

## Attachment 2 - The consultation material

# 1. WELCOME TO THE EXHIBITION

This exhibition puts a spotlight on the A40 Corridor in West Oxfordshire. It sets out both what we are doing now to improve journeys for people and businesses who rely on this route, as well as our ambition and opportunities for further investment.

We seek your views on two phases of work:

- Phase 1: The detailed design of the proposed A40 Eynsham Park & Ride with Bus Lanes Scheme (this scheme is often referred to as A40 Science Transit). We aim to have the Park & Ride and bus lane open for use by April 2021 and;
- Phase 2: The wider A40 Strategy and the conceptual schemes proposed to complete the package of investment for the A40 corridor up to 2031.

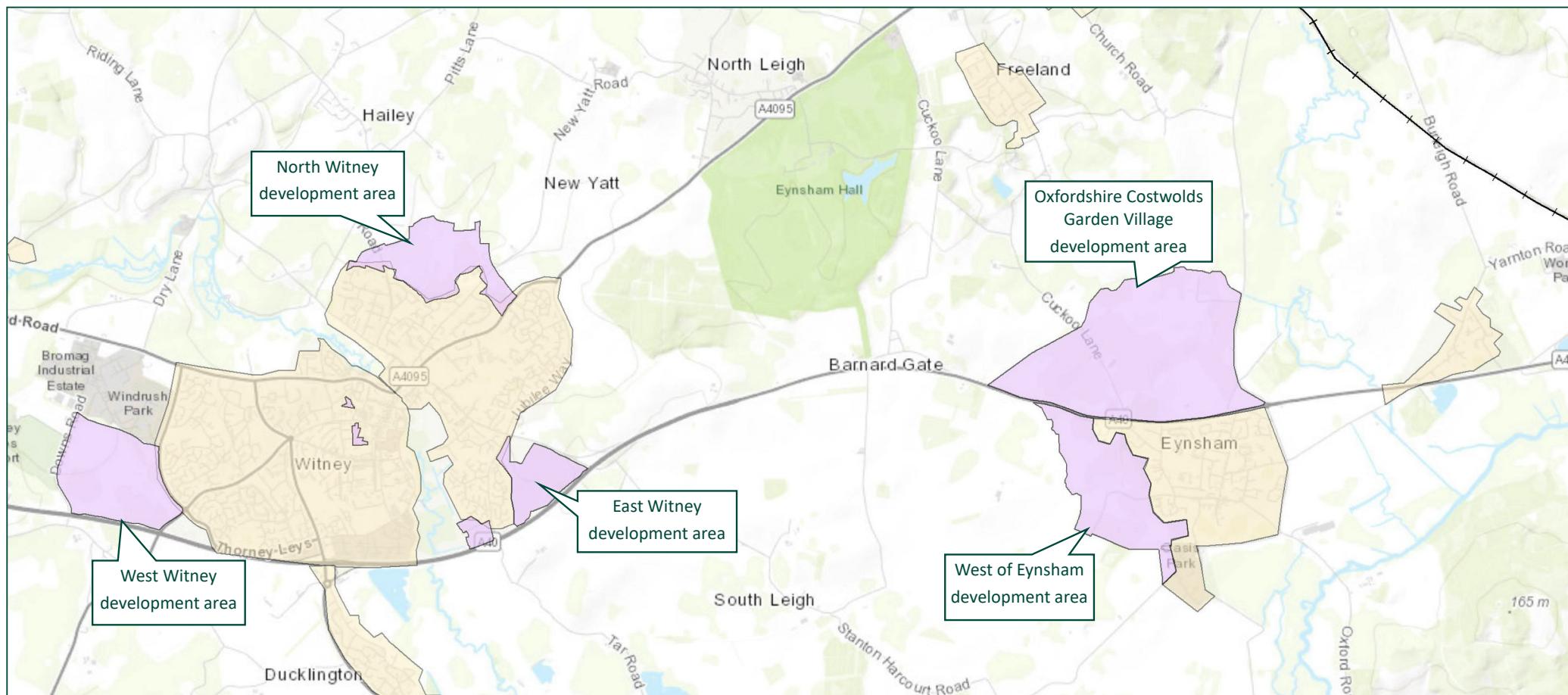
If you have any questions, please talk to a member of the project team who are here to help.

# 2. BACKGROUND

Oxfordshire is a prosperous and vibrant county, combining a successful, thriving economy with a high-quality environment. Current forecasts, agreed by the Oxfordshire Growth Board are for over 85,000 new jobs and 100,000 new homes in the county by 2031. The West Oxfordshire Local Plan seeks to deliver around 16,000 of these new homes, with around 10,000 of these located along the A40 corridor at Carterton, Witney, and in Eynsham Parish.

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

**West Oxfordshire Local Plan key strategic development areas at Eynsham and Witney:**



## 2. BACKGROUND (CONTINUED)

### 2.1. Why we need to improve the A40

The A40 is a single carriageway road and – on the section between Witney and Oxford – between 23,000 and 32,000 vehicles currently use it each day (which is above the road's capacity). Congestion causes daily problems for road users and has been described by business leaders as one of the biggest barriers to economic growth and prosperity in West Oxfordshire.

All modes of transport are impacted by congestion, which encourages traffic to seek other routes. Bus services are suffering from increasing journey times and are unable to reliably run to timetable. Demand for travel and transport will only increase over time.

