isn't good travelling towards Yarnton.

Cycle network/connectivity

- Clear vegetation and/or widen bridleway 206/9 south of A40 and make formal cycle on/off ramp onto Hanborough Road, Eynsham.
- I'm concerned that the improvements of the cycling infrastructure (although laudable) are not providing an integrated, linked-up, continuous package, but rather a set of unconnected elements, some of which clearly "afterthoughts" in road layout. Since there is a mode shift required to get people out of their cars, into buses and onto bicycles, the focus of any new infrastructure project should be to maximise the ease with which people take bus/cycle. The ease of cycling is largely dependent on how well any paths/crossings/etc are connected into the journey as a whole. It is very frustrating (and discouraging) if you have to wait for a very long time (no traffic lights to control flow of cars) to get past a particular turn or roundabout. If OCC is serious about improving the current traffic situation and realising a mode shift in traffic users, this should be made clear in these plans.
- How are people walking and cycling going to be able to change sides or cross over? Are you going to have bridges or underpasses?
- At the moment the cycle routes just end without any good provisions to connect to other cycle infrastructure. This is particularly clear at the Wolvercote roundabout.

- The weak link for the cycle route remains exit and entry at the Oxford end of the journey. The absence of a good connection to the Oxford City cycle routes is a major disincentive to use of the whole route. No chain is stronger than the weakest link.
- Missing link between B4044 community and A40 should be built.

Safety Restraint Systems / Barriers

- The bridge vehicle barriers that curve into the cycle lane are impossible to see in the dark. For somebody who does not know that they are there they direct the cyclist off the lane and into the A40 traffic. Even though I've cycled this route for 14 years, since the barriers were changed, I have narrowly missed crashing into the barriers because of being blinded by vehicle lights coming over the rise of the bridge. This is made worse on the South side by the cycle lane being around 40cm wide and there being a steep drop to the side which would cause any person injury if they went down it.

Cassington Halt pedestrian/cycle bridge

- The Cassington Halt pedestrian/cycle bridge will be an eye-sore!

Junctions

- Shared path crossing of Northern arm of Eynsham roundabout still not compliant with advice in the Design Manual for Roads & Bridges and Highways England's IAN195/16.
- Crossing of Eynsham garage entrance not easy when heading East (cyclists expected to give way to traffic they can't see behind them).
- Crossing of Eynsham garage exit is arranged so cars can block the cycle path (made worse by drivers not seeing Westbound cyclists while looking at Eastbound traffic when waiting to exit).
- All cycle crossings should be reviewed to ensure they are as safe and easy to use as possible.
- The junctions make cyclists stop instead of making the turning traffic stop. The cycle path is right against the hedge and even in your fly through drawing, the trees and grass are already overgrowing into the lanes. In reality they will be far worse than that and discourage cycling further.
- I see difficulties at the Oxford end with inadequate provision currently for cycling access into and out of Oxford, with the current design of roundabouts completely unsafe for cyclists. All traffic should be required to move slowly at roundabouts, with priority for cyclists, as in many European towns.

- If you would like to make an enjoyable cycle way make it off road with bike bridge flyover to cross roads, would make for a lovely cycle way through the countryside.
- I don't like the additional "wiggles" that have been put into the cycleway, no doubt including more giveaways. I know it is meant well, but it says, "cars are more important; cyclists don't mind going further/waiting more".

A40 Southern side

- The project team must recognise the importance of enhancing and maintaining continuity of the southern side shared path through to Oxford, which will continue to be used by a majority of existing cyclists (to avoid headlight glare in the evenings, and because it's the most direct route from Eynsham).

Equestrian Facilities

- Don't understand the need for equestrian crossings.
- I feel the equestrian crossings are not safe unless a bridge is built over the roads which would be safer for pedestrians, cyclists and horses. Animals should not mix with traffic and when alterations are made to roads this is a great opportunity to separate both.
- Summary: Please add A40 crossing at SP478108. ([here](#))
I am shocked and dismayed that there is no pedestrian/equestrian crossing of the A40 at SP478108 on the bridle path from Church Lane, Yarnton to the entrance to Oxey Mead. This is shown as path 420/21 on the definitive map [1]. I regularly walk to Yarnton and Oxey Meads this way, it is already near impossible to cross the A40 safely here, it will become impossible to get across 4 lanes moving at different speeds and I am concerned that there will be an accident if there is no crossing. In practice the lane continues across the Meads to join path 420/18 on the banks of the Thames, as it has done since long before the construction of the A40 (it's clearly visible on the 1919 OS map).
<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/countryside/definitivemap/defmapPDFs/SP41SE.pdf>

Data

- The nine-minute figure is pure conjecture.

Motorcycles

- Have you considered motorcycles? No access to bus lane, narrower car lanes equals lots more motorcycles squashed in between the two flows of traffic. Could motorcycles use the bus lane?

- I am concerned about the narrowing of the road to make room for a bus lane. Motorbikes overtake when they see a gap in the traffic. There will be even less room for them to do so.

HGV

- Bus lanes do not assist Commercial business vehicles such as Haulage Trucks. West Oxfordshire has at least two nationally significant trucking businesses. They deserve the support of the Local Highway Authority by including their use in the (underutilised) bus lane.

Junctions/crossings/delays

Safety

- Uncontrolled crossings are dangerous for all and will be impossible for slow walkers, the disabled, and the elderly.
- Not many right-hand turns removed, which has safety implications.

Delay

- The flow of traffic will be slowed down.
- Too many crossings! Each one causes further delay to main users on A40.
- The plan requires three roundabouts; seven sets of traffic lights; new signal control crossing at Cuckoo Lane; existing lights at A40/Witney Road; two signal-controlled equestrian crossings; two signal-controlled bus gates; and a signal-controlled pedestrian crossing and bus gate just west of Duke's Cut - as well as a reduction in speed limit to 50 mph!
- Crossings should be kept to an absolute minimum and queue times at lights are properly checked for unnecessary delays (as at Cassington lights currently).
- 3 signalised crossings in a short length of A40 which will snarl up traffic and not allow flows, especially at peak times

Junctions

- Aside from adding a bus lane, nothing about the junctions will change. They all look the same!
- The Cassington junction is poorly designed. Expecting buses to merge with other vehicles will create a bottleneck which will increase delays on the A40.
- Under the new scheme, PLEASE get the timings right. Better still, could there not be a roundabout here?

Cuckoo lane

- The central 'waiting' lane when turning right from Cuckoo Lane, currently in place is not there on the new layout behind the traffic lights. With a continuous flow from East to West (likely at evening rush hour in particular) traffic exiting from Cuckoo Lane and turning right towards Witney are only likely to be able to cross when Eastbound traffic lights are red. That is fine, and the lights will give that opportunity. HOWEVER, what do they do then? There is unlikely to be a safe gap in the Westbound traffic. So the options are:

1. Pull out and wait outside the hatch blocking the Eastbound bus and / or main lane(s) until someone heading Westbound gives way.
2. Pull across those lanes and align westbound on top of the hatching until someone heading Westbound gives way.

The least worst option here overall would be to keep the existing westbound 'protective markings' central area as currently.

A better option for Cuckoo lane traffic and the safest overall would be to move the lights to the junction and include Cuckoo lane in the traffic lights system. The delays to the traffic with appropriate sensors, timing and linkage o the Eynsham lights timing a short distance to the East should not be significant.

Eynsham Roundabout

- A proper flyover at Eynsham roundabout would reduce traffic congestion and cost a similar amount.
- If there is no money for any other scheme than the one proposed, then the one improvement MUST Be the westbound exit from the Eynsham roundabout. The long tail backs up to Cassington are caused by the cars not being able to clear the Eynsham roundabout to the west. At the moment it goes from not quite two lanes to one straight away, the road needs widening at this point and two lanes that merge further up will clear the traffic away from the roundabout and make it much more fluid. Please note, the buses will get caught up in this as there is no bus lane at this point. All the hard work done by the westbound bus lanes is lost by this junction. You must eat into the very large verge and create a proper two-lane exit. For the sake of the cars and the buses. If you don't do this the entire money will be wasted.
- Shared path crossing of Northern arm of Eynsham roundabout still not compliant with advice in the Design Manual for Roads & Bridges and Highways England's IAN195/16.
- The Eynsham Roundabout is currently dangerous for cyclists and pedestrians to cross. If re-engineering is not possible, a light-controlled crossing should be installed to protect the expected increased numbers of people using the foot/cycleway.

- The current Eynsham Roundabout is dangerous for cyclists and pedestrians travelling W – E or E – W on the north side to cross. Design Manual for Roads and Bridges (DMRB) indicates the 'compact' design as being particularly suitable for locations with cyclists and pedestrians, which will certainly be the case as the developments at Eynsham go ahead.

Cassington junction

- Anything that makes the road junction clearer to navigate would be good. Not sure if this does it. The bollards almost add to the confusion. Perhaps stronger signage at the actual point of the left turn into Cassington would be helpful.
- The delays at the traffic lights at Cassington are considerable and un-necessary. On occasions when the lights fail, the traffic flows MUCH more smoothly! I pass these lights frequently (to get to M40 NOT Oxford!) and often count at least 10 seconds (a long time in traffic light timings) when NOTHING moves. The under-road sensors for the little used turnings to Cassington Road (a dead end due to unsafe bridge) and a hardly used track are often triggered by motor cycles or cars overlapping that lane causing “false reds.”
- Stop traffic turning right in to Cassington westbound - make them go to the next set of lights and then double back. It's only a small number of cars affected.
- I am also concerned that the problem of traffic jumping the lights at the Cassington junction has not been addressed. This is sometimes deliberate, but often I suspect it is often confusion with all the lights and bollards. A more simplified layout would be better. The timing of the lights needs addressing. At present when the west-bound lights at the Cassington Road (side road to Eynsham) go green, the main lights at Cassington turn also go green. The next change is for resident to leave the village in both directions. But because both lights on the other side of the road are green, traffic starts to move across, and if the traffic is slow-moving, it then blocks the yellow box. It would be better if only the Cassington Road lights go green, and then we get the lights for turning out of Cassington, after which the lights on the Oxford side of the junction can go green.
- When the present junction was put in, the road turning into Cassington from Witney was given a camber that slopes toward the kerb. But there is no drainage there, and a solid kerb, so we get large pools of water after rain, and of ice in cold weather. Some drainage bricks would be very welcome.
- Cassington Turn yellow hatching: At present, when the westbound traffic is more or less stationary through this intersection, it becomes difficult for more than one or two vehicles to enter the A40 from Cassington when they are given a green light. To give room for one or two more, extend the yellow hatching westward at least to the edge of the central island on the western side of the junction. That should allow a slightly longer gap in the traffic queue for more cars to join in from Cassington before their light turns red.

Dual lanes

- I feel a slower moving 'boulevard style' dual carriageway with excellent links to the A34 would provide a better solution.
- It would be ok if the entire A40 between Witney PnR and the Wolvercote roundabout was dualled.
- The A40 from Oxford to Burford should be dual carriageway along its entire length.
- Bus passengers should not be getting priority over other road users who use this trunk road.
- I like the idea of having a dual carriageway for cars in and out of Oxford. I don't mind the idea of losing one of the cycle lanes as the road way could be widened to provide a dual carriageway and still provide a cycle lane on one side.
- The A40 should be a dual carriageway or a three-lane road for all vehicles.
- This is probably the best time to build a dual carriageway to allow the traffic to flow and benefit everyone.

Public transport alternatives

- Would like to see a higher capacity guided bus or tram service all the way into Oxford from Carton via Witney and Eynsham.
- Guided bus lane has scope for automation (driverless buses).
- Current proposal does nothing to encourage renewable technology power for buses.
- Would like to see a tram system running from Carterton, through Witney, Eynsham to Oxford instead of improving a bus system.
- The bus lane corridor is not wide enough to convert to a two-way tram route, which will be needed soon.
- Re-open old rail track as driverless mini-bus route.

Funding

There does not seem to be any certainty that phase 2 will ever happen as funding has not been allocated.

Appendix C - Summary of comments received to questions 7 and 8 - A40 Dual Carriageway

Question 7: What do you like about the proposed A40 Dual Carriageway, please tell us why?

Safety

- Would reduce accidents at black spots.
- Increases capacity to overtake vehicles, including slow moving traffic, e.g. agricultural plant.
- Easier to cope with the heavy lorries.
- Crossing the A40 at junctions is difficult due to high volumes of traffic on the single carriageway. Dual carriageway should make the road safer.
- The roundabout at Barnard Gate provides a safer access and egress north and south. The proposed bridge and cutting off the eastern road to and from Barnard Gate allows safer access to properties adjacent to the A40 in that vicinity.
- It will make turning in and out of Barnard Gate safer.
- It should improve the accident blackspot at Barnard Gate. The existing road access is proposed to be closed making this simpler and safer.
- It is safer terminating the dual carriageway at the proposed park and ride roundabout.
- Improves the safety of all the houses and small junctions trying to join the A40 with no slip road.
- Should be safer in bad weather.

Park and ride access

- It's a good way to get people from Witney to the new P&R quickly. The traffic generally moves smoothly along the A40 until the reduction to single carriageway. It would make a lot of sense to construct this before or at the same time as the P&R, not 5+ years later.
- It ends at Eynsham P&R, encouraging use of the bus.

Bus

- Widening the road would permit the bus lanes to be extended to a new park and ride located in Witney for those living in Witney and beyond to commute by bus into Oxford.

Traffic/congestion reduction

- It will speed commuting times and encourage people to use public transport.
- It will ease congestion but the more road you build, the more cars there will be.
- Any dual carriageway will help, as has been said by local residents for the last 40 years.
- Will allow twice the number of vehicles as currently.
- Improves traffic flow for all vehicles.
- Will reduce the traffic on minor roads when it is running freely.
- Removes the merging of dual carriageway into single lane and the tail backs caused by that.
- Enables better car journey times for trips that are not currently fast/convenient enough to make by bus or bicycle.
- Essential to relieve the current intolerable bottleneck between end of Witney bypass and Eynsham roundabout.
- The Witney-Oxford route needs to be improved - taking into account its adverse effects at peak times on the B4449 Eynsham bypass and the Toll Bridge - the only real alternative routes.
- Improves journey times to Barnard gate from the west. Eastbound car users will be able to travel north from Barnard Gate as an alternative to using the A40.
- Will reduce journey times in the short term.
- There has been NO road improvement locally since the Witney bypass over 3 decades ago, this has led to the chronic situation we have now. The gas line was moved in the mid 80's to accommodate the dual carriageway. Extending the dual carriageway and also improving the links from the A40 onto the A34 will also be vital.
- I like it a lot! It will help all commuters traveling into and out of Oxford to areas that aren't directly serviced by a bus route. (E.g. business parks and mini factory).
- A large number of people will continue to travel by car, either because they have no alternative or simply because of personal preference. Also, many journeys do not have Oxford as their destination.