### 2.2. Objectives for the A40 Corridor

Connecting Oxfordshire, our Local Transport Plan, was agreed by Oxfordshire County Council (OCC) Full Council in September 2015. The key objectives of Connecting Oxfordshire are to:

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

As part of the A40 Strategy, we want to:

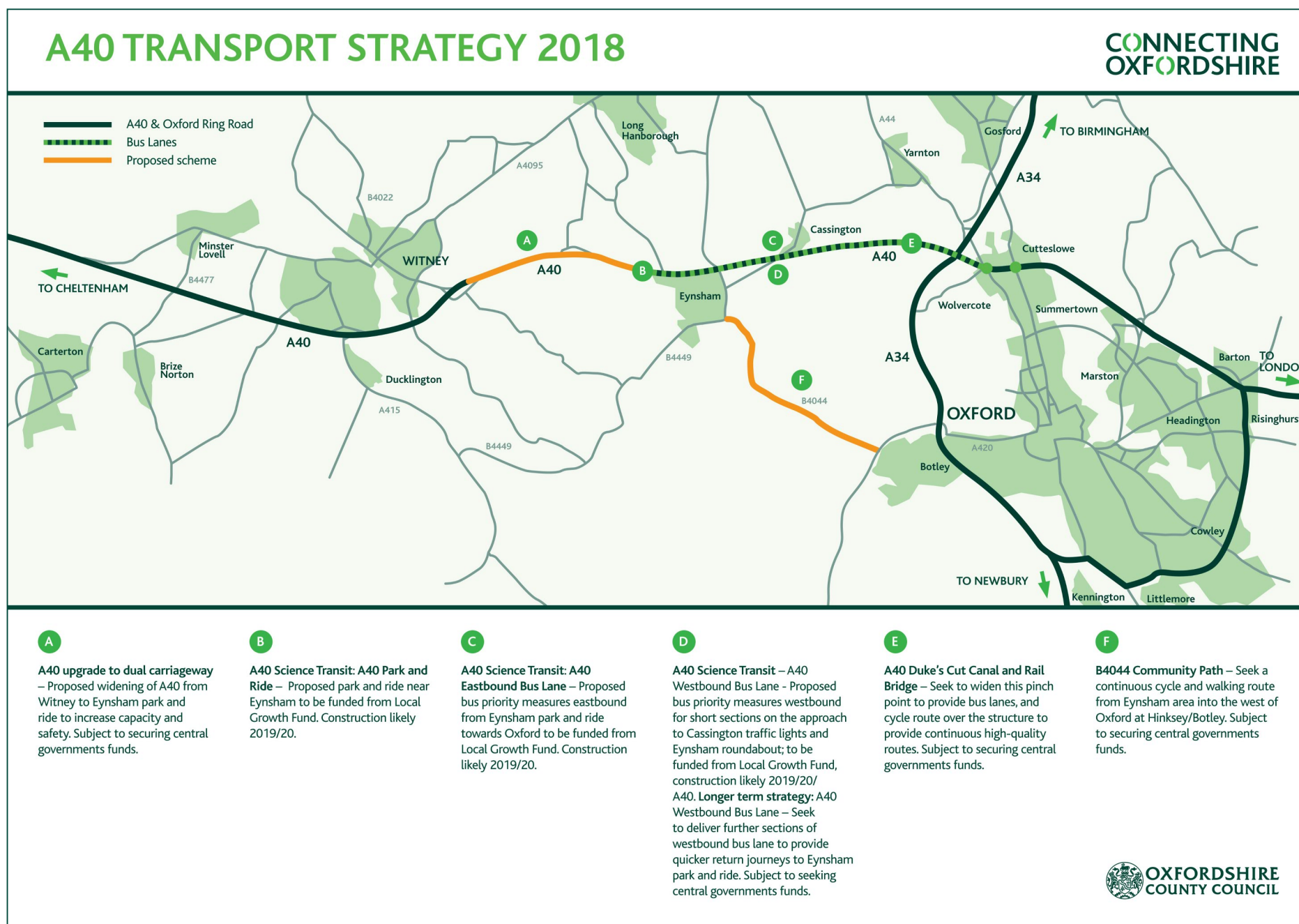
- Improve travel times and journey reliability between Carterton, Witney and Oxford;
- Reduce carbon emissions and other pollutants associated with travel;
- To stimulate economic growth within Oxford, West Oxfordshire and the Oxfordshire Knowledge Spine (Oxford - Science Vale - Bicester); and
- Encourage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



**3. A40 STRATEGY**

The County Council seek to deliver a transport strategy for the A40 which will increase the number of trips passing through the corridor per hour. To do this we propose highway, public transport, cycling and walking improvements between East Witney – where the current A40 dual carriageway ends – and Wolvercote roundabout in North Oxford.

The strategy comprises six main elements shown below:



Due to funding constraints, we seek to deliver these infrastructure proposals in two phases. Phase 1 is the proposed A40 Eynsham Park & Ride with Bus Lanes Scheme (often referred to as A40 Science Transit).



## 4. OVERVIEW

This part of the exhibition shows the ongoing design for a proposed Park & Ride at Eynsham; an eastbound bus lane from the Park & Ride towards Oxford; shorter sections of westbound bus lane on the approach to Cassington traffic lights and Eynsham roundabout; plus up-graded cycling and walking facilities on the north side of the route. The southern path will be retained largely in its present layout.

The A40 Strategy, including the Park & Ride and bus lanes scheme, was adopted by Oxfordshire County Council in September 2016 into the Connecting Oxfordshire: Local Transport Plan policy document. 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.