Suggested changes to highway network to improve A40 flows

- Extend dual carriageway to Oxford/Wolvercote Roundabout.
- The traffic lights at Cassington and Eynsham should be removed and replaced with a separate link road from Cassington to the Eynsham roundabout.
- Cassington Road access to A40 should be closed – access from B4449 roundabout at Eynsham only.

- The A34 cannot continue to be used as part of the Oxford ring road. The A34 is a vital link road north and needs to be converted into a motorway.

Environmental

- Will reduce pollution from stationary traffic.
- My view on the dual carriageway between Witney and Barnard Gate depends upon the landscape and ecological impact. The trees on the south side of the existing A40 which provide an ancient rookery must be retained – as a central reservation as necessary. See the 1990's plans for the A40 dualling subsequently abandoned.

Social

- Gives commuters a better quality of life.

Active travel

- Maintains important cycle route.

Question 8: What do you dislike about the proposed A40 Dual Carriageway, please tell us why?

General

- The maps used are hopelessly out of date. They do not reflect the proposed upgrade to the Shores Green junction nor the link road from the A40 to the B4449.
- The whole scheme is flawed due to out of date traffic surveys, little guaranteed funding, not enough forward-thinking.
- It's piecemeal.
- Does not display enough joined-up radical thinking to provide a long-term solution to the massive A40 congestion problems which will only be made worse with the advent of much higher housing development along the whole east-west corridor.
- Until the final route of the Oxford - Cambridge Expressway is agreed, it would be utter folly to waste money on sticking plaster bus and cycle schemes for the A40.
- Campaign for the ridiculous HS2 vanity scheme to be scrapped and funding transferred to a new railway between Carterton and Oxford, as well as a proper A40 dual carriageway.
- Reinforces people's desire to use/travel by car. Dualling = more use = congestion. People decided to live further from where they work/socialise. People not considering "traffic" when deciding where to live.

Scope of dual carriageway

- Alternatives Dual carriageway schemes proposed: from Witney To Oxford/Wolvercote Roundabout or from Witney to Sandhills.

Alternative schemes

- Prefer to see bus lanes from Witney to Eynsham instead of dual carriageway.
- Rail or tram alternative.
- We need better trains rather than more roads - on the Cotswold Line and a new link between Witney and Oxford. I'd prefer the money to be spent there.
- This must be a major interchange onto the A34 and also bypassing north Oxford and the southern bypass.
- Use the money and the rest of the infrastructure money to take the A40 to the M40 via an improved A34, not through Eynsham hinterland or Oxford residential suburb.
- The dual carriageway needs to run right past Cassington with a spur off to Pear Tree somewhere near Wolvercote area.
- Barnard Gate does not need a roundabout as little traffic uses the existing roads. It would be cheaper and faster to close the road to south Leigh and stop westbound traffic entering the hamlet. Traffic for Barnard Gate would be instructed to use Cuckoo Lane and access for the north. A bus stop on both sides and crossing should be provided.
- Prefer a scheme using smart traffic control and average distant trip camera system. Smart roads make a big difference.
- A far better solution would be a tidal BUS & HGV middle lane in the centre of the A40: Space is available as demonstrated on 11 December when on 3 occasions during the evening peak flow, emergency vehicles easily travelled down the centre of the carriageway. Such tidal lanes work in Birmingham (A38), Lincoln City & Devon & Cornwall on the Tamar Bridge approach. Why not in Oxfordshire???
- It is not full length both directions, it should be, and require cars to have 2+ occupants at peak times to levy people into car sharing. It is not bold enough, and the disruption will only buy a little time before 3000 more homes and cars arrive in West Oxon.
- A slip road is required from the A40 eastbound onto the A44 Northbound and a slip road from the A34 northbound onto the A40 westbound.

Suggested changes to highway network to improve A40 flows

- In an ideal world, the A40 should be dual carriageway all the way into Oxford. However, due to lack of public funds this will never happen. One way to avoid

wasting public money would be to do away with the proposed roundabout at Barnard Gate and just cap off that end of Cuckoo Lane thereby denying access to or from the A40. At present, residents of Barnard Gate, if they want to go the Witney, will drive down to the Witney / Long Hanborough road and go into Witney the back way. If access to the A40 were denied and they wanted to travel east, it would simply mean driving around to pick up the A40 at the new roundabout link.

- Any obstruction to the FULL flow of traffic causes disruption, accidents and delay. The existence of Qty TWO sets of traffic lights is a major cause of the above. As before the day of writing there has been yet again a road accident at this junction (many more in the past). I believe that it is absolutely essential that the Westerly Set, allowing access from the A40 into Cassington Road be removed and Cassington Road be closed at this point. Cassington Road runs from this junction to the roundabout on the Eynsham By-pass and this should be ungraded to allow access to this business along this road. The small inconvenience to users of the Mercedes Garage is overall of little consequence in the greater scheme of things. The cost of the whole A40 project is such that the small amount of funds needed for opening up Cassington Road from Eynsham By-pass is but a drop in the ocean, and can be well afforded.

Financial cost

- High expense for minimal gain.
- Dualling costs about twice as much per mile as bus lanes.
- Use the money and the rest of the infrastructure money to take the A40 to the M40 via an improved A34, not through Eynsham hinterland or Oxford residential suburb.
- I don't like this proposal as it will just increase the amount of traffic on the road. It'll also reduce the number of cyclists on this route. Environmentally, it's a bad choice.
- Nothing - you should be discouraging people from driving cars towards Oxford, not encouraging them.
- Waste of money - more roads mean more cars mean more queues and more pollution. Please don't increase pollution and climate change.
- A dual carriageway bypasses Witney with all the economic dis-benefits that has in terms of bypassing local businesses.

Environmental impacts

- Closer to the houses that back on to it...including my house.
- Impact on the rural environment.
- Increased pollution for cyclists and pedestrians.

- Bad impact on the environment, more countryside covered with road, for no good reason.
- Hundreds if not thousands of mature roadside trees and hedgerow plants will be destroyed which will be a disaster for local wildlife. We need a totally different transport model not more road building.
- Note possible effect on the neighbouring road network. Must also be aware of effect of building on the water table and the inevitable flooding. Please be conscious also of historical artefacts etc during building.
- Will only really solve the problem if there is joined up thinking between the A40 onwards to Oxford and other roads beyond such as the A34.
- Very significant veteran trees along this section of A40 and large well-established rockeries, bats and birds of prey.
- We also have concerns for other woodlands affected by the A40 proposal :-The Trust notes that the proposals outline improvements to the walking and cycling paths next to SSSI Stroud Copse (SP4446907562). Ancient woodland is protected under the National Planning Policy Framework, which states: "*development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists*". In order to adequately protect the ancient woodland from detrimental impact, we ask that no construction works occur within the ancient woodland or within the Root Protection Area of any trees which form the boundary to Stroud Copse.

Sustainable travel

- Do not support the proposed A40 Dual Carriageway as it prioritises and encourages use of motor vehicles.
- Want to see more attention to sustainable transport options.
- Most journeys along the A40 could be made by a more sustainable mode of transport and this ambition should be supported by OCC.
- Would prefer to see resources dedicated to credible, well run/well maintained and reliable cycle and bus provision as an alternative to the car. Want a fast bus service from Witney via A40 to Oxford, stopping on the A40 opposite Eynsham but not with a Park & Ride.
- It makes car transport more attractive, which is the opposite of necessary policies to reduce carbon emissions.
- In the 21st century we need to look for modern solutions such as facilitating remote working, re-invigorating public transport and improved pedestrian and cycling routes.

Bus priority

- Added bus capacity ONLY with no merge in turn points will increase bus average speeds.
- A bus lane all the way to Wolvercote roundabout with bus priority at the bridges would be a good first phase.

Active travel

- Better cycle provision encourages more cycling and priority should be made here (as in the recent NICE recommendations)
- Cycle crossing of northern arm of proposed roundabout at Barnard Gate is no better than at the Eynsham roundabout. Better design required.
- It'll also reduce the number of cyclists on this route. Environmentally, it's a bad choice.
- Overbridge at Barnard Gate providing access to south side of A40 does not provide cycle access to the road to South Leigh.
- At Barnard Gate, current cycle route on minor road north of A40 looks lost east of new roundabout, this should be retained.
- At Barnard Gate, cycling access to South Leigh will be wanted. There should be some cycle-friendly link here. (Possibly using the new overbridge and a South side of A40 path rather than crossing the roundabout?)
- Eastbound - it does not include a proposal for a bus priority access to the P&R from
- There aren't sufficient provisions for cyclists at the roundabouts, which is very dangerous.
- Many cyclists would prefer the cycle lane to be on the south side of the A40 to avoid oncoming headlights at night.

Park and ride

- No need for this, as the proposed P&R could be situated at the end of the current dual carriageway. Why move congestion closer to Oxford (it will start at the end of the dualled carriageway, just where the proposed P&R is positioned. It'll be a traffic flow nightmare: end of dualling AND incoming/outgoing traffic from P&R AND more traffic from new developments in Eynsham. Very poor planning design. I would like to see modelled traffic flows to support that this proposed option is actually the best for traffic flow. Without such modelled figures a decision cannot be made as the facts are not there to make such a decision.
- I believe that a P&R at Witney would remove traffic from the A40 prior to the pinch point at the end of the eastbound dual carriageway. The developments in recent years in and around Witney has/ will far exceed the scale of the proposed

new development in Eynsham, with minimal upgrades to the core traffic issues in Witney (whilst welcome), the new roundabout west of Witney on the A40 has not addressed the current traffic issues in Witney caused by traffic from east of the town wishing to travel westbound on the A40 being required to traverse Bridge Street. Granted the new roundabout will reduce the speed of decline of the attractiveness of the town due to traffic by giving traffic from the west of town a route onto the A40 avoiding the town. Anything to reduce traffic joining the A40 eastbound as early as possible before Eynsham is to be welcomed.

- In addition, it will only facilitate the rat run from North Leigh to the A40 and will only encourage traffic through South Leigh where the roads are totally unsuitable for additional traffic. South Leigh residents will have adequate access to the A40 once the Shores Green junction is upgraded.

Congestion

- The proposed change does nothing to actually smooth traffic flow. When are the council and their employees going to get out of cloud cuckoo land and realise that no one wants to take the bus and we actually have to properly improve the roads for cars. West Oxon is very rural so making people change modes of transport is wasteful on the most valuable resource people have, their time
- Not sure the traffic flow through the existing bottlenecks (mainly roundabouts at Eynsham and N Oxford) will be any better, so just end up with a "shorter" traffic jam because you can fit more cars in a queue on a dual carriageway.
- It will only increase traffic on this route. Dual carriageways ALWAYS increase traffic use, they always have. and they always will. Traffic planners know this perfectly well, but pretend it is NOT the case.
- It stops to the west of Eynsham and will only act as extra area for queueing cars during rush hour.
- Likely to bring Eynsham to a standstill especially at peak times.
- It can't take 2020 traffic numbers.
- No bypasses or added capacity proposed for existing bottle necks: Eynsham roundabout and existing signalised junctions
- May encourage additional car trips and congestion in Oxford.
- The insertion of new roundabouts at Barnard Gate and the park and ride will have the effect of slowing up the traffic. It is likely this will reduce the effectiveness of the dual carriageway.
- Barnard gate does not need a roundabout as little traffic uses the existing roads. It would be cheaper and faster to close the road to south Leigh and stop westbound traffic entering the hamlet. Traffic for Barnard Gate would be instructed to use cuckoo Lane and access for the north. A bus stop on both sides and crossing should be provided.

- All the proposed schemes will achieve is to concentrate traffic queues along the existing 2 lane road and at the Cassington and Wovercote traffic lights (as it does every day now)
- It just moves the problem of vehicles filtering into a single line further on down the road. Traffic while moving is not a problem, regardless of the road type it only becomes congestion when it's made to slow or stop. So, by adding extra crossings and junction's congestion will only get worse.
- No need for this, as the proposed P&R could be situated at the end of the current dual carriageway. Why move congestion closer to oxford (it will start at the end of the dualled carriageway, just where the proposed P&R is positioned. It'll be a traffic flow nightmare: end of dualling AND incoming/outgoing traffic from P&R AND more traffic from new developments in Eynsham. Very poor planning design. I would like to see modelled traffic flows to support that this proposed option is actually the best for traffic flow. Without such modelled figures a decision cannot be made as the facts are not there to make such a decision.
- I accept you cannot build a motorway along this route but the A40 should be a direct through route using flyovers and underpasses as required to eliminate roundabouts which cause congestion.
- If a full dual carriage way is not an option, consideration should be given to a new road to bypass Eynsham to the south, starting at the new park & ride roundabout and running south then east of Eynsham and over a new river crossing to join the B4044 near Azad University.
- Will increase traffic to Eynsham, some of which will take the A40 and some will take the B4044.
- Westbound - the benefit of increasing the highway capacity is marginal, since the westbound capacity binding constraint will still be at the Witney Road traffic light junction, at which no capacity improvement is proposed except for re-timing of the signals (which should have been done years ago if it yields benefits!).
- It doesn't connect seamlessly with A34 or M40.
- Getting into the Woodstock Road is almost impossible because the road is at saturation point.

Car usage

- Widening roads to deal with traffic levels will just result in more people driving until it reaches saturation point again!
- There is a latent demand for more road space. It's unfortunate that a more sustainable approach couldn't be found given the significant level of development being approved.
- The A40 needs to avoid the North Oxford roundabouts and congestion to really work.

- Dualling this length of the A40 would be of minimal benefit to traffic and a waste of money. Since it would do nothing to improve progress of vehicles through the critical junctions to the east, it would just allow traffic to queue in two lanes instead of one.
- The aims of the A40 scheme are to reduce private car journeys, reduce air pollution and improving the environment, widening the carriageway here would do the opposite.
- Disruption to residents living on the west edge of West Oxfordshire during construction - how do you propose we get to work in Oxford? Dualling this length of the A40 would be of minimal benefit to traffic and a waste of money. Since it would do nothing to improve progress of vehicles through the critical junctions to the east, it would just allow traffic to queue in two lanes instead of one.

Safety

- Worry about excess speed. Bigger/faster roads.
- It will be the scene of higher speed accidents as motorists come up behind traffic queues.

Junctions

- There are too many roundabouts.
- There are far too many barriers to the free movement of traffic; roundabouts, traffic lights and crossings. There seems to be a dislike of free-flowing traffic.
- The roundabout at South Leigh will encourage "rat run" traffic for the toll bridge.
- The proposed roundabout at Barnard Gate and South Leigh is costly and not in the best interest of the local community or practical for single track roads. The best option would be to provide a slip road up to the proposed bridge slightly further towards Eynsham similar to the current bridge at the South Leigh / Witney turn. This will be more cost effective and better serve the local community.
- I have been a very regular user of the A40 between Thame and Gloucestershire for over 10 years. After moving from Gloucestershire to Oxfordshire, I had initially sought to live in Witney, however due to the traffic issues with crossing Oxford at peak and non-peak times, I decided to avoid this journey by living in East Oxfordshire.
- Regarding Section 11; Parts 1 & 2: I believe the new proposed roundabout at the South Leigh access point is not a sensible idea for the following reasons: Firstly, there is already a new proposed roundabout at Eynsham, plus several new signalled crossings, so why would you need another one that is only going to slow down traffic even more? I'm not convinced that the number of vehicles entering/leaving Barnard Gate justifies the proposal. However if, for argument's sake, the roundabout is merely to provide better access for people

entering/leaving Barnard Gate, then surely it would make more sense to reposition it further east to the location of the proposed new Barnard Gate footbridge (B.2.2), where it would not only save money, but would mean that traffic from Barnard Gate can still gain access to the A40 both ways, and the Christmas Tree business/nearby residents would have a much better and safer access to the A40 than they do now. It would also prevent traffic passing through South Leigh via what is currently a single-track road unsuited to large amounts of traffic. We also need to bear in mind the changes that will eventually be made to Shores Green, which is not mentioned here, even though it has been authorised; this is another reason why the new roundabout should not be positioned as currently proposed, as this will put an even greater strain on the village of South Leigh.

- The insertion of new roundabouts at Barnard Gate and the park and ride will have the effect of slowing up the traffic. It is likely this will reduce the effectiveness of the dual carriageway.
- The traffic lights at 'Witney Road Junction' which controls traffic exiting Eynsham (just past the Tesco Express/Esso Garage) and joining the A40, still exists. There is no widening of the road or even an inclusion of a bus lane. Even more ridiculous, is that the bus lane is included West Bound, but 'ties in' to the west bound traffic ahead of this junction with traffic lights, slowing traffic down even further than it currently does.
- I believe this to be the major pinch point of the west bound route and feel so strongly that resolving this junction alone, would solve a large amount of traffic woes for commuters and persons travelling westbound.
- Any obstruction to the FULL flow of traffic causes disruption, accidents and delay. The existence of Qty TWO sets of traffic lights is a major cause of the above. As before the day of writing there has been yet again a road accident at this junction (many more in the past). I believe that it is absolutely essential that the Westerly Set, allowing access from the A40 into Cassington Road be removed and Cassington Road be closed at this point. Cassington Road runs from this junction to the roundabout on the Eynsham By-pass and this should be ungraded to allow access to this business along this road. The small inconvenience to users of the Mercedes Garage is overall of little consequence in the greater scheme of things. The cost of the whole A40 project is such that the small amount of funds needed for opening up Cassington Road from Eynsham By-pass is but a drop in the ocean and can be well afforded.
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reposition it further east to the location of the proposed new Barnard Gate footbridge (B.2.2), where it would not only save money, but would mean that traffic from Barnard Gate can still gain access to the A40 both ways, and the Christmas Tree business/nearby residents would have a much better and safer access to the A40 than they do now. It would also prevent traffic passing through South Leigh via what is currently a single-track road unsuited to large amounts of traffic. We also need to bear in mind the changes that will eventually be made to Shores Green, which is not mentioned here, even though it has been authorised; this is another reason why the new roundabout should not be positioned as currently proposed, as this will put an even greater strain on the village of South Leigh.

- The roundabout proposed at Barnard Gate is unnecessary as it will be too close to the upgraded Shores Green junction, the A40 to B4449 link road and the roundabout proposed for the park and ride.

Rat running

- The road through Barnard Gate has become a "rat run" with significant damage being caused to what is a single-track lane with passing places. Today I saw two 44-ton lorries drive down it and cars travelling in the opposite direction having to use the grass verge which is leading to extensive damage to the road requiring repair from WODC. Vehicles should be encouraged, or in my view, made to use appropriate roads that are designed for heavy use and not back lanes. Should two articulated lorries ever meet, that's guaranteed to cause gridlock!

Access Bridge at Barnard Gate

- What is the need for the expensive proposed overbridge at Barnard Gate? The properties there on either side of the A40 will have the convenience of a new roundabout, where they can join the road in both directions more safely than hitherto. It is slightly further to go, but not much.

Housing and development

- The plans show a new roundabout for the Park and Ride and several road crossings, but do not show new access roads and roundabouts for the garden village and west Eynsham; the roads will have to be changed again when and if the housing goes ahead. It would make more sense to delay the Park and Ride until the area has been properly redesigned as part of a considered Oxfordshire wide strategy, to avoid repeated disruption.
- It is not bold enough, and the disruption will only buy a little time before 3000 more homes and cars arrive in West Oxon.
- There is no apparent plan to link with the proposed GARDEN VILLAGE. All work must be done in one phase to avoid re-visiting to carry out further disruptive work.

Goods vehicles

- Can the number of heavy lorries be reduced by a policy of rail freighting?

Appendix D - Summary of comments received to questions 9 and 10 - A40 Westbound Bus Lane

Question 9: What do you like about the proposal to complete the A40 Westbound Bus Lane, please tell us why?

General

- Pleased to see support from the county council for improving bus services.
- General support for bus lanes in principle.
- Would be more supportive of an uninterrupted westbound bus lane.
- Good to see recognition from the council that something needs to change because current commuter times on the A40 are terrible.
- Encouraging bus and cycle use will help reduce emissions/air pollution.
- I would use the park and ride if I knew the bus journey would be quick in both directions.

Active travel

- Retention of foot/cycleway on south side.
- Foot/cycleway bypasses lay-bys/bus-stops.

Congestion

- Congestion is worse in the westbound direction due to Eynsham roundabout and traffic lights. The westbound bus lane should take precedent over the eastbound bus lane in the congestion areas.
- Reduces car dependency.
- it will discourage car use/incentivise bus use.
- It will remove congestion from the A40 and offer much quicker routes into Oxford.

Environment

- As with the eastbound lane this does not do serious environmental damage as the existing verges are wide. It is important that a pedestrian walkway/cycle path remains although the bus not have to be on both sides.

Bus journey times

- Will reduce bus delay at westbound pinch points.
- More reliable travel times.

- This will improve the journey for Park & Ride / bus Commuters to get into/out of Oxford and its environs more quickly and to scheduled times.
- Essential to boost public confidence in the efficiency of bus services
- Quicker access to Witney, Carterton etc.

Park and ride compatibility

- It will help with getting people home from Oxford at the end of the day - busses currently get stuck in all the car traffic, and people using the park and ride and bus should get the benefit of a faster journey. Perhaps the bus lane could double as a car pool lane (more than 2-3 people in a car - to encourage ride shares as well?)

Appendix E - Summary of comments received to questions 11 and 12 - A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges

Question 11: What do you like about the proposed A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges, please tell us why?

General comment

- Hopefully it would be more attractive than the current entrance to Oxford which gives a very poor impression. Beware of too much tarmac...high quality materials needed to give pride in area.

Scheme phasing

- Would like to see this scheme included in phase one.
- Do first - it's the only part of the journey where the traffic is backed up when I commute in to Headington.

Bus services

- Improved journey times
- A bus lane is more sustainable than a dual carriageway.
- Provided that there is a seamless link to city bus lanes this could help a lot.
- An A40 bus lane needs to avoid traffic queues – the bottleneck at Duke's cut – so it can get into Oxford.
- Does this include the link road – labelled "Thomas White Street" between A40 and A44? If so YES please. This should be done as soon as possible to alleviate the bottleneck at the Wolvercote roundabout. Please pass on this request to oxford city council as I think this is their scheme?
- If the bus lane is continuous that seems a good idea.
- The faster any bus lane can get to the Wolvercote roundabout the more effective it will be. I accept that when the bus lane ends there will be priority lights for buses but remember this is yet another hold up for other vehicles.
- Quicker journey time.
- Enables buses to not get stuck in traffic. But the traffic will otherwise remain stuck in traffic!
- Anything to encourage public transport use is a good thing.
- Eastbound makes more sense than westbound.

- Vital to encourage public transport over private cars.
- Completes the busway project.
- It is to be hoped that a good, fast reliable bus route in both directions will encourage more drivers to use that and not take their cars.
- The Council's plan to establish a Bus Rapid Transit Network, freed from congestion and unreliability, is dependent on establishing an unobstructed corridor for buses up to and through the Woodstock Road and Cutteslowe roundabouts. This needs to be given a much higher priority, particularly given the proposed Northern Gateway development and the other proposed developments in the vicinity.
- I am broadly supportive of this bus lane, although it must not negatively impact upon cyclist and pedestrian provision.
- Bus stops are well located and 'bypassed' with cycle tracks behind them, except in one case where space is too tight. Signage to inform bus users of passing cyclists would be valuable at this one case.

General road users

- It lays the way for future dualling of the road (not that I am necessarily in favour of this).
- Any solution requires a bridge to be constructed at this point of the A40 so the additional infrastructure is absolutely needed but the discrimination against the vast majority of road users does not reflect the needs of the community and local road infrastructure.
- This is a better solution than the initial priority traffic lights that are proposed.

Environmental benefits

- Carbon footprint and emissions.

Active travel

- That provision is made for cyclists with a separate structure, which will make conditions better.

Question 12: What do you dislike about the proposed A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges, please tell us why?

Funding

- Uncertainty about funding for this scheme.

Bus priority

- This scheme would significantly improve the benefits of the bus lanes.
- Doesn't address bus delay within Oxford.
- I don't think the A40 has demand for a bus lane.
- Doesn't included guided bus lane infrastructure in the scheme
- Viable alternative routes or new bus routes need to be created as an alternative to driving for the majority of through A40 users at Wolvercote roundabout.
- Suggest building a separate bridge so there could also be a westbound bus lane along duke's cut.
- Not long enough - Bus lane stops at Duke's Cut and then joins the traffic.
- I think bus lanes are needed more on the Eynsham roundabout to Cogges, Witney section of the road as there are a greater number of users for the S1 bus service - this does not go towards Peartree.
- Would like to see improvements for bus routes using the Swinford Toll bridge.
- Don't agree at all with the idea of a bus lane.
- It needs to be continued over the bridges, right up to the Wolvercote roundabout, to make sure bus journeys are significantly quicker than car journeys.

Dual Carriageway

- Prefer dual carriageway.
- It is not clear whether the bridge widening is future proof to allow a future dual carriageway on the A40.
- Ok as far as it goes, should be part of a dual carriageway.
- I would like an A40 dual carriageway if it extended all the way to Oxford with a proper direct link to Peartree interchange continued by realignment of the northern by pass re-joining the existing A40 in the vicinity of Green Road [Thornhill] Park and Ride.

General road users

- Design does not consider motorcycle users.
- Not sure how emergency vehicles would be able to use this route.
- Would like this scheme to include link road from A40 to A34/A44 to reduce queueing of heavy goods vehicles at Wolvercote roundabout
- Will not help general traffic congestion.

- Bus passengers should not be getting any priority whatsoever. The A40 is a trunk road that doesn't just serve Oxford and Witney you know!
- It will make the A40 narrower and reduce the speed limit which is completely unjustified.
- Would prefer to see junction improvements that help ALL traffic.
- Scheme does not address issue of this bridge as a traffic bottleneck.

Construction

- Would like to see construction aligned with phase one to reduce disruption.
- Concerns about cycle safety and rerouting during construction.

Active travel

- Cycle link is only on north side of A40 so all cyclists from Eynsham will cycle along the pedestrian walkway on the south side!
- Concerned that buses will be too close to the cycle lane, making it unpleasant.
- The principal cycle path bridge should allow 3 m width if possible and should be on the southern side for easier access to canal.
- It does nothing to resolve the problem of the Wolvercote Roundabout being the biggest barrier to walking and cycling movements in the north of Oxford.

Environmental

- Make sure environmental impacts are managed as the water is a sensitive area.
- Concerns about environmental impact of the scheme.

Appendix F - Summary of comments received to questions 13 and 14 - B4044 Community Path from Eynsham to Botley

Question 13: What do you like about the proposed B4044 Community Path from Eynsham to Botley, please tell us why?

General

- It is widely supported by the local communities of Oxford, Botley, Farmoor, Swinford, Eynsham & Witney.
- It is community led and will provide a much-needed safe cycle journey for those from Witney/ Eynsham to West and South Oxford.
- I will be a regular user of the Community Path.
- Despite being a frequent urban leisure cyclist, I always go to Farmoor by car. I would certainly go there by bike if I thought it was safe to do so.
- I would like to visit Farmoor reservoir more frequently and the wonderful countryside beyond, but would only want to go there on my bike, and it seems pointless to visit it by car (unless you are a sailor, which I am not).
- This scheme is relatively inexpensive.
- This is clearly a proposal that is long overdue. The B4044 is a dangerous road for cyclists and impossible for pedestrians at the moment.
- It is a nice idea in principle.
- Will liberate the people, including the young people, of Eynsham travelling into the redeveloped Botley, Central Oxford and to the train station.
- Would provide a good amenity for residents of Eynsham, Farmoor, Botley, as well as a route to work/school for many.
- This has my full support and a similar approach needs to be taken on many other major routes in the County.
- This is long long overdue and recognises the worth of Bike Safe's B4044 path campaign.
- Will reduce the number of cyclists using the carriageway, making it easier to ride on-road for sports/high-speed cyclists.
- it is important that they can travel to and from Botley safely.
- It will benefit people working in Botley.
- It is the obvious method of getting access to the hill end environmental centre which can only have access suitably by cars at present.

Benefits of active travel infrastructure

- Paths encourage healthy exercise and socialising while keeping users safe away from motor traffic and fumes/particulates.
- Huge environmentally beneficial payback without the money cost, in contrast to more roads.
- Will encourage more walking and cycling (amongst less confident riders).

Design elements

- It should be built such that any young person from 11 years old and above can be allowed to cycle from Eynsham to Oxford and vice-versa.
- Safety at the “Siemens” roundabout needs to be addressed.
- Want to see separate parts for cyclists and for those walking.
- Separate bridge across the Thames - will need to be lit and feel safe.
- Apparent change of road geometry at Nos 1&2 Oaklands Farmoor improving sightlines.
- The route on the northside has less landowners to negotiate with.

Construction

- Would like to see this built before any work on the A40 commences.
- Added benefit of providing alternative cycle route to oxford during A40 construction.

Safety

- Good idea to route a path away from the road.
- It will make cycling and walking safer, save lives, and cause modal shift from car to bike and e-bikes.
- Traffic in and around Oxford is a mess and getting worse. The alternative is to provide safe cycling and walking routes into Oxford. The B4044 is a busy road that feels unsafe therefore people do not use it. Providing a safe path for walkers and cyclists will reduce the number of journeys made by car and contribute to people’s health and to improving the environment (or more realistically stop it from becoming worse).
- The B4044 however is currently not an option for safe cycling - the road is too narrow and the cars, buses and lorries using it have no respect for cyclists, overtaking in dangerous places.
- It separates cyclists and pedestrians from vehicular traffic. This must be safer for all.