The aims of the 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.

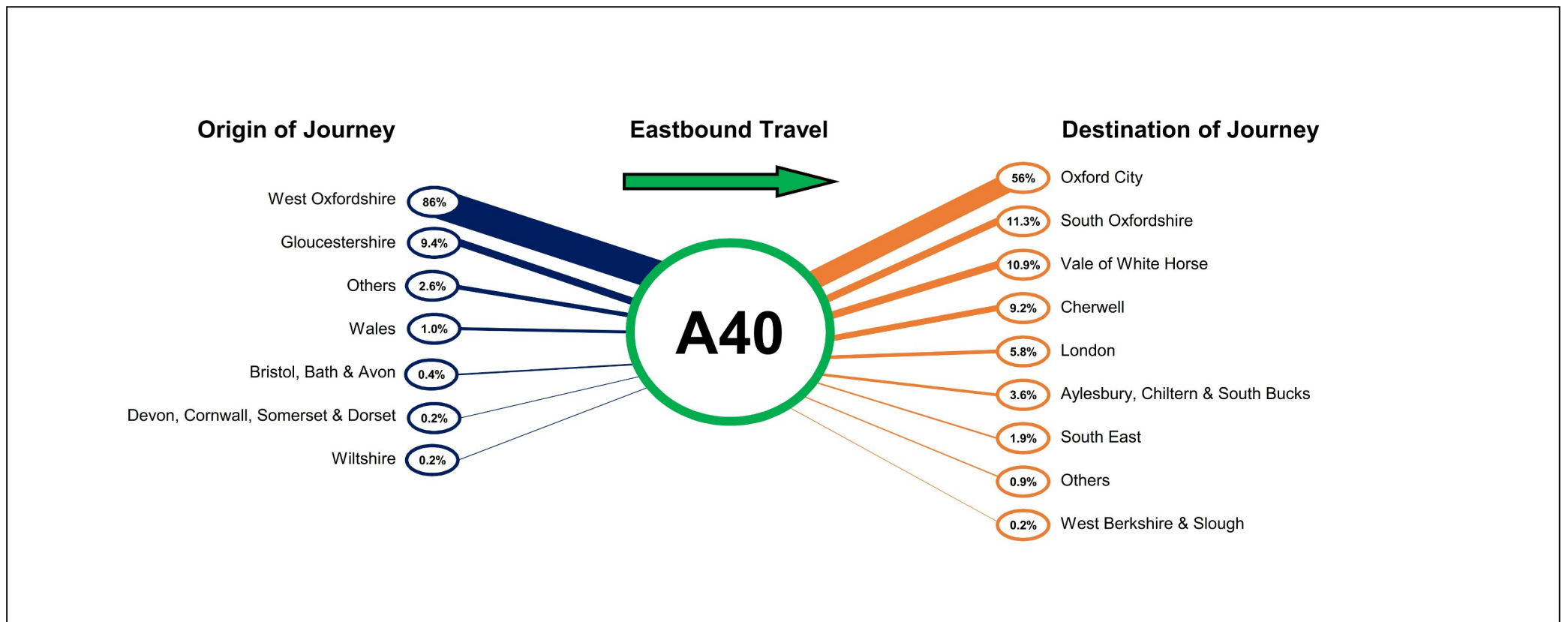
### 4.1. Travel Patterns

The following diagram presents travel patterns for eastbound traffic travelling through a section of the A40 west of Cuckoo Lane from 08:00 to 09:00 in the morning. Hence, it presents the origin of A40 eastbound vehicle trips from locations west of Cuckoo Lane and A40 eastbound vehicle trip destinations to the east of Cuckoo Lane and beyond. The number of trips with a destination within West Oxfordshire have not been considered as part of this assessment.

The data used has been extracted from the 2031 Oxfordshire Strategic Model which includes all the Local Plan housing and employment growth, excluding the Park and Ride and bus priority scheme nor any other A40 improvements.

As can be observed, there is a significant percentage of trips where the destination is Oxford City Centre.

**Modelled Origins and Destinations of Eastbound Travel on the A40 in 2031:**



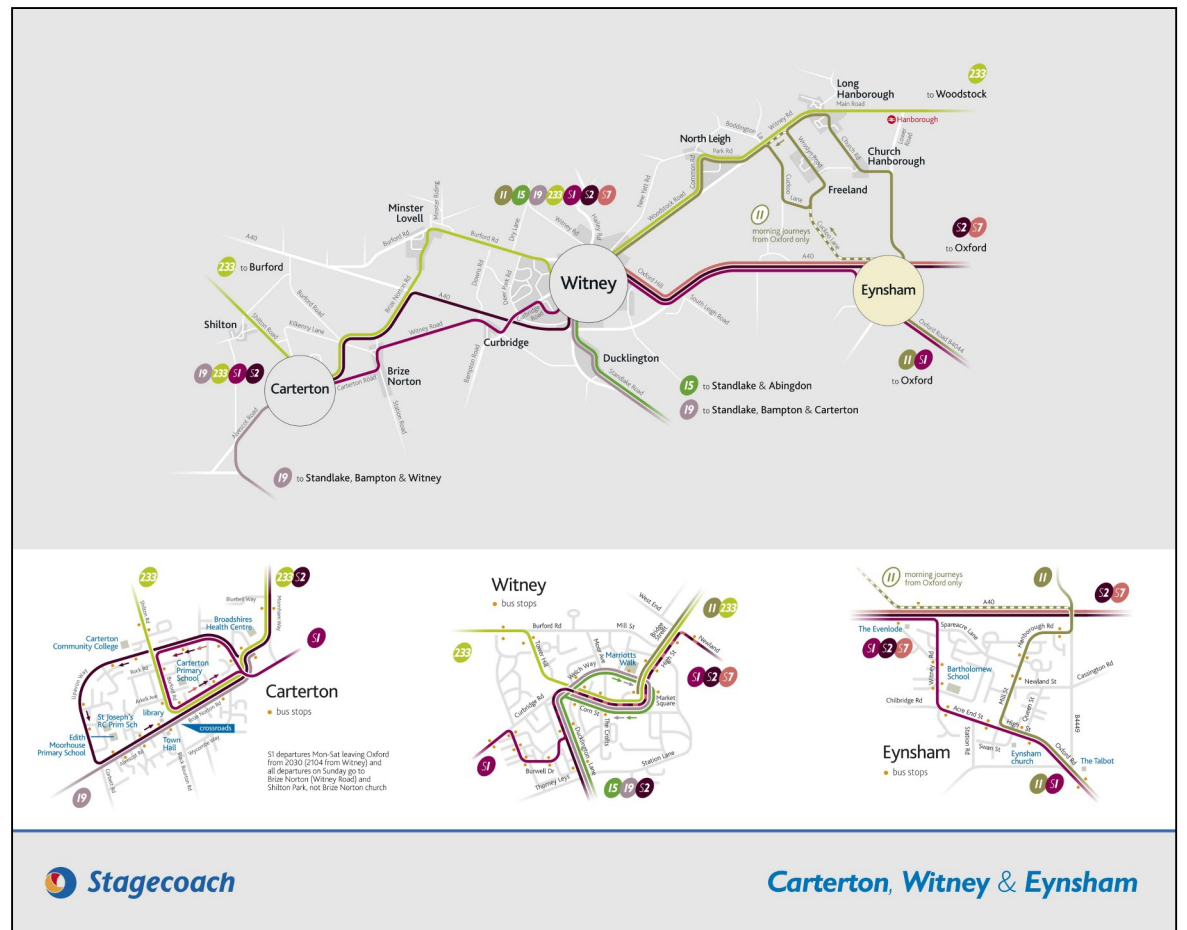
## 4. OVERVIEW (CONTINUED)

### 4.2. Proposed Eynsham Park and Ride

- A 1000-space car park located to the north of the A40 accessed by a new roundabout on the A40 and west of Cuckoo Lane junction.
- Served by bus services already running along the A40 corridor such as the Stagecoach S1, S2 and S7.
- Discussions are being held with the bus operators to ensure a greater number of buses serve the Park & Ride per hour providing a wider range of destinations in Oxford including the Headington Hospitals.
- Car parking will be free, however bus fares will apply.
- Passenger waiting facilities with real-time live information on bus arrivals and departures; toilets; ample cycle parking; and electric vehicle charging points (subject to fees). Electric bicycle charging is also being considered.
- The site will be open 24 hours, 7 days a week and monitored by CCTV.

The Park & Ride site as well as the proposed eastbound bus lane will require planning permission. We aim to submit a planning application by March 2019 and at this stage there will be a further opportunity for the public to comment on the proposals.

Current Stagecoach Bus Routes serving A40 and West Oxfordshire:



### 4.3. Proposed A40 Bus Lanes (Eastbound and Westbound)

To improve the reliability and journey time of buses between Eynsham and the Wolvercote roundabout, an eastbound dedicated bus lane is proposed on the A40 from the Eynsham P&R site to just before the Duke's Cut Bridge over the A40, at a total length of around 6.9 km (4.3 miles). This eastbound bus lane is continuous for most of this length except for key junctions where buses will merge with the general traffic to pass through. This approach maximises the number of vehicles that can pass through the junction.

The proposed eastbound bus lane ends just before the Duke's Cut Bridge. There are four existing structures passing over the canal and railway, however these are not wide enough to fit the new bus lane and shared path alongside the existing lanes without significant modification to the bridges. The cost to address this is outside the scope of this scheme, but we aim to address these issues as part of future schemes.

Westbound bus journeys will also be improved via shorter bus lanes of around 0.5 km (0.3 miles) each on approach to Cassington junction and Eynsham roundabout.

Other features of the proposed scheme are shown at Section 7: "Design Proposals".

### 4.4. Funding

Phase 1, the proposed A40 Eynsham Park & Ride with Bus Lanes, has been provisionally allocated £35million funding from the Department for Transport through the Local Growth Fund.

In addition, £1.2m of local funding from developer contributions will also be included in the scheme budget, totalling £36.2million. To release the main Local Growth Fund funding, we will complete a series of central government business cases for approval by the Department for Transport, demonstrating: why the scheme is required; what the benefits are; how it performs economically; how the scheme is managed; and finally, how the benefits are captured and evaluated.

The Outline Business Case is currently being prepared and due for submission by January 2019. This will be followed by the Full Business Case which is submitted once all planning approvals and final implementation costs are known – anticipated to be by July 2019. The funding announcement is therefore expected by October 2019.

### 4.5. Construction

Subject to securing the main scheme funding from the Department for Transport – and receiving planning permission – we aim to start construction of the Park & Ride and bus lane in late 2019. We anticipate the facilities will be ready for public use in Spring 2021.