- It's essential to encourage cycling. The present road is dangerous.
- Safer cycling and walking along the B4044 from Witney, Eynsham and neighbourhoods of Oxford.
- Improves safety for all road users.
- This scheme absolutely must go ahead! Although the A40 cycle path is convenient, the noise level from the traffic and the blinding lights from cars makes this a very torturous journey to make by bike.
- It is also a very long route if you wish to go to Botley.
- The recent death of a young cyclist outside Eynsham underlines the danger of not protecting cyclists with community paths.
- It is a dangerous road for cyclists due to curves hiding slow moving bicycles.
- Long overdue, but again it must have priority from joining traffic and should be protected at the roundabout in Farmoor.
- It will be particularly beneficial to people walking - I sometimes see people near Hill End risking their lives along the grass verges.
- I am a regular cyclist and the B4044 is extremely dangerous - so much so I have stopped using it due to dangerous incidents (which have been reported to the police). The toll bridge causes motorist frustration and I feel cyclists experience the brunt of this frustration.
- As a driver it feels dangerous currently on this route, when passing cyclists.
- As far as my wife and I are concerned, it will be possible to cycle from Cumnor Hill on our tandem and safely cross the river Thames so that we can easily get to Eynsham and beyond.

Transport Strategy

- I like the improved links to bus stops.
- It will make Hill End accessible to families without cars and make it easier for people in the smaller villages and hamlets in this area to access services and shops in Cumnor.
- Strategically the path will link to other national cycle routes.
- This scheme addresses a missing link in NCN 57 between Northleach and Welwyn Garden City.
- This route is 30 minutes quicker by bike than bus during peak times. It is also the route used for pupils from Matthew Arnold and Bartholomew schools traveling in both directions from Botley, Farmoor and Eynsham.
- Will provide an alternative walking/cycling route to Oxford City.

- Helps meeting Government's aim of making sustainable transport accessible to everyone including cyclists, mobility scooter riders, and pedestrians (see Government's cycling and walking strategy).

Economic benefits

- Will benefit the county with proven economic benefits of active travel infrastructure.
- Will increase cycle use to the West Way and Westgate shopping areas thereby reducing car use.
- This will help open Oxfordshire to cycle tourism with the associated economic benefits for the region. The current roads are simply too dangerous for tourists on bikes. Oxfordshire needs more such paths - ideally all the way to the Cotswolds!

Benefits for B4044 motorised vehicle users

- It will ease traffic flow on the B4044 by avoiding bunching behind the "slower road user".
- Will benefit general traffic with some bike users moving to the community path (reduce car traffic through mode shift).
- Cycling on the B4044 now is dangerous and holds up bus and motor vehicle traffic.

Likely Usage

- I would think only tourists would use this.

Comments Regarding Safety of the existing B4044

- For a commuting cyclist to cycle towards the toll bridge from Botley in rush hour in the dawn on this narrow and twisty road would be lethal. No wonder few if any cyclists use the road.
- Lovely for a relaxed weekend stroll when I have calmed down from the ever-increasing traffic chaos around oxford. what a breakthrough.
- I cannot get my grandchildren to the county's premier environmental centre at the moment. Children should be able to walk or cycle to Hill End. How do we get there at the moment? Taxi?
- Our whole family are frequent cyclists; however we do not cycle this road as it is so dangerous
- This road is a death trap and sadly some have not lived to tell the tale.
- My friend was seriously injured and nearly killed by high speed collision with a car from behind on the B4044 two years ago. The driver was using his phone at the time. This was an accident waiting to happen and if this work had been done 7

years ago, it need not have happened at all. I am a cyclist (and driver) with over 40 years' experience - there is NO WAY I would contemplate using the B4044 by bike.

- I have lived in Farmoor for 5 years and cycle to work in Headington every day. Been desperate for a safer route to Botley for all of us that use this route to cycle into town. I know lots of people who won't use the road because they don't think it is safe enough.
- A friend of mine was knocked off her bike on this stretch of road by a lorry! The other thing is that it is very difficult to overtake on this road when in a car, with long queues of traffic behind cyclists.
- I was nearly killed on this road in 2003 when I hit a pothole and was thrown off into the 50mph traffic and so I have not used it since except once in a Bike Safe rally.
- Very glad to have something on that road. It is one of the scariest roads I have cycled on in Oxfordshire.
- As a cyclist who's been hit and injured in this road and still need to use it in my commute to Botley, I see it as a must that will also decrease the amount of cars traffic.
- We really need this bike and community path. Access to Hill End would be possible for our youth group by bicycle and it would be possible for the children (and adults) who live in Botley to cycle to Eynsham.
- I remember the tranquillity of this road, a real space between Botley and Eynsham. It is now hair-raisingly busy so what is not to like about facilities for safe journeys for cyclists and walkers and wheelchair users alike.

Question 14: What do you dislike about the proposed B4044 Community Path from Eynsham to Botley, please tell us why?

General

- Concerned about urbanising this route – loss of verge, introduction of signs, lighting?
- This must be accompanied with a prohibition of cyclists from the road itself to maximise safety and traffic benefits.
- May encourage more development.
- It doesn't solve the problem of the A40.
- Query if route is necessary given A40 cycle route.

Design

- Not fully planned, cycleway is too secluded in places, not wide enough for cycles and walkers.
- The route does not provide a benefit to the seasoned cyclist. The hardened cyclist will still choose to use the road. Many eastbound cyclists will hop on the road as the path is too convoluted e.g. the alternative crossing at Swinford. Westbound cyclists won't cross the carriageway to use it.

Farmoor alignment (near Oxford Road bus stops)

- The proposed new location for the eastbound bus stop is well known for being liable to flooding, increasing the possibility of splashing users or creating the danger of ice on the footpath in winter.
- The speed limit should be dropped from 40mph to 30mph. This would increase safety for everyone.
- Turning into our driveway from the road there is an added problem of who has priority, with cyclists coming out of my drive or the footpath (near existing eastbound bus stop).
- We lost internet and phone for five days last time work was done in this area.
- An alternative option for the community path alignment is behind (go north of) Oaklands to remove conflict points. Of course, lighting would have to be added in this case.
- We were told the path southside of the B4044 through Farmoor was the more expensive option but why is this the case? There is much more space on the southside. This would make it much safer. You would not have to alter any bus stops, road cameras, drainage ditches or roads and again be safer.

Safety, comfort and security

- Cats eyes would be nice.
- Path lighting is needed, particularly in areas where the path moves away from the main road.
- Safety & security issues need addressing – especially at night. Risk of muggings or assaults if cycle path is separated too far from road (e.g. by hedge) – but risk of collisions with traffic if too close. Needs careful planning.
- Not sufficiently screened from road. Not a very pleasant walk with cars and lorries buzzing past all the time.
- The path runs very close to roads at various points, which will make it a bit unattractive to use, especially for families. Separation from the 50-mph road would make it safer.
- Why not do the job properly and separate the route for the whole length, ridiculous that cyclists have join the road before and after the toll bridge.

- Vegetation would need to be properly managed. Please ensure this is considered in the ongoing costs.
- Potential for accidents (cyclists colliding with pedestrians).

Path priority

- Nonsufficient priority or protection along full length - path users should have priority over access crossings.
- There are too many places where the path users must give way to traffic on access roads. This always has the effect of encouraging cyclists (particularly those in a hurry) not to use the track, but to stick to the road where they don't have to give way.

Bus stops

- No provision has been made to provide a pair of bus stops to serve the Hill End Centre. This is a major oversight - it is acutely embarrassing that it is impossible to travel to an environmental centre by public transport.

Path connection into Eynsham

- Bike route needs to continue along Oxford Road into Eynsham village otherwise bikes will have to use the pavements when traffic builds up.

Botley path termination

- The "island" in the centre of the B4044 where path users cycling west from Botley would cross from the south side is a simple right angle. Again, like the proposed foot bridge, this appears to be simple pedestrian design. Cyclists or wheelchair users will be vulnerable and will also have to make sharp right angle turns. A properly aligned island with a skew would allow crossing in two stages without needing the bike to be at right angles in the middle of the road, or a quick and safe route across without needing to stop.
- The slip road onto the A420 in Dean Court has no proposed cycling crossing provision.

B4449 and B4044 roundabout "Siemens roundabout" path termination

- Present Siemens roundabout is dangerous for cyclists. This could be redesigned as a Dutch style roundabout.
- There should be a priority right of way for cyclists once they are on the 'Siemens' roundabout in Eynsham, just as for cars. Cyclists should not be treated as second-rate road users forced to mount for cars leaving this roundabout (see mainland Europe for abundant examples). If no provision is put in place, cyclists will swerve onto the road at this point to take part of main traffic on roundabout. It

would be a missed opportunity not to improve the cycling infrastructure on this roundabout (and any connections to the Park and Ride) as this should be seen as an integrated cycling infrastructure package, not a single element along the B4044.

- The solution must be a complete redesign of the B4044. The extra road traffic generated by the two new housing developments in Eynsham are going to generate a significant increase in traffic wanting to travel along the B4044 and the existing road does not have the capacity to accommodate the demand. The solution must be to construct an alternative river crossing to replace the Swinford toll bridge and increase the capacity of the road. A scheme that incorporates increased road capacity and segregated facilities for cyclist and pedestrians is the only practical solution if the new housing developments are to proceed.

New river crossing

- I think the cycle bridge at Swinford should be adjacent to the existing toll bridge - the route on the map is too convoluted and long, people will just go over the toll bridge.
- Proposed foot and cycle bridge at Toll Bridge seems unnecessary expenditure. Why not put a weight limit on the Toll Bridge excepting buses and emergency vehicles etc.
- Fear that the Toll bridge owners will not let cycles have priority so they can safely cross the bridge.
- Put in new Thames bike bridge near toll bridge, provide a route for bikes to safely get across that bridge and build off road cycle path into West Oxford.
- The proposal for a foot and cycle bridge over the Thames parallel with the toll bridge is interesting - but ill-thought-out and demonstrates that the priorities have not been understood. Cyclists are much more confident at the toll bridge simply because the traffic is slowed down. The toll bridge is indeed not well designed for pedestrians.
- It appears that this is a foot bridge, which cyclists are to be expected to use as well. The design has sharp right-angle bends, which are difficult and dangerous for standard bicycles, tandems, or anyone with a tricycle or a load-carrying cycle.
- The expense of the bridge would be far spent on providing proper access at the western end to Eynsham and the A40 cycle path and improving the pedestrian route over the toll bridge. If the proposed bridge is built, then it should NOT preclude cyclists from taking a route over the toll-bridge which is likely to be much safer to cyclists (and also to those pedestrians taking the footbridge).
- A cheaper option for pedestrians and timid cyclists or children would be a hanging bridge suspended from the toll bridge (there are many examples on bridges over the Danube). The toll bridge is not a hazard for cyclists, motor vehicles travel slowly over the bridge and are held up by the toll collection. A

problem for cyclists would arise only if the toll was abolished.

Alternative routes

- I would like to see other options explored, e.g. cycle/footbridge over the Thames at Bablock Hythe to enable a quieter cycling route into Oxford
- What about a cycle path along the Thames tow path, widening the existing footpath path between Eynsham/Swinford Toll Bridge and Wolvercote? Much quieter and more scenic completely away from traffic and an alternative to the noisy polluted A40.

Construction

- Should be built as soon as possible, before other schemes in phase two commence
- Should be in phase one.

Funding

- No guarantee of funding.
- Proposed foot and cycle bridge at the Toll Bridge. This is nice to have but the money (approx £4m) would be better spent extending the cycle path from the B4044 to the A40 for which there is a great need.

Environmental

- Concerns for the woodland SSSI Stroud Copse (SP4446907562) affected by the proposal along the route of the community path. Ancient woodland is protected under the National Planning Policy Framework, which states: "development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists." In order to adequately protect the ancient woodland from detrimental impact, we ask that no construction works occur within the ancient woodland or within the Root Protection Area of any trees which form the boundary to Stroud Copse.

B4044 other issues

- Want automation of Swinford bridge toll collection.
- Buses 11 and S1 get stuck in queues of cars waiting to pay tolls at Swinford Bridge. This contributes to buses taking twice as long in peak hours as off-peak, and their timetables being less reliable. Bus Users Oxford considers that investing in the B4044 corridor without offering any relief whatsoever for buses at Swinford is a missed opportunity and significant strategic shortcoming.

- Want measures for bus priority from Eynsham to Swinford Toll Bridge to reduce delays and improve reliability.

Appendix G - Summary of comments received to questions 15 and 16 - A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path

Question 15: What do you like about the proposed A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path, please tell us why?

General

- Support given for this scheme from people who do not currently cycle
- A pragmatic solution. Much needed - cycle paths will be used more if they are joined up.
- Provides a traffic-free route for shared path users into Oxford/North Oxford.
- This link makes complete sense and means that younger and less confident riders can transfer from the A40 cycle path onto the Oxford Canal tow path, and thereby avoid cycling into Oxford on the busy and sometimes awkward Woodstock Road.
- The encouragement of more sustainable modes of transport is a good thing.
- Will be nice for family bike rides
- National cycle routes are good for leisure cycling extending them may get more Sunday cyclists out.

Cycling Infrastructure Benefits

- Gets cars off the road.
- Promotes healthy exercise and socialising.
- If cycling were safe, away from traffic, I believe many more people would do it – at least when the weather is fine!
- Good for the environment.
- A safe route to help cyclist getting into Oxford will maybe encourage more people to cycle.

Improvement on current provision

- It would provide a decent cycle route into Oxford away from main roads.
- At the moment some people cannot carry their cycles up and down the stairs and so this proposal seems like a good idea.
- The link exists on the south side of the A40. It is a rarely used steep staircase.

- If you have ever carried a bicycle up or down the embankment between the A40 cycle path and the Oxford Canal towpath you will know how much better it will be to have a proper cycle-able link!
- We use the cycle path along the canal quite often and the route down the steps is not easy, the more accessible option looks great.
- Smoother tarmac for the small amount of us cyclists who use it.

Cycling Connectivity

- I think it's great to link up National Cycle Routes.
- This provides a valuable link to an attractive route for cyclists (and pedestrians) that should encourage more cycling.
- Provides a traffic free route into Oxford via Wolvercote. An easy gain for not much expense at all.
- This gives access to areas such as Jericho and Radcliffe observatory quarter, station, etc.
- There needs to be an enhanced linking up of cycle routes generally.
- Too many of Oxford's routes break off at awkward places. Existing cycle paths should be linked together and clearly this would be an opportunity to do just that.
- A bit more joined up thinking making alternative journeys (work/leisure) more possible on foot and bike.
- Provides a traffic free route into North Oxford from Dukes Cut and Wolvercote rail bridges.
- This would make cycle access to the Oxford City rail station much easier and also there are a lot of employment sites in the west end of the city.
- Possible to cycle safely further than we are able to at the moment.
- As a non-cyclist, I'd imagine that being able to cut through to central Oxford via a pleasant tow-path would be a distinct improvement on dicing with death on the Woodstock Road roundabout and being sworn at along the Woodstock Road itself!

Question 16: What do you dislike about the proposed A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path, please tell us why?

General

- A waste of money – hardly any people use it regularly – so the cycle route does not need more money spent on it.

- There needs to be a meaningful link between the NCN 51 & NCN 5. Linking the A40 to the NCN5 is meaningless, unless there are effective commuter quality links to Kidlington and Oxford. The condition of the canal footpath does not support this link.
- Will not be used in any great numbers because it's too close to the busy A40, too polluted and noisy.
- It seeks to provide a facility that I doubt would be used by many. From personal observation very few cycle alongside the A40 (too far from Eynsham or west thereof), i.e. a waste of funds that could be used to further improve other aspects of this proposal e.g. shut Cassington Road traffic lights and open up the road from Mercedes Garage to the Eynsham By-Pass.
- Cycle paths need to be fast but they also need to be reasonably direct. I am not sure that just because this missing link is built that people will use the path to get from Witney to Woodstock or Oxford by bicycle. I still believe they are more likely to use the existing roads despite the potential traffic hazards.
- There is already a very good cycle path to Oxford City Centre from Witney (that I use), there is no need to spend a large sum of money changing it.
- While cycles are very good in many ways they should not be the be all and end all for modern commuting! They have many limitations and do not contribute any revenue to the road system at present!
- It is already linked by a flight of stairs, I've managed to get up them with a bike, so what is the big deal
- A waste of money for the majority of residents – NOT enough people use the present cycle route – even after 10 years.
- Only 8-10 people are seen on the cycle route in “rush hour” daily!
- It's OK, but doubt its usefulness in the long term.
- Don't think it is needed and funding could be better used to improve highway for motorists who pay road tax - there is a perfectly usable cycle path along both sides of the A40 and then all the way down the Woodstock Road.
- Unless you make it illegal to cycle on the main road cyclists will continue to clog up the A40.
- Does not go far enough. Want to see more infrastructure that is clearly separated, signed, consistent and safe to use without risks from poor roundabouts, junctions and close proximity of over congested, polluting traffic.

Phasing

- Would like to see this constructed as soon as possible – i.e. in phase one

Connectivity options

- This scheme should connect NCN5 to the A40 south side cycle track instead/as well.
- An A40 crossing here so the NCN5 can be accessed from the A40 south side shared path.
- It wanders too far from the shortest route available and I question whether cyclists will use it.
- Could a bike ramp be installed at the stairs on the A40 south side?
- Could the old railway line route also be utilised?

Safety

- Upgrading the NCN5 route surface for this section will be essential.
- Unsure about safety for cyclists, pedestrians etc.
- Not a great sense of security in isolated areas.
- Danger of falling into canal.
- Inhibits pedestrians/horse riders from using tow path because of speeding cyclists.
- Some assurance that it's suitable for higher volumes of cycle journeys (at a decent cycle commuter / electric cycle pace) would be helpful.
- use of the towpath for walking may become less pleasant. Encouraging cyclists to be concerned for pedestrians there will be important.
- No lighting is included for the link, which will make it difficult to use during hours of darkness.

Tow path

- NCN 5 requires investment if it is to be used by commuter cyclists. The tow path surface is currently poorly maintained and is currently not suitable for a road bike – more appropriate for mountain biking.
- May well overload tow path with competing type of traffic.
- The canal path is too narrow.
- I have major concerns about encouraging cycling on Canal towpaths. In general, they are not built for the purpose and narrow towpaths, walkers, canal users, anglers' water and high-speed cyclists do not mix well. There are increasing reports of injuries from other users being struck by cyclists.
- The tow path is busy with walkers and has low bridges. I've tried this route and even with improved access it will still be tricky. I'd rather use the main cycle path to go to work in Summertown.
- Not enough being done to the canal paths to improve their use on both directions.

- Would like to see the tow path surface improved north to A44 or even to Kidlington.

Wayfinding

- Needs to be signposted properly
- It would be good also if the signing and linkage could be extended further westwards so that cycle paths as far as Witney from Oxford were apparent.
- It is only effective with accurate signage and publicity to remind people that it is there.

Lock, gates and path under rail bridge

- Dismount and gate means the route is unlikely to be inclusive of disabled cyclists. Sustrans' recent NCN review requires all routes to be accessible to all in the future.
- Gates seem unnecessary on either side of the railway. Cattle grids should keep stock in, if required, and should be sufficient along with appropriate warning signs.
- Most cycle-able tow paths do not have gates at low bridges.
- Please remove all gates - obstacles to cycling!
- If there are signs asking cyclists to dismount, gates won't be needed either side of the rail bridge.
- Don't understand the need for gates – plenty of low bridges and awkward corners on canal routes in London that are cycled past with no need for gates or additional obstacles.
- There appear to be quite a few gates and low bridges, the route should be as easy for cyclists to use as possible and avoid reasons for them not to use it.
- No need for gates on either side of the rail bridges. Cyclists dismount signs would be sufficient if any sign at all is needed.
- "Cyclists dismount", gate. No! Why put these obstructions to cycling? Invest the money wasted on these signs and gates into better design or you will discourage cyclists from using it. (F1.5, F1.6)
- The low bridge should be rethought.
- Gates should not be installed to inhibit access; these are problematic e.g. for cycles with trailers.

A40 congestion

- Not a solution to the A40 congestion.

Other cycling comments

- Suggest that the cycle path from Oxford to Witney should be on the South side of the road (Oxford and Eynsham are on the South side) and cross over at Hill Farm flyover to Witney. Therefore, less road crossing for cyclists.
- I hope there can be a cycle path along Cuckoo Lane.

Appendix H – Summary of consultation responses received from organisations

Bike Safe

- The fully traffic-free route to North Oxford at Duke's Cut – although it will be important to ensure access to both north side and south side cycle paths along the A40. The current design will make it difficult or unsafe for cyclists using the south side path to join or leave the Duke's Cut/ North Oxford route.
- much more needs to be done to improve cycling infrastructure between Witney and the various housing developments planned there and the Eynsham Park and Ride. With the proposed dualling of the A40 between Eynsham and Witney in phase 2, there is a real danger that car travel will be encouraged – which is fundamentally inconsistent with LTP 4 commitments
- We urge OCC to consider ways in which construction of the path could be brought forward. The principal reason for urging a review of the implementation schedule is that there are likely to be greater traffic flows along the B4044 in the short term. The roadworks associated with the construction of the bus lane along the A40 will cause even greater delays and will lead drivers to find a range of alternative routes. The B4044 will be one of those but careful sequencing of the construction of the various elements could reduce delays, congestion and commuters' frustration. even with the priority given to buses.
- With the proposed developments on the north side of the A40 in Eynsham, it is imperative that the same high-quality cycling provision along the B4044 is extended to run alongside the B4449 between the Siemens roundabout and the A40 roundabout. There appears to be land on the eastern side of the B4449 which could be used for a path. There is a real opportunity here to improve the impact of the scheme by creating a usable cycling network within commuting distance of Oxford.
- At the Botley end of the community path, we urge OCC to consider how it can best link up the off-road facility with a continuation for the short distance to Botley Centre (which is itself being massively changed with additional housing, retail and commercial expansion).
- One alternative is to improve the current on road facility, but this may be relatively complex and a viable alternative might be to create a new route through the Fogwell Road/Tilbury Fields estates. Urgent exploration of alternatives is recommended. This will become even more urgent as the number of cyclists increases because the current right turn onto the Eynsham Road at the bottom of Cumnor Hill is highly risky and intimidating since it involves crossing a crossing four lanes of traffic with the outbound vehicle traffic picking up speed with a 40 mph limit ahead.

- Cyclists are the most vulnerable road users of British roundabouts and Bike Safe is concerned that there is at present no safe way for cyclists to cross the Siemens and A40 roundabouts. At best this will reduce the number of potential users; at worst there is a risk of serious injury. Both the roundabouts at Eynsham need to be redesigned both for safe use by cyclists and pedestrians and as part of an integrated route from the Garden Village site to Oxford.
- The major difference between Bike Safe's proposed off-road path and OCC's route is the inclusion of a pedestrian and cycling bridge over the river at the toll bridge. In a world of ample budgets for infrastructure this would be nice to have, but in our view, it cannot be considered a priority. In the current climate the bridge will be a very expensive and time-consuming part of the project. It is Bike Safe's view that the money allocated to the bridge could be used more effectively by ensuring that there is a connected route all the way from Eynsham to the Botley Road filling in the gaps identified above.
- If the bridge is to be included, it must be a cycling friendly design with no sharp bends and steady gradients so that it can easily be used by all including users of push chairs and wheelchairs. We also recommend that the construction of the proposed bridge be included in the last phase of construction; it is essential that the B4044 path be built first, and the bridge later.
- After Bike Safe's own public consultation, we will be amending our preferred design to incorporate the following changes:
 - Users of the community path should have right of way at all crossing points and driveways. Currently, priority is variable, and this will cause uncertainty and increase risks.
 - Entry onto, and exit from, the B4044 community path for cyclists coming from or going to Cumnor needs to be improved. We will be happy to explore with OCC whether it might be more effective to change the roundabout design or whether it would be better to move the westbound bus stop to the other side of Mayfield Road and construct a refuge in the middle of the B4044, which is wide enough for a bike, to permit safe crossing of the road. This latter option has the benefit of not having bus stops directly opposite each other and a central refuge will also improve pedestrian safety for people accessing the Oxford bound bus stop.
 - The realignment of the B4044 near the site of the speed camera is welcomed because this will give more space between the cycle path and the road and it will also improve visibility for homeowners exiting their drives.
 - phase two must embrace the opportunity to improve the existing cycle path to Witney, which is narrow, unpleasant, too close to the road in some spots and is in poor repair.
 - There is currently no provision for a cycle crossing at the proposed roundabout at Barnard Gate. At this location there is not only the A40 cycle route to consider but also the wide use of the side roads by cyclists. The solution would seem to be the overbridge which is proposed for access to private properties. It should be

possible to provide a short roadside path on the south side between this bridge and the South Leigh road, to give a cycle-friendly crossing of the road.

- Provision of good cycling links to the west would link into the proposed Eynsham P&R and would enable commuters to split their journeys in the way set out in the Gilligan Report ('Running out of Road' July 2018) in the first/last mile option. Accordingly, there should be facilities so that people can either ride to the P&R and leave their bicycles there safely or ride from the P&R into Oxford.

British Horse Society

A40 Bus Lane Comments

I like the new crossings for horse riders/pedestrians. It shows that minority users are being catered for to a small extent.

It's great that you have included two Pegasus crossings. It's about time authorities included equestrians in their plans especially when bridle ways can be connected up. Thank you!

While all these layout changes are being done thought should be given to joining up the bridleway that joins the A40 at the farm bridge – just east of the Witney B4022 joining and the bridleway that joins the A40 just east of Barnard Gate. This could be a joint walking/cycleway. Positioned away from fenced off from the A40. Linking up routes is the only real way forward.

A40 Dual Carriageway comments

Like the improved cycle lanes along proposed dual carriageway extension from Hill Farm to the park and ride. BUT there is no mention of equestrian use. There is a great opportunity to connect up some of these bridleways and make multi-user paths instead of just cycle paths.

Dislike:

No consideration for horse riders. Only an improved cycle path.

There could be the opportunity to connect the bridleway at hill farm to the dis-used road to Barnard Gate, and then connect from Barnard gate to the bridle way that runs to the east of the park and ride, and science park. If land needs to be purchased to widen, there is no reason why this land not accommodate horse riders as well as cyclists and pedestrians.

A40 Westbound Bus Lane

Support this scheme. We need more bus lanes (and more park and rides) to get cars away from major towns hence reducing pollution.

A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path comments

Support this scheme. We need to have more alternative transport routes. Taking vulnerable people off increasingly dangerous roads, for commute and leisure.

Need much more 'linked' paths for cyclists and horse riders. While cycles may use bridleways, horses are not allowed on cycleways! The planners should be planning more multi users paths for minority users.

Dislike that riders of horses are excluded when tow paths were originally in place for horses to tow barges along the canals.

Bus Users Oxford

A40 Eynsham Park & Ride comments

Park and ride is a counsel of defeat. It ignores the need to get people to use public transport for their entire journey. It panders to unsustainable levels of car use. It encourages 1,000 cars to converge on Eynsham every morning. It will increase car traffic west of Eynsham. It is environmentally inexcusable.

A40 Bus Lane comments

Four miles of bus lane will substantially quicken bus times and make time keeping more reliable. If it succeeds, it could increase passengers and hence frequencies on routes S2, S7 and 53. It might possibly enable new services.

Stopping the bus lane at duke's cut leaves a half mile bottleneck over the canal and railway bridges. This is where eastbound queues are most common. This is the section that buses need most!

A40 Dual Carriageway comments

Any increase in road capacity encourages more and longer car use. An extra three miles of dualling will increase trunk traffic on the A40. This will increase rat-running on the A40 over Swinford Bridge and congestion Eynsham – Wolvercote. Environmentally utterly reckless.

N.B. twice as many buses use the A40 west of Eynsham as east of it.

A40 Westbound Bus Lane comments

The same half-mile between Wolvercote roundabout and Duke's cut seems to be missing westbound as well as eastbound. It may be less critical in this direction. But it seems a shame.

A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges
This is the best part of the scheme. Queues start to form at junctions. This half-mile is the most critical on the route. Cancel the park and ride. use the millions saved thereby to build this half-mile as soon as the rest.

OCC has no budget to build this section. It will not be built at the same time as the other four miles. OCC is treating this section with far too little urgency. Prioritise it!

B4044 Community Path from Eynsham to Botley comments

Cyclists and pedestrians will feel safer. Slightly more people will walk or cycle than do so at present.

I suspect it will do more for casualty reduction than modal shift. Casualty reduction is of course good, but modal shift away from cars is the best way to do it. Limited value.

A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path

Cyclists and pedestrians will feel safer. Slightly more people will walk or cycle than do so at present.

[CPRE Oxfordshire/ Witney Oxford Transport campaign](#)

Summary:

- The engineering of the scheme is flawed and as proposed will only make movement along this corridor worse and should be opposed.
- CPRE Oxfordshire is fully supportive of improving public transport wherever possible to limit the increase in traffic demand from new development, to aid the local economy and to reduce air pollution. There is agreement with the principle of using bus lanes particularly in the short to medium term.
- Our key objection to the proposed scheme is to the apparent reduction in highway capacity at Eynsham.
- We also believe it is entirely premature to be dismissing light rail options, and that a more far-sighted and collaborative approach to this is required.