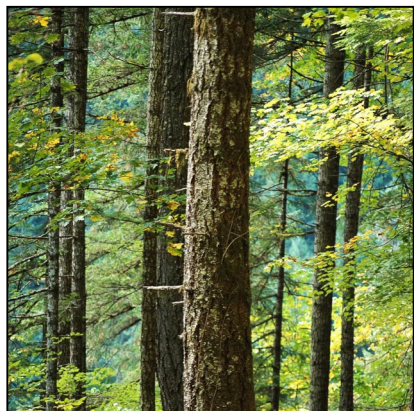


## 5. ENVIRONMENTAL APPRAISAL

### 5.1. Arboriculture - Trees and Vegetation

An arboricultural survey has been undertaken to identify and classify the vegetation situated within the Park & Ride site as well as those situated along the A40 from the Park & Ride site to Duke's Cut bridge.

The survey identified the presence of 256 individual trees, 137 groups of trees and 48 hedges.



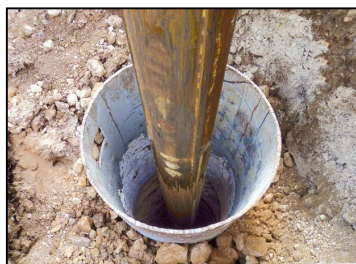
The classification of trees/hedges identified are as follows:

- Category A: Trees of high quality in arboricultural, landscape or cultural/conservation terms.
- Category B: Moderate quality trees with either: significant defects; a collective value through numbers rather than individual tree quality; or tree with identifiable cultural or conservation values.
- Category C: Trees with low value in arboricultural, landscape or cultural/conservation terms.
- Category U: Trees to be removed in the short term for reasons of poor health or structural integrity.

The presence of vegetation along the edges of the A40 limits the available space for widening works. Existing vegetation is a key consideration in the design process of the scheme, with an emphasis on protecting as many Category A and B tree/hedges as possible.

### 5.2. Geo-environmental

A preliminary ground investigation was undertaken along the A40 carriageway and the proposed Park & Ride site in late 2017 early 2018. This comprised the excavation of boreholes and trial pits followed by laboratory testing of soil samples and groundwater/gas monitoring.



A Land Contamination Risk Assessment has been undertaken and found no significant contamination on both the A40 and Park & Ride sites that is likely to pose a risk to future users.

### 5.3. Ecology

There are two designated Special Areas of Conservation (SAC) and a number of Sites of Special Scientific Interest (SSSI) within a 5km buffer area around the scheme extents.

The key ecological constraint is the Oxford Meadows SAC, a European designated site.

A Habitat Regulation Assessment (HRA) screening report will be prepared and submitted to Natural England to determine the level of impact generated by the scheme during both construction and operation.

The habitats present within the highway verge are common and widespread along the A40 (and other roads in the general surroundings). Assuming suitable mitigation measures are implemented (e.g. cutting vegetation outside of the main breeding season for nesting birds), the loss or pruning of scrub / hedgerow will have a negligible effect on the extent and value of these habitats in the local area.

Great Crested Newts have been identified in ponds approximately 300m west of the Park & Ride site, as well as in ponds located in proximity to River Evenlode. Precautionary working methods will be implemented during construction to avoid any potential harm to these animals.



### 5.4. Heritage

There are no designated heritage assets recorded within the A40 corridor. The closest designated heritage assets are all within the settlements of Eynsham and Cassington, and there are no impacts to the setting of any listed buildings at these locations.



Archaeological trenching works started at the Park & Ride location on the 28th November 2018 to investigate areas of interest within the site, however, it is considered unlikely that significant archaeological finds will be encountered.



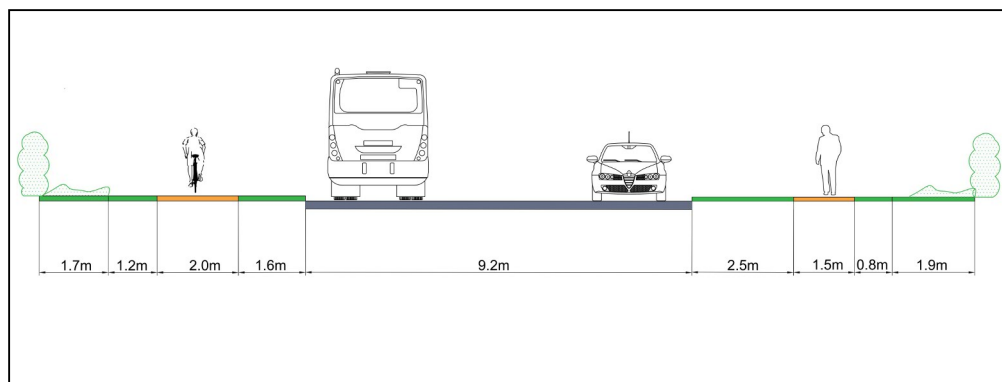
## 6. HIGHWAYS APPRAISAL

### 6.1. The A40

The A40 is a wide (circa 9.2m - 9.5m) single carriageway road, subject to a national speed limit (60mph). Narrow footway/cycle ways, segregated from the carriageway by grass verges, are provided along both sides.

Formal signal controlled crossings are provided at the Witney Road junction and at Cassington Road junction. There are uncontrolled crossing points provided adjacent to the Eynsham service station and at the B4449/A40 Eynsham roundabout.

Existing A40 cross - section:



### 6.2. Collision Data

Collision data analysis highlights a recurring trend of accidents at Cassington Signals (A40/Cassington Road/Eynsham Road) involving vehicles making U-turn manoeuvres, and colliding with oncoming/overtaking motorcycles. The collisions were all attributed to driver error.