Specific comments:

- Sustainable development should involve the co-location of housing and jobs. We object in principle to a bus lane that seeks to provide for more commuting into Oxford, driven by a decision to accommodate Oxford's 'unmet need' for housing.
- (Evidence related to the emerging Oxford Local Plan suggests that Oxford's 'need' is well below that presented as part of the West Oxfordshire Local Plan process. It is CPRE's belief that Oxford could accommodate most, if not all, of its current need by prioritising land for housing, rather than employment, and building at appropriate densities.)
- We are concerned about the environmental consequences of not accommodating the significant increase in traffic east of Witney that has occurred in recent

decades affecting the A4095, B4044 and A415 villages. If a Park & Ride is required, we would suggest that Witney might be a more appropriate location.

- The reduced lane widths for general traffic on the A40 will negatively impact capacity (by reducing the Congestion Reference Flow (CRF) by 30%). The consequence of this capacity reduction is that in the peak hour, users of approximately 400 vehicles an hour, roughly half of all car traffic and carrying some 520 people into Oxford, will not be accommodated and will need to divert to public transport - another eight buses per hour – or (as is more likely) to alternative routes/rat-runs.
- The justification for the scheme is to improve transport along the corridor, particularly travel demand generated by the proposed dormitory suburb north of Eynsham village. Major expansion planned at Witney will also generate commercial and service traffic that can only be served by road. The proposed 1,000 space car park could only accommodate a proportion of this new demand if the present road capacity is maintained.
- It is accepted that the capacity of the three controlled junctions need to be enhanced to match the capacity of the carriageway. The Cassington and Witney Road Eynsham signals and Eynsham roundabout have increased queueing. Detailed proposals were illustrated for the Eynsham roundabout but it is not possible to comment on the electronic bus priority management and carriageway layout that will be needed if buses and general traffic are to pass through the traffic signals.
- The attitude to segregated public transport is poor. We particularly deplore the statement that use of the old Witney railway track is no longer being considered for light rail now known as tram/ train. The shared running of trams on heavy rail, street and separate track is up and running at Sheffield - Rotherham, experience that can be built upon. Dismissal on the grounds that only two trams an hour could be accommodated is ridiculous and only refers to an earlier study of capacity for branch line reinstatement with the existing Cotswold line restraints. Off line a single track can carry frequent service using inexpensive short passing places.
- We note the Government's recent publication of a Community Rail Strategy: DfT report published 16/11/18 Community Rail Strategy
- <https://www.gov.uk/government/news/rail-minister-backs-life-changing-community-rail-projects>
- This appears to us to represent an opportunity for interested parties in Oxfordshire to collaborate and push for appropriate investment. Without such combined action, it seems likely that this area could miss out and we will continue with out of date road-based solutions (such as they are).

Cyclox

- A40 footway/cycleway facility:
Consideration should be paid to enlarging this facility (to 3.5m) so that it is attractive to all users and capable of handling two-way use for walking and cycling. This applies particularly to the length of road which runs through the expanded urban area of Eynsham
- The Introduction makes claims to: "Promote cycling and walking as a viable alternative when travelling locally and towards Oxford". However, none of the junction designs either enhance cycling or conform to current guidance. Even provisions in DMRB, for roundabouts on roads with cycling and walking, proposes safer and more nuanced designs with only one carriageway to be crossed at-a-time. The designs presented in this consultation will be dangerous for crossing or using by cyclists and pedestrians, as such they should be changed significantly.
- All junctions and roundabouts need to be re-designed, their safe and convenient use by cyclists, and pedestrians, must be uppermost in the designer's mind.
- At the Eynsham consultation, the Cyclox representative was told by the AECOM senior design engineer: "... anything which would give benefits to cyclists, at junctions, would be a surprise to drivers who would not be expecting it, and therefore would be dangerous." Cyclox finds this statement to be completely unacceptable, evasive and without foundation, a deviation from County policy and unprofessional.
- The engineer did admit, then, that "there could be engineering approaches that would ameliorate this position but", he said: "who would take that risk?"
- The engineer appeared to be unaware of County Transport policies supporting cycling. Cyclox finds this statement to be unacceptable, evasive and without foundation, a deviation from County policy and unprofessional.
- We are very concerned that a senior consultant design engineer, making his mindset clear, is in charge of a major project which has "Promoting cycling and walking as a viable alternative when travelling locally and towards Oxford" as an objective.
- From a design point of view, it appears that cycling facilities have been added to the highway designs for motor vehicles. There is little or no evidence of cycling facilities at junctions and roundabouts being integrated into the design process to enable cycling.
- North and east of Eynsham developments suggest significant pedestrian and cycling access across the A40, and at the Eynsham roundabout
- For people cycling the use of the existing Eynsham eastern perimeter, B4449 will provide a direct route to west Oxford, using the Siemens Roundabout.

- Witney urban extensions, being adjacent to the A40 trajectory, suggest significant pedestrian and cycling demand parallel and adjacent to the A40. This should be provided for.
- Provision for safe and convenient walking and cycling must be provided along the B4449
- Provision for safe and convenient walking and cycling must be provided at the two major roundabouts.

Dual carriageway

- The A40 Dualling in the vicinity of Barnard Gate - does not connect the cycle facility to the old road north of Barnard Gate, as the current situation allows
- Cyclox requests that the choice for people cycling to continue both on the A40 cycle facility and also to use the old road to Barnard Gate north of the A40, is maintained.
- Proposed Barnard Gate roundabout:
 - Cycling is not enhanced by this crossing design and, whilst crossing only one carriageway at-a-time, it's at a point where the carriage-way is flared and thus designed for high speed traffic.
 - Only one-arm of the roundabout is provided with a cycle provision.
 - Island width: Provision needs to be made for all directions of travel.
 - The crossing point meets the splitter island at a 'too-narrow' a point. As a consequence, a bicycle may not safely fit within the kerbs of the island.
 - People cycling will adopt a smooth trajectory and thus will move from one side of an angled path, to the other and across the apices, severely limiting the usable width for other users. A design with a curving trajectory needs to be used.
 - A raised crossover is proposed.
 - Without some narrowing and a significant reduction in flare the roundabout design is likely to endanger people cycling
 - Cycling facilities are constrained to a limited number of direction options.
- A40 proposed overbridge: Cycling facilities are constrained to a limited number of direction options. Cyclox does not accept the lack of cycle-path continuity across the Tee junction at Barnard Gate Access, where the overbridge access road connects to the existing old road.

Eynsham park and ride



- Cyclox objects to right-angle turns in the cycle path. People cycling will adopt a smooth trajectory and thus will move from one side of an angled path to the other, severely limiting the usable width for other users.
- Cyclox objects to the absence of priority over side-turning traffic.
- Cyclox proposes:
 - a trajectory (as approximately indicated in dark-orange) with a clear 90' approach to carriageways (not a right-angled turn requiring difficult angles to look sideways and observe) and which implicitly, expects cyclists to come to a halt at the kerb.
 - Use of humped at-grade crossings of the side-turning traffic flow (to and from the Park & Ride).

Bus lane proposals

- Support these proposals.

Cuckoo Lane

- The design forces people cycling to cross both a flared-entry and a flared exit to Cuckoo Lane.
- Cyclox objects to the absence of priority over side-turning traffic.
- The junction flares make unsafe speeds possible for drivers. They impose great risk for cyclists or pedestrians crossing the carriageways.

- Carriageway crossings are too long, being across multi-lane carriageways, and are clearly unsafe.
- Use of humped at-grade crossings of the side-turning traffic needs to be used to give priority to cycle traffic on the main road.

Witney Road junction

- No convenient crossing of the uncontrolled junction bell-mouth on the south side.
- Cyclox objects to this limitation of movement along the south side of the A40, for west or eastbound cycling.
- The wide junction-mouth, and slip road, needs a refuge adequately wide for bikes.
- The use of humped at-grade crossings of the side-turning traffic flow is to be preferred in every case.

A40 – Equestrian crossing

- Cyclox objects to the off-line Crossing location for the signalised Equestrian-Toucan crossing for the Public Right of Way – Bridleway. This should be relocated in a straight-line with the PRow.

A40 - Esso Petrol Station entry and exit (both north and south stations)

- Cycle path users are made to give-way at entry & exit to the Petrol Stations.
- The crossing of the Petrol-Station entries+ exits, at c35-40m is/are too long and unsafe.
- All priority is given to drivers.
- Vehicles leaving a Station must be made to give-way to cycling traffic.
- Use of humped at-grade crossings of the side-turning traffic flows is required.
- A reference example from Utrecht is given.

Eynsham roundabout

- The roundabout, as proposed, will be a greater barrier to cycling than it currently presents and is potentially lethal for people crossing on bikes.
- The proposed cycling track across the northern arm has no priority. Cyclists are invited to cross a >7m roundabout exit and a c6m roundabout entry. These are unreasonable demands.
- The eastern, southern and western arms are equally, or even more unsafe, and all are unacceptable.
- A DMRB 'compact' roundabout is proposed instead of the DMRB 'Normal'

Cassington Road/Eynsham road junction, Cassington

- Cyclox recognises that the cycle-path crossings of these junctions, where they are part of junction signalising, may be considered adequate, however:
- Cyclox objects to the lack of straight-on priority for people cycling at the minor entrance to Marlborough Pool opposite the road to Cassington.
- Vehicles accessing Marlborough Pool lane must be made to give-way to cycling traffic.
- Use of a humped at-grade crossing of the side-turning traffic is required.

BP Petrol station

- Cyclox objects to this lack of straight-on priority for people cycling at the BP Petrol Station entrances and exits.
- Vehicles leaving a Station must be made to give-way to cycling traffic.
- Use of humped at-grade crossings of the side-turning traffic flows is required.
- Cycle lane crossings of junction is one-lane-at-a-time which is good.
- But there are no markings or raised crossover.
- High-speed off-slip will result in a risky crossing.
- A stop-give way for cyclists to motor traffic, without cycle crossing being marked, is unacceptable.

Worton Park access junction

- Cyclox objects to the lack of straight-on priority for people cycling at the entrance to Worton Park.
- Vehicles accessing Worton Park access road must be made to give-way to cycling traffic.
- Use of a humped at-grade crossing of the side-turning traffic is required to help reduce vehicle speeds.

Un-named loop to Oxford Charcoal Company/Cassington Halt

- The current arrangement is a threatening experience for cyclists with the long deceleration lane on the A40, making a crossing without physical or signed support.
- By changing the deceleration lane, giving space for a bus-lane, any turning traffic is likely to have a larger swing-in space and the opportunity for high-speed 'left hook' incidents could be increased.

Oxford North development

- Cyclox objects to the lack of priority for cycling at the side turns of Oxford North.

A40 Duke's cut canal and rail bridge

- Cyclox supports this proposal but seeks better linkage for cyclists using the waterside route.

B4044 Community Path

- Cyclox is concerned at the 'seek funding' aspect of this proposal.
- The B4044 Community Path needs to be seen as a major component of a sustainable movement strategy.
- The B4044 Community Path needs to be in place prior to additional housing development around Eynsham.
- The B4044 Community Path proposal lacks provision along the B4449
- The B4044 Community Path proposal is flawed as the continuity to Botley and the western approach to Oxford is not included in the drawings - whilst it is suggested in the wording.
- Siemens roundabout (B4449/Oxford Road)
 - Relatively high speeds are possible. The roundabout design is threatening and unsuitable for the edge of an urban location.
 - The roundabout arms need to be narrower, notwithstanding use by large vehicles.
 - The refuge/splitter islands don't seem to be an adequate size for a cyclist to wait to cross. Let alone other cycle types.
- Siemens entrance
 - significant, inconvenient, angled-detour, into the junction mouth
 - cycling being put 'back' onto the carriageway past the Siemens entrance and the Talbot Pub.
 - Cyclox would expect a Mandatory Lane rather than the Advisory Lane on the plans.
 - The 1.00m+ road centre margin suggests that the kerb could be widened marginally, from Wharf Road and eastwards beyond the Talbot Pub.
 - Such widening could see the integrity of Bike Safe's Community Path being enhanced and enable a greater range of users to make an active-travel choice.
- New Pedestrian and Cycling Bridge

- Sharp turns, such as the three identified on the plan, are to be avoided (refer to suggested).
- Suggest curved design (example of the Nesciobrug in Amsterdam).
- Refer to [Brief Dutch Design Manual for Bicycle and Pedestrian Bridges](#)
- Side turnings south of Swinford Bridge:
 - Objection to the lack of priority and straight-on safety, for people cycling at the entrance to these businesses including the Swinford Water Works Access.
 - The arguments rehearsed earlier, regarding the design of cycle-paths across side-road junctions should be referred to, for example, Cuckoo Lane.
 - The cycle-paths should continue, at-grade, across these side turns.
 - The collection of breaks in the Bike Safe path will have deleterious impact for cycling and will reduce its attractiveness for many people (and parents).
- East of Swinford Lodge Access to west of Azad University Access
 - Cyclox welcomes the proposed treatments E.2.8, E.2.9, of Layby areas.
- Azad University Access to west of Jewsons Access
 - Cyclox welcomes the proposed treatments, E.3.2, by Oaklands and E.3.3 Field Access.
 - However, the Purple coloured lane, for cyclists to re-join the carriageway – in order to make a turn at the Mayfield Roundabout - is not a satisfactory design. Cyclists appear to lose the advantages of the segregated Community Path.
 - It is unsatisfactory for this aspect of the design to not be argued in the text.
 - Are cyclists expected to give-way at the kerb?
 - Are cyclists enabled to flow onto a cycle-lane?
 - Any such re-entry should be protected by a kerb build-out. There appears to be an adequate area to accomplish some kind of protection.
- West of Jewsons Access to west of Hill End Entrance
 - Cyclox welcomes the treatments across side-turns, giving priority to the Community Path E.4.14, E4.15.
 - Use of the lane-division & give-way markings: these proposed markings do not 'conform' with the claimed 'Priority to Community Path'.
- West of Hill End Entrance to Junction with A420
 - Cyclox welcomes the proposed treatments across side-turn at Hill-End, and priority to the Community Path E5.2. Hill End Junction, E5.6.
 - Would like to see raised tables at crossing
 - The path ends without resolving the challenging extension to Botley and over Cumnor by-pass slips.
 - the Community Path becomes an Advisory Cycle Lane which will diminish the attractiveness and utility of the whole scheme for many people.

EPIC

Key points

1. There can be no congestion solution and Greenhouse Gas reduction without coordinating travel and land use and demand management of car travel.
2. The sequence of land use planning then transport provision is back to front.
3. Funding for transport improvements is utterly inadequate for current problems, let alone the future.
4. Phase 1 should have a continuous bus lane to Wolvercote roundabout.
5. Is the proposed scheme big enough to have an impact?
6. Park and ride could be located at Witney.