### 6.3. Sustainable Transport

Public Rights of Way (PRoW) (public footpaths and bridleways) cross the A40 in four different locations which are presented in the plan below. The movements and requirements of existing users have been considered as part of the scheme design, informed by a Walking, Cycling and Horse-Riding Assessment (WCHAR).

The existing bus stops within the study area are sparsely located, with stops provided to the west of Eynsham and at Cassington junctions. The number and location of bus stops along the A40 is reflective of the services currently provided. Since the proposed scheme will see an increase in service frequency, access to and location of bus stops has been reviewed and will be improved as part of the scheme.

### 6.4. Utilities

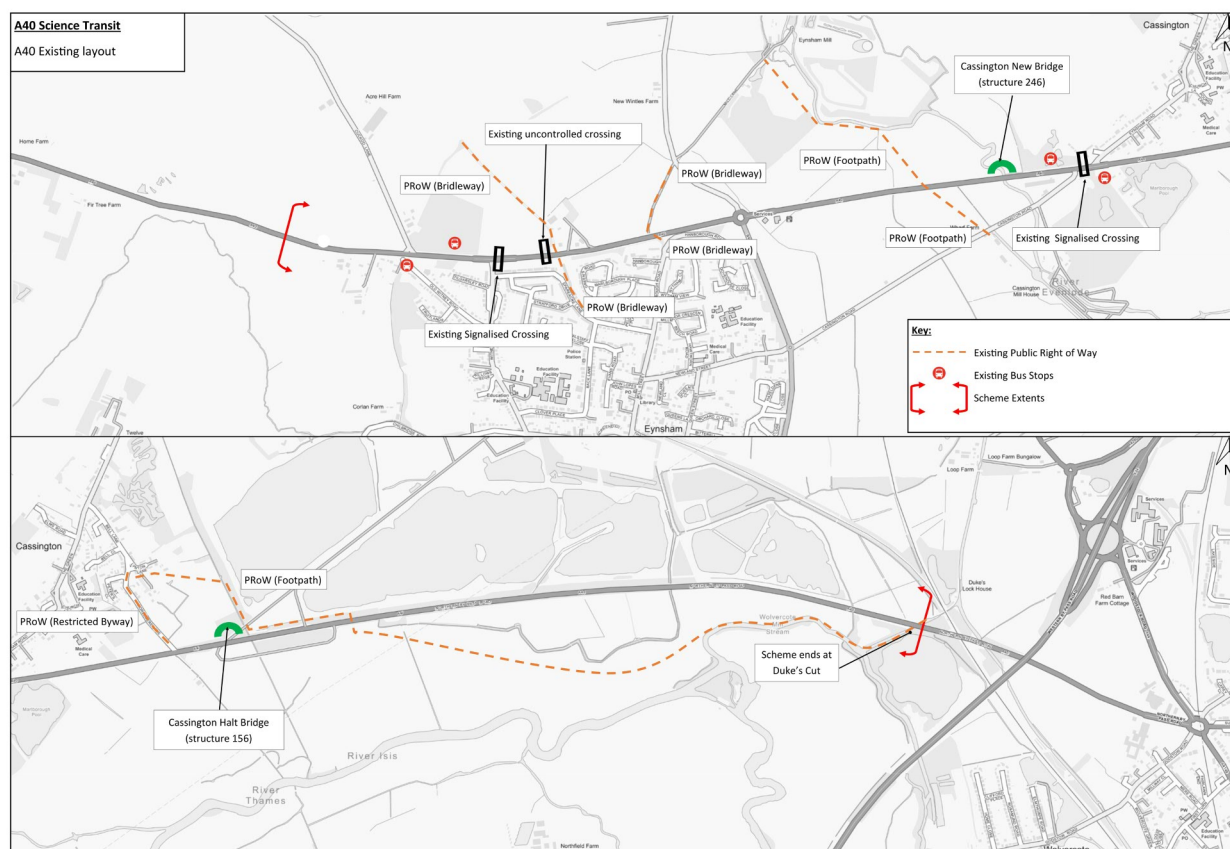
During the initial design assessment period all Statutory Utilities companies were contacted to identify the location of their equipment. The majority of services are located within the verge and footway areas, particularly around the Eynsham and Cassington junctions.

Utilities equipment may require relocation and/or diversion if affected by the proposals. Since a great number of services are located within the southern verge, it is considered important to reduce the level of works on the southern side of the A40 as far as practically possible.

### 6.5. Structures

There are 19 structures in total within the scheme extents, comprising of both bridges and culverts. With the exception of two bridges, all of the structures are considered capable of accommodating the additional loading arising from the additional bus lane.

Following further assessment work, it has been identified that Cassington New Bridge (over River Evenlode) and Cassington Halt Bridge (over Hanson's quarry access road) are affected as part of the scheme proposals and will require modification.