Eynsham Parish Council

A40 Eynsham Park & Ride site

- Eynsham Parish Council does not support the proposed park & ride at its current location.
- If a park & ride is intended to serve commuters to Oxford from Witney and Carterton it makes little sense to site it half-way along their journey. A site closer to where the commute starts would reduce traffic along the Witney to Eynsham A40 route as well.
- The proposed Cuckoo Lane junction remains a poor, unsafe and inadequate design. Expecting vehicles to be able to safely turn right, to travel around the proposed roundabout into the park & ride is incredibly hazardous (even at current vehicle volumes).

A40 Bus Lane

- How will the scheme reduce carbon emissions?
- We dispute the statement made on the consultation website 'this plan will... enhance and preserve the environment.' Please provide details of how OCC will meet this aim.
- The Council notes that Government requires the modelling to exclude the Garden Village and West Eynsham SDA as set out in WODC's Local Plan 2031, but in doing so, it will negatively impact the community of Eynsham for an extended number of years in the future. Implementing the proposed schemes by 2021 and then updating the infrastructure to reflect development to the west and potentially again thereafter to include the Garden Village construction is at best, a poor co-ordination of infrastructure needs and at worst, a sheer waste of public money.
- OCC predicts the speed of vehicles will essentially remain unchanged by the implementation of the bus lane and other alterations to the road layout. However, given the proposed quantity of horse and pedestrian crossings, pinch-points, a new roundabout and a reduction in the speed limit to 50mph, it remains a

concern that traffic will not flow as predicted. Additionally, the 50mph limit is likely to be ignored and exceeded by drivers (if the flow allows). As the only areas where this seems necessary is when there is a shared bus route, the most effective method of speed reduction would be to adjust only bus speeds to 50mph on those stretches.

- The retention of the no right turn junction at Witney Road will exacerbate the existing problem of requiring eastbound traffic to rat run through village streets to access the Eynsham roundabout.
- If the purpose of the dedicated eastbound bus lane and signal controlled bus gates is to increase the flow of commuter buses, in-lane bus stops would be counter-productive, forcing all bus traffic to travel at the speed of the most crowded bus.
- The Council is pleased to see retention of the southern cycleway however funding should be increased to upgrade it and support its continued use in the future (as the preferred side of the A40 specifically for cycling). Similarly, the Council is pleased to see that crossings are available to support the PRowS and land/river users along the route.
- In addition to the proposed bus lane from the park & ride site, a bus lane should be created eastbound from Witney along the A40. Neither phase 1 or phase 2 of these proposals should negatively impact Eynsham's existing bus service provision or existing bus stops. This is particularly relevant to the bus stops opposite The Evenlode public house.
- Strong consideration should be given to the installation of soundproofing equipment for residents whose properties back onto the A40.

Phase 2 – A40 Strategy Proposals

- A40 Dual Carriageway – It should be noted that the bottleneck will simply be relocated from the current location (at the end of the dual carriage) to the proposed new park & ride roundabout.
- The Council considers 10,000 vehicle movements leaving the A40 at the Eynsham roundabout to be incorrect and urges OCC to revisit its data.
- We look forward to receiving a copy of the Business Case when it is submitted to the Department for Transport, in due course.

[Eynsham Partnership Academy](#)

A40 Eynsham Park & Ride

- At present I can't see a joined-up approach to crossing the A40 from Eynsham to the proposed garden village. The new secondary school provision planned for the garden village must have a bridge to facilitate the safe crossing of pupils and staff. As CEO of the Eynsham Academies, we have been asked to comment on

the location of the new schools. We have stipulated the necessity of a bridge. I very much hope that the A40 'group' will factor this into their plans even if it is not for this 'group' to pay for it (I suppose this will come from the developers)

Eynsham Society

- The single most effective measure to reduce A40 congestion would be the provision of the proposed link from the eastbound A40 to Peartree, bypassing the long delays at the Wolvercote roundabout: this should be implemented before anything else, but is not funded and is referred to only as an aim for the future.
- The Garden Village and development west of Eynsham will massively increase commuter traffic along the A40. The bus lane(s) will have negligible impact on A40 congestion; they may slightly improve journey times for bus users.

Eastbound bus lane

- Misunderstanding about the 56% of Oxford traffic – thinking it all goes to city centre
- Trips to employment sites in Headington (hospitals, Oxford Brookes University, Oxford University Old Road Campus) or Cowley (BMW, Cowley Centre) are unlikely to happen by bus if changing bus in Oxford city is required.
- Increasing bus frequency to (say) every 10 minutes would require a massive increase in bus fleet size. It is unclear how this would be funded other than by higher fares.
- New bus services to east Oxford: even if the bus lane eventually continues past Duke's Cut buses will be caught in the heavy congestion on Northway so it is hard to see how this will be achieved without extending the bus lane(s) along Northway – a properly integrated plan would have included this when the roundabouts were remodelled and the Barton Park junction created. In fact, there would be benefit in an orbital bus service which could reduce the congestion in the city centre currently caused by gratuitously routing all bus journeys through it.
- The carriageways are to be dramatically reduced in width which will bring wide commercial vehicles dangerously close to one another. The lower speed limit will encourage motorcyclists to overtake, which will certainly lead to more accidents. There have already been incidents where motorcyclists overtaking legitimately without crossing the centre line of the existing carriageway have been sideswiped by vehicles coming the other way. Incidentally, the dual bus-lane variant is 25m wide - 3m more than the existing footprint - and it is unclear where the extra width will come from without moving the cycle lanes dangerously close to the hedgerow.
- In the dual bus lane version of the scheme, more than half of the available road width will be taken by bus lanes carrying very little traffic in comparison to the

main carriageway. This is not an efficient use of space, given that bus commuters will be mainly eastbound in the morning and westbound in the evening.

- The scheme is of little benefit to Eynsham – already a major dormitory for Oxford, and soon to become massively more so – because reaching the north side of the A40 from the village centre entails a 10-minute walk and at least a 5-minute wait to cross the road. This may be unattractive (or even impossible for elderly users) compared with the existing S1 service via the village centre. Ideally some A40 buses would divert through Eynsham, but there is no suitable return route to the A40 on the east side of the village without getting caught in the heavy congestion at the existing roundabouts. There is also a real risk that an improved service along the A40 would encourage the bus company to reduce or even dispense with the S1 service, leaving Eynsham worse off than at present.

Park and Ride

- Siting a Park and Ride at Eynsham makes no sense. Obviously, residents of Eynsham (and of the so-called “Garden Village” north of the A40) would not drive to it. It also makes no sense for Witney residents to drive halfway to Oxford before catching a bus, rather than doing so nearer to Witney – even with immediate implementation of the proposed dual carriageway extension to Eynsham they (and the buses) would face heavy delays before reaching the Park and Ride. If a Park and Ride is useful at all, it would be better and far cheaper to site it near the existing eastern end of the dual carriageway and to extend the new bus lane westward to meet it.
- The only likely users of an Eynsham Park and Ride are residents of nearby villages with no bus service, particularly those south of the A40 who currently face long delays to cross the Thames at Swinford Toll Bridge. Many of these already park in Eynsham (in the free public car park or village centre streets) to catch the S1 at Eynsham Church. If they switched to using an A40 service, the car park would be too far away, and they would park in the narrow streets of northern Eynsham, causing congestion and nuisance to residents. Even the proposed free parking at the Park and Ride (which may not be guaranteed in future) may not avoid this.
- The effect of siting the Park and Ride as proposed would be to draw large numbers of extra vehicles through Eynsham during rush hour, exacerbating the existing traffic problems. If the dual carriageway were indeed extended to Eynsham as well, the inevitable congestion from merging two carriageways into one at the Eynsham junction would only add to traffic chaos and air pollution at this point.
- A 1000-space car park will make negligible difference to the overall level of traffic on the A40, but the extra 1,500 or so bus passengers this will produce is in itself way beyond the capacity of 10-minutely buses (see above) during a 2-hour morning peak period. Taking into account existing bus users from Eynsham, plus the occupants of the 2,750 proposed new houses which by definition are for

Oxford workers who cannot be housed in Oxford, it is clear that neither the bus lane nor the Park and Ride come even close to providing a transport solution for now, let alone the next 15 years.

Dual Carriageway Extension

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

The Proposed Westbound Bus Lane

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

Cycling Provision

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

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

- Most A40 cycle journeys are between Eynsham and Oxford, so a north-side path entails two slow and unnecessary crossings of the A40. Cyclists starting from Witney or Cassington can make a single crossing to the south side at Eynsham or Cassington.
- There are far more hazardous side crossings on the north side (the Esso garage, the Cassington junction, the gravel haul road, the proposed A44 link road and the BP garage). The latter in particular has not been improved in the least by the recent changes to the Wolvercote roundabout approach. On the south side, there is little traffic at the Cassington junction and the haul road has a less bad vision splay (if the vegetation is regularly cut back, which is currently long overdue).

- Most cyclists commute eastbound in the morning and westbound in the evening. In winter, doing so on the north side entails facing glare from oncoming headlights, which is deeply unpleasant and even dangerous as the verge casts deep shadows in which it is impossible to see hazards on the cycle path (branches, dead animals, frozen puddles and detritus shed from vehicles), or even where the edges are, without using extremely high-power cycle lamps which are themselves a dazzle hazard for motorists. The intervening width of the bus lane would reduce this only marginally and the inevitable effect would be to discourage cycling.

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

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

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

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

The B4044 Community Path

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

The Link to the Canal Towpath

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

Other

- Nowhere does the proposal consider the enormous disruption to A40 traffic which would be caused during construction. This would dwarf the recent problems during the roundabout works.
- Nowhere does the proposal consider the enormous disruption to A40 traffic which would be caused during construction. This would dwarf the recent problems during the roundabout works.

Friends of Eynsham

- Park and ride should be located at Witney off the dual carriageway.
- 20% of A40 traffic goes to Oxford and 80% goes past Oxford.
- An alternative short-term scheme is to make the A40 three lanes again, with a central contra flow lane with different direction of flow for morning and afternoon peaks.
- The proposed housing in west Oxfordshire should not be built.
- The long-term solution is to build a new road.

Proposal 1

- Convert the A40 to a 2/3 lane dual carriageway, linking with the current Witney bypass with entry/exit slip roads.
- Eynsham, Wolvercote and Cutteslowe roundabouts require over/underpass to facilitate right hand turns, to improve traffic flow.

Proposal 2: Long term solution for the future

- The current A40 can remain the link to Oxford from the west.
- New 2/3 lane dual carriageway from the Witney bypass close to the existing A40 to the M40 bypassing north Oxford. The new road would connect to Oxford with slip roads only with appropriate over/under passes.

GreenTEA (Transition Eynsham Area)

This is a summary of two separate submissions from GreenTEA representatives.

General comments

- GreenTEA supports any measures that maximise mode shift to sustainable travel and achieve a better spatial balance of jobs and homes.
- GreenTEA also wishes to emphasise the importance of trees and shrubs alongside the roads. These form a sound barrier for adjacent houses and, importantly, a 'carbon sink' where CO₂ and pollutant gases are removed from the atmosphere. They should be protected and, if any trees or shrubs have to be removed, they should be replaced and multiplied to amplify their benefits.
- The County Council should examine the opportunities for better bus and cycle passage between the A40, Eynsham and the Toll Bridge, which has major morning congestion.
- The available funding for transport improvements is utterly inadequate for current problems, let alone the future development of the area.
- A more visionary and holistic approach to development of county-wide transport and other infrastructure as well as housing (which is based on out of date population projections and the flawed premise of Oxford overspill outside the green belt) is needed.
- It is inherently unsustainable to carry out abortive construction work such as the Park and Ride and access, when other changes to the area's roads are undefined.
- Ecology, heritage and minerals: What evidence is there that the important wildlife corridors will be protected, especially when the quantity of new development in the area is taken into account? OCC's own Minerals and Waste Strategy is not mentioned, and this also affects areas east of Eynsham and will impact traffic movements in the area.

Suggest that a better use of the Phase 1 funding would include:

- Developing cycle routes early - the B4044 path and connections to it and the A40/canal link. These could be effective quickly and should not be affected by later road work to the A40 associated with planned housing development.
- A continuous bus lane to Wolvercote roundabout and connections to east Oxford with bus priority if any pinch points remain in the short term.
- As a general principle avoid work to the A40 that will need to be redone in the fairly short term when roundabouts and access roads added for garden village and west Eynsham.
- A44/A34 link road.

- Reconsider the A40 re-alignment in conjunction with the garden village masterplan- as suggested by the Eynsham Neighbourhood Plan before carrying out major works to the A40 here.

A40 Bus Lane

- The proposed eastbound bus lane should not stop at Duke's Cut and must be extended to the Wolvercote roundabout.
- There should be unfettered bus priority at the junction crossings and roundabouts to make a smooth fast journey between Witney and Oxford.
- Much of the A40 traffic going east branches north to the A34, therefore the Council should provide a link road to remove eastbound traffic before the Wolvercote Roundabout.
- Would like to see westbound bus lane in phase 1.
- The key aim must be the reduction of vehicle use rather than allowing more car journeys (as stated). I am not convinced that the current plans will reduce car use nor will it achieve the stated aim of reducing carbon emissions and other pollutants associated with travel.
- The proposed 50 mph speed limit is unlikely to be achieved with all the extra junctions, nor is it desirable when the A40 will divide residents and school children in the expanded Eynsham from school, medical centre and other facilities in Eynsham. 30 mph speed limit would be safer, more easily achieved and reduce emissions.

A40 Eynsham Park & Ride

- The proposed Park & Ride must be able to intercept sufficient car traffic to make an appreciable difference to morning and afternoon congestion.
- Park and Rides do not reduce the total car miles travelled compared with use of scheduled bus services.
- It must give convenient bus access to jobs and services (for example, hospitals and employment areas) as well as to shops.
- New A40 accesses will have to be provided for the proposed Garden Village, business park and western Eynsham development. These should be planned with the A40 improvements and sustainable travel proposals.
- The Park and Ride offering minimal savings on bus time and with the limited eastbound bus route will be unattractive when parking delays and congestion from Dukes Cut are taken into account.
- Recommend that the Park and Ride is delayed until Phase 2 when it can be considered in a comprehensive masterplan for the whole area as part of a considered Oxfordshire wide strategy, including the proposed garden village and W Eynsham SDA and other developments

- Should be solar powered with electric buses etc.
- Parking would need to remain free if it is to be attractive and reduce the use of Eynsham streets as an unofficial park and ride
- Any Park and Ride would be more feasible as a second phase alongside other works and part of a better considered Oxfordshire wide strategy including housing plans.
- I am very disappointed that the solar pv canopy has not been included in Phase 1. If we have any chance to meet CO2 reduction commitments, at the very least the Park & Ride should be solar powered with electric buses and charging points etc.
- The timing of this scheme is bad. While I understand that the reason for pushing through this flawed scheme now is to meet a deadline and avoid losing central government funding, it does not take account of or indicate in drawings or video the extra junctions that will be needed for the Garden Village and west Eynsham spine road, nor the proposed 'iconic' bridge. Therefore, much of the newly configured road with bus lane and cycle path will have to be dug up and reconfigured in the near future, adding to more delays as well as wasteful abortive work. Surely it would make more sense to carry out work that will be effective in the short term and will not need to be redesigned- such as the Botley cycle route, cycle link to the canal (welcome parts of phase 2) and the AA44/ A34 link which would relieve pressure on the A40 where it is, and will remain, two lane.