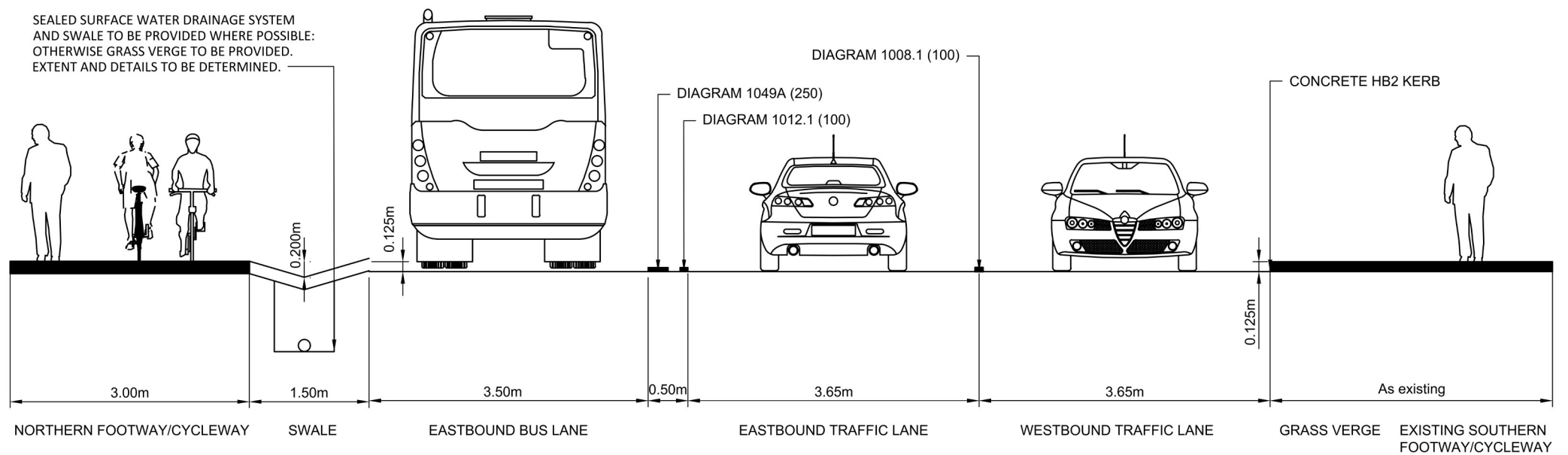
## 7. DESIGN PROPOSALS

The proposed Bus Lanes scheme design has taken into consideration the physical and environmental constraints; current highway design standards; retention and enhancement of bus, cycle and pedestrian provision; and a series of junction improvements along the corridor. The key design parameters are:

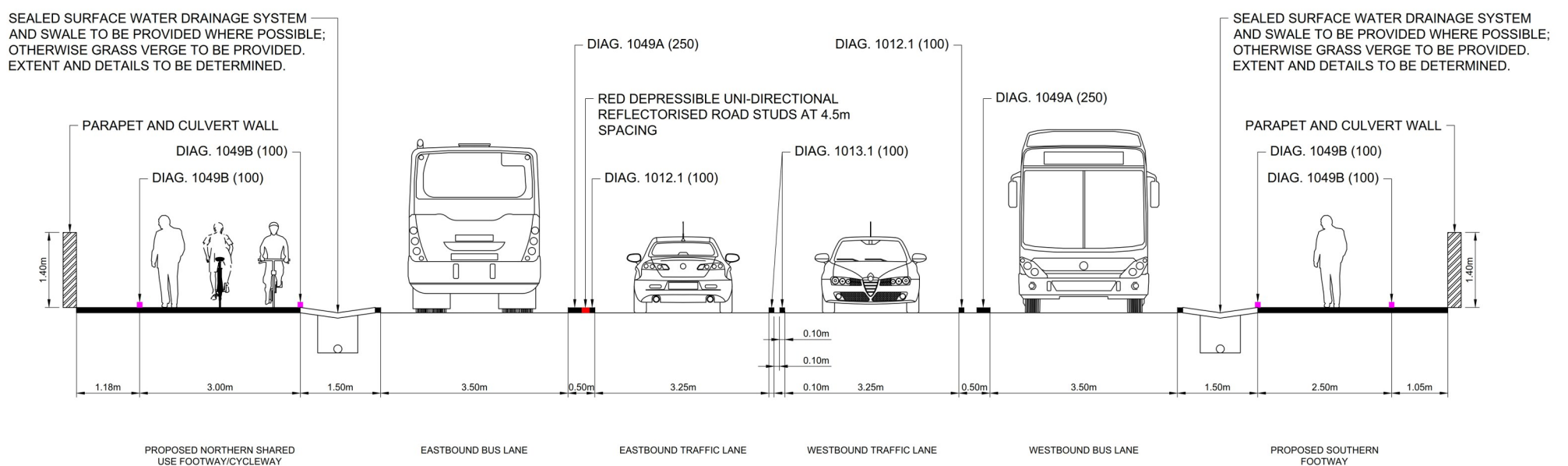
- A 3.5m wide eastbound bus lane with 0.5m wide separation margin.
- A 3.0m wide footway/cycleway facility on the northern side. The southern side will remain as per existing in most locations.
- A 1.5m wide verge/drainage swale between the footway/cycleway facility and the carriageway.

Based on these design parameters, an eastbound bus lane and northern footway/cycleway facility can be accommodated along the entire length within the existing highway boundary. In areas where widening has been proposed on the southern side e.g. for the short sections of westbound bus lane, an upgraded footway facility will be provided. A separate Housing Infrastructure Fund (HIF)-funded study will investigate the viability of extending the westbound bus lane.

### A40 – Proposed Eastbound Bus Lane only cross-section:



### A40 – Proposed Eastbound and Westbound Bus Lane cross-section:



### 7.1. Pedestrians, Cyclists and Public Rights of Way (PRoW)

As mentioned above, a footway/cycleway facility of 3.0m wide on the northern side of the A40 has been proposed for use by both pedestrians and cyclists. The footway on the southern side will remain as per existing for the majority of the scheme.