A40 Dual Carriageway

- Poor value for money
- Would not reduce congestion and would encourage more car journeys.
- Bus lanes between Eynsham and Witney would be a better use of the money.

B4044 Community Path

- This should be part of Phase I.
- Would be well utilised.
- Offers good value for money.
- Would encourage a shift from car to sustainable healthy safe travel.
- A cycle link from the Siemens' roundabout to the A40 would be better value than a separate river bridge.

A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path

- We support this scheme.

Grosvenor Development Ltd

Phase 1

We welcome the proposed investment in the A40 corridor and the work progressed to date.

A priority for us is to maximise the integration of the Park and Ride proposals and the Garden Village in terms of walking / cycling routes connecting the new community and Eynsham; public transport services; the quality of the interface in landscape and visual terms as well as to provide shared points of vehicular connection. We consider it important that these wider benefits resulting from the investment in the A40 Science Transit are maximised as far as is practicable, whilst understanding that there will be further investment in transport locally, both related to new development as well as the proposals as part of the Housing Infrastructure Fund (HIF) bid for the A40.

In our view, the present A40 Science Transit proposals should be viewed as an initial phase of investment on which further infrastructure will be delivered, therefore it would be preferable to minimise disruption and to avoid abortive work as far as is practicable, given the Local Plan adoption which includes the Garden Village and Grosvenor's commitment to advance a planning application as soon as possible.

Phase 2

As with the Phase 1 investment, the proposals for wider investment for bus priority, dualling of the A40 and for cycle infrastructure on the B4404 are supported and welcomed. The bid for further investment in the local infrastructure is supported.

The proposals at OCGV will implement additional cycling infrastructure and other local transport infrastructure and services adequate to the proposed development, which should help to provide a good local network linking to local destinations and to Oxford.

Natural England

Additional Information required:

Oxford Meadows Special Area of Conservation

The A40 runs adjacent to Oxford Meadows Special Area of Conservation (SAC); the proposals need to be screened under Regulation 102 of the Conservation of Habitats and Species Regulations 2010 (as amended). The need for this screening has been recognised within the consultation materials, we advise that it is completed as a matter of urgency; once the HRA screening has been undertaken we will be able to provide a detailed response in terms of likely significant effects on Oxford Meadows SAC.

We have previously advised the Council on HRA screening for Phase 1 of the Project through our Discretionary Advice Service (DAS). This advice includes the need for HRA screening to consider air quality impacts at Oxford Meadows; this should include modelling of traffic flows to determine whether the scheme will result in an increase in traffic alongside the SAC of more than 1000AADT, either alone or in-combination with other live plans and projects. Should the modelling indicate that this threshold is exceeded, we would consider there to be a likely significant effect on the SAC and air quality modelling would be needed to determine whether there would be an adverse effect on the integrity of the SAC. The HRA screening should also consider any impacts on water quality or quantity on the SAC arising from the drainage scheme for the project.

The elements of Phase 2 of the Project will also need to be screened under Regulation 102 of the Conservation of Habitats and Species Regulations 2010 (as amended), in particular the for potential air quality or hydrological impacts on the Oxford Meadows SAC will need to be addressed.

Wytham Woods Site of Special Scientific Interest

The proposed community path along the B4044 passes through along the edge of part of Wytham Woods SSSI, any impacts on the SSSI need to be assessed and avoidance or mitigation measures put in place.

Network Rail

This is a summary of two separate submissions from Network Rail representatives.

Town Planning

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application.

There is an existing pedestrian access point leading from the A40 down to Network Rail's land which will need to be retained.

Clearance and the necessary licence agreements will need to be in place prior to any works taking place for the installation of a footbridge over the operational railway. Contact to be made to easementsandwayleaves@networkrail.co.uk.

Network Rail has an embankment slope that maybe affected by the works for the proposed foot bridges before Dukes Cut, therefore we request more detail on the proposals, including geotechnical assessment, design, drawings of foundations and how our embankments will be affected together with dilap/condition assessment.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure.

Proper provision must be made to accept and continue drainage discharging from Network Rail's property. (The Land Drainage Act) is to be complied with. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

Full details of the drainage plans are to be submitted for acceptance to the Network Rail Asset Protection Engineer. No works are to commence on site on any drainage plans without the acceptance of the Network Rail Asset Protection Engineers: Network Rail has various drainage standards that can be provided Free of Charge should the applicant/developer engage with Network Rail's Asset Protection Engineers.

Safety

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. assetprotectionwestern@networkrail.co.uk

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

Asset Protection

Access to the railway junction (Wolvercote Junction) and some parking provision needs to be maintained as faults with the track or signalling equipment can stop trains until attendance by technicians, who arrive by road and park, rectify the problem.

Drawing 'A40 to NCN5 cycle path', shows a route from the A40 to near the railway junction. I suggest that an access route to the junction for railway staff using this cycleway might be an alternative to the current route, particularly if there can be provision for a small amount of parking.

Oxfordshire Cycling Network

A40 Eynsham Park & Ride

- Encourages public transport into Oxford
- Cycle parking near centre of P&R including e-bike charging
- Cycle connection to Cuckoo Lane
- Not fully clear how much cycle parking and e-bike charging is possible. We hope that these can both be expanded as demand warrants.
- Not clear if there is direct link into P&R from the A40 cycle path away from the road entrance. Cyclists may find and use an entrance in any case even if it is only designated for pedestrians.
- P&R has much smaller capacity than A40 so should not be expected to take large volumes traffic off the road

Bus Lane

- Several improvements to proposed cycling facilities since the January 2017 consultation: Retention of the South side foot and cycle path; Improvements to several junction and crossing designs (but see notes below); Widening of the cycle lane bridges.
- Eynsham A40 roundabout is still difficult for cyclists, particularly on the North side. This is worst on the North-west corner dealing with traffic leaving the A40 Eastbound which may be heading North and retaining a high speed, and a cyclist crossing cannot tell which will turn and which will not. Something needs to be done to make this crossing safe: slowing motor traffic through tighter/compact geometry, signals or some other method.
- Cycle path loses priority over junctions with the fuel station. On the entry, cyclists face the challenge of seeing behind them and relying on drivers indicating sufficiently in advance; cars must in any case slow to stop in the fuel station. On the exit, cars are starting from stationary so there is no reason not to have cycle lane priority, many drivers will give priority to cyclists whatever the markings so this would clarify an unclear situation.
- No anti-dazzle measures (apart from the significant one of retaining the South side path). An ideal solution would be low-level lighting (perhaps solar powered) to help cyclists identify unlit obstacles in their path.

A40 Dual Carriageway

- At Barnard Gate, the existing road access closed making this simpler and safer.
- At Barnard Gate, cycling access to South Leigh will be wanted. There should be some cycle-friendly link here. (Possibly using the new overbridge and a South side of A40 path rather than crossing the roundabout?)
- Will increase traffic to Eynsham, some of which will take the A40 and some will take the B4044 – so it will increase traffic on the B4044. Hence, having the B4044 community path in place is essential as this is already at unpleasant and dangerous-feeling levels for people wishing to cycle
- At Barnard Gate, current cycle route on minor road north of A40 looks lost East of new roundabout, this should be retained.

Completing the A40 Westbound Bus Lane

- Retention of foot/cycleway on south side
- Foot/cycleway bypasses lay-bys/bus-stops

A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges

- Provision is made for cyclists with a separate structure, which will make conditions better, not worse. (Assuming sufficient width and good design).

B4044 Community Path from Eynsham to Botley

- It essential for cyclist safety given the levels of traffic on the B4044, and it should be completed before new houses in Eynsham or dualling the A40 increase this need further.
- Continuity of path across most accesses.
- Solves the toll bridge pinch with a separate cycle/foot bridge.
- Design of the Siemens Roundabout in Eynsham looks unfriendly to cyclists.
- No plan to link the A40 cycle path to the B4044 community path. This will be an important link.
- Areas to look at detailed design: passing Talbot Inn; At Oaklands given cycle traffic is two-way is there some separation with motor carriageway?
- Path not continuous across all accesses. It should be consistent and coherent.
- Dislike sharp turns on the new bridge diversion at the toll bridge.

A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path

- Continues the traffic-free route into Oxford without having to negotiate the Wolvercote roundabout, and this will get better as the tow path is upgraded.
- Shows you have been listening to stakeholders.
- Gates not required and will inconvenience cyclists. Most cycle-able tow paths do not have gates at low bridges.

RAF Brize Norton

- Comments upheld as per 2016 consultation
- The need to keep access open and suitable for the types of "Heavy Equipment Transporters" used for access to RAF Brize Norton. We have previously provided specifications for the types of vehicles used (maximum dimensions, "swept path needs" and maximum weights) and therefore trust that the A40 proposals will bear those needs in mind as keeping the route open for such traffic is a matter of national security.
- If there are proposals as part of the A40 improvements to introduce closures / diversions, there will of course be a need to consult with the Station well in advance (via the Officer in Charge of Station and Support Services).

Railfuture Thames Valley

- Railfuture welcomes the provision of bus lanes as proposed in this plan
- Support not necessarily given for other road enhancements such as dualling)
- We regard this as an initial improvement that will gain benefits in the shorter term but in the longer term we believe a rail-based solution will be required.
- Significant numbers of car users will be willing to switch to rail who would not do so to a bus however good the quality of the bus may be.
- The line of route is largely intact from Yarnton to the edge of Witney where a station could be provided, save only for a section at Eynsham. This trackbed passes under the A40 at Cassington.
- We wish to seek assurances that whatever works are undertaken to the bridge at Cassington to facilitate the bus lanes and other improvements at this location, nothing is done that would frustrate the future re-opening of the railway, whether heavy or light, electrified or not and any works must be, as a minimum, compliant with Network Rail's latest group standards relating to adjacent structures such as bridges, abutments, retaining walls and clearances.

Witney Oxford Transport Group

The following video link, "Daring to Imagine" was sent as a submission:

<https://vimeo.com/309605802>

Attachment 1 - Consultation questionnaire

IMPROVING TRANSPORT ALONG THE A40 CORRIDOR
Public Consultation Feedback Form

Thinking about the **PHASE 1 - A40 EYNESHAM PARK & RIDE AND BUS LANES** proposals:

Q1. What best describes your opinion of the proposals?

(Tick one per row)

	Like	Do Not Like	No view
A40 Eynsham Park & Ride proposal			
Bus Lane proposal			

Q2. What do you like about the proposed design and layout of the proposed **A40 Eynsham Park & Ride** site, please tell us why?

Q3. What do you dislike about the proposed design and layout proposed design and layout of the proposed **A40 Eynsham Park & Ride** site, please tell us why?

Q4. What do you **like** about the proposed design and layout of the **A40 Bus Lane** including comments on the road junctions, the foot/cycleway on the northern side, path on the southern side, pedestrian and equestrian crossings, please tell us why?

Q5. What do you **dislike** about the proposed design and layout of the **A40 Bus Lane** including comments on the road junctions, the foot/cycleway on the northern side, path on the southern side, pedestrian and equestrian crossings, please tell us why?

Please turn over

Thinking about the PHASE 2 - A40 STRATEGY proposals:

Q6. What best describes your opinion of the proposals?

(Tick one per row)

	Like	Do Not Like	No view
A40 Dual Carriageway			
Completing the A40 Westbound Bus Lane			
A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges			
B4044 Community Path from Eynsham to Botley			
A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path			

Q7. What do you **like** about the proposed **A40 Dual Carriageway**, please tell us why?

Q8. What do you **dislike** about the proposed **A40 Dual Carriageway**, please tell us why?

Q9. What do you **like** about the proposal to complete the **A40 Westbound Bus Lane**, please tell us why?

Q10. What do you **dislike** about the proposal to complete the **A40 Westbound Bus Lane**, please tell us why?

Q11. What do you **like** about the proposed **A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges**, please tell us why?

Q12. What do you **dislike** about the proposed **A40 Eastbound bus lane over the Duke's Cut and Wolvercote railway bridges**, please tell us why?

Q13. What do you like about the **proposed B4044 Community Path from Eynsham to Botley**, please tell us why?

Q14. What do you **dislike** about the proposed **B4044 Community Path from Eynsham to Botley**, please tell us why?

Q15. What do you **like** about the proposed **A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path**, please tell us why?

Q16. What do you **dislike** about the proposed **A40 Cycle link to the National Cycle Route 5 on the Oxford Canal Tow Path**, please tell us why?

About You

To help gain an understanding of who has provided feedback, we would be grateful if you could tell us something about you.

Q17. In what capacity are you responding to this consultation?

(Tick all that apply)

- As a member of the public living in Oxfordshire
- As a member of the public living outside Oxfordshire
- As a Councillor

Please give your name (or role) and the ward/division/parish or town council you represent below

.....

- As a representative of a group or organisation

Please specify the name of your group/organisation and your role in it below:

.....

- Other *(please specify)*

.....

- Prefer not to say

If you are responding as member of the public:

Q18. Please provide your home postcode:

Q19. What is your age?

- | | |
|-----------------------------------|--|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 55-64 |
| <input type="checkbox"/> 18-24 | <input type="checkbox"/> 65-74 |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 75 years or older |
| <input type="checkbox"/> 35-44 | <input type="checkbox"/> Prefer not to Say |
| <input type="checkbox"/> 45-54 | |

Q20. Please state your gender

- Male
- Female
- Other
- Prefer not to say

Q21. What is your occupation?

- Student
- Employed
- Unemployed
- Retired
- Other
- Prefer not to say

Q22. Would you classify yourself as having a disability?

- Yes
- No
- Prefer not to say

Data Protection & Privacy

Under the [Data Protection Act 2018](#), we have a legal duty to protect any personal information we collect from you.

Oxfordshire County Council is committed to open government and we may make public the responses it receives to this consultation. This may include quoting sections of your response in reports or releasing your full response (with your **personal details** removed). If you do not want all or part of your response to be made public, please state which parts you wish us to keep confidential. View the council's [privacy notice](#) to understand how and why information about you will be used.

Staying in touch:

Q23. Are you happy to be contacted again to be kept informed about the projects included in this consultation?

If yes, please provide your email address:

How to Respond:

- Fill in this form today and place in the box provided at the consultation

OR

- Send to: Address:

Improving the A40

FREEPOST OXFORDSHIRE COUNTY COUNCIL

No further address details are required. To help us to identify your response can you please write "Improving the A40" consultation in the top left hand corner of the envelope.

OR

- Fill out the form online at www.oxfordshire.gov.uk/ImprovingA40

Thank you for taking the time to complete this questionnaire.