## 7. DESIGN PROPOSALS (CONTINUED)

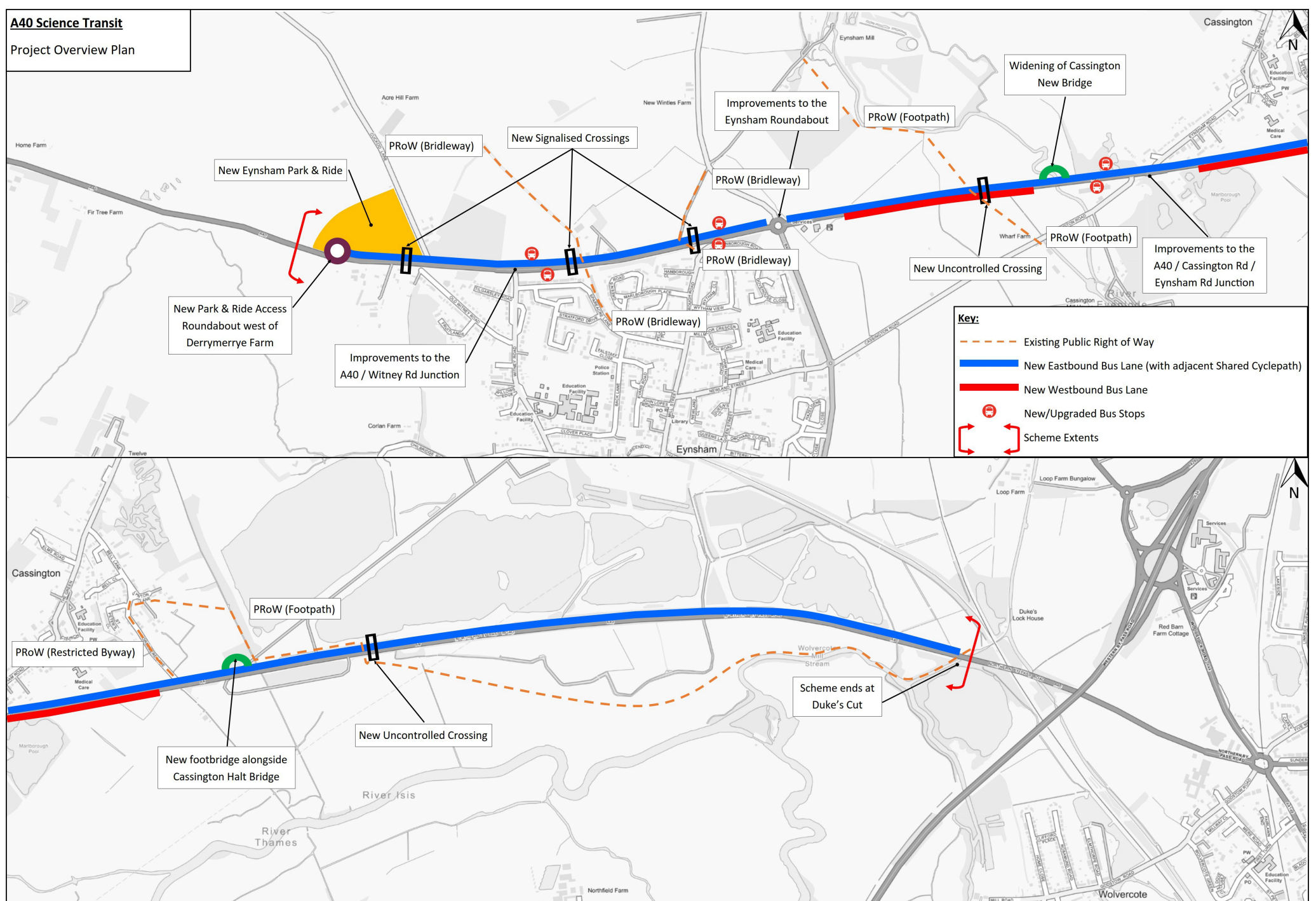
### 7.2. Crossing Facilities

- Two new signalised crossings will be provided where the existing brideways cross the A40, accommodating movements of pedestrians, cyclists and horses.
- A new signalised crossing will be provided west of the Cuckoo Lane junction, to allow safe pedestrian and cycle movements between western Eynsham and the new Park & Ride site.
- New uncontrolled crossing facilities will be provided adjacent to the two public footpaths that cross the A40 to the east of Eynsham.
- The existing footway facility along the south of the A40 will be retained, providing a link between the public footpaths and Eynsham.

### 7.3. Bus Stops

- The existing bus stops to the west of Eynsham will be removed as they are very close to the adjacent Park & Ride site. In their place, two new sets of bus stops will be provided on the A40, which are closer to the majority of residential areas in Eynsham than the existing stops. These new bus stops will be located in close proximity to the new signalised crossings and two of the brideways, enabling residents to use the new bus stops safely making S2 and S7 bus services more accessible;
- The existing eastbound bus stop at Cassington will be upgraded but will remain in its present location. For traffic flow reasons, the westbound bus stop will be relocated further west of Cassington junction;
- All new bus stops will be provided with bus stop accessible kerbs, new shelters and real-time passenger information displays.

A40 Eynsham Park and Ride with Bus Lanes scheme Overview Plan:





**7. DESIGN PROPOSALS (CONTINUED)**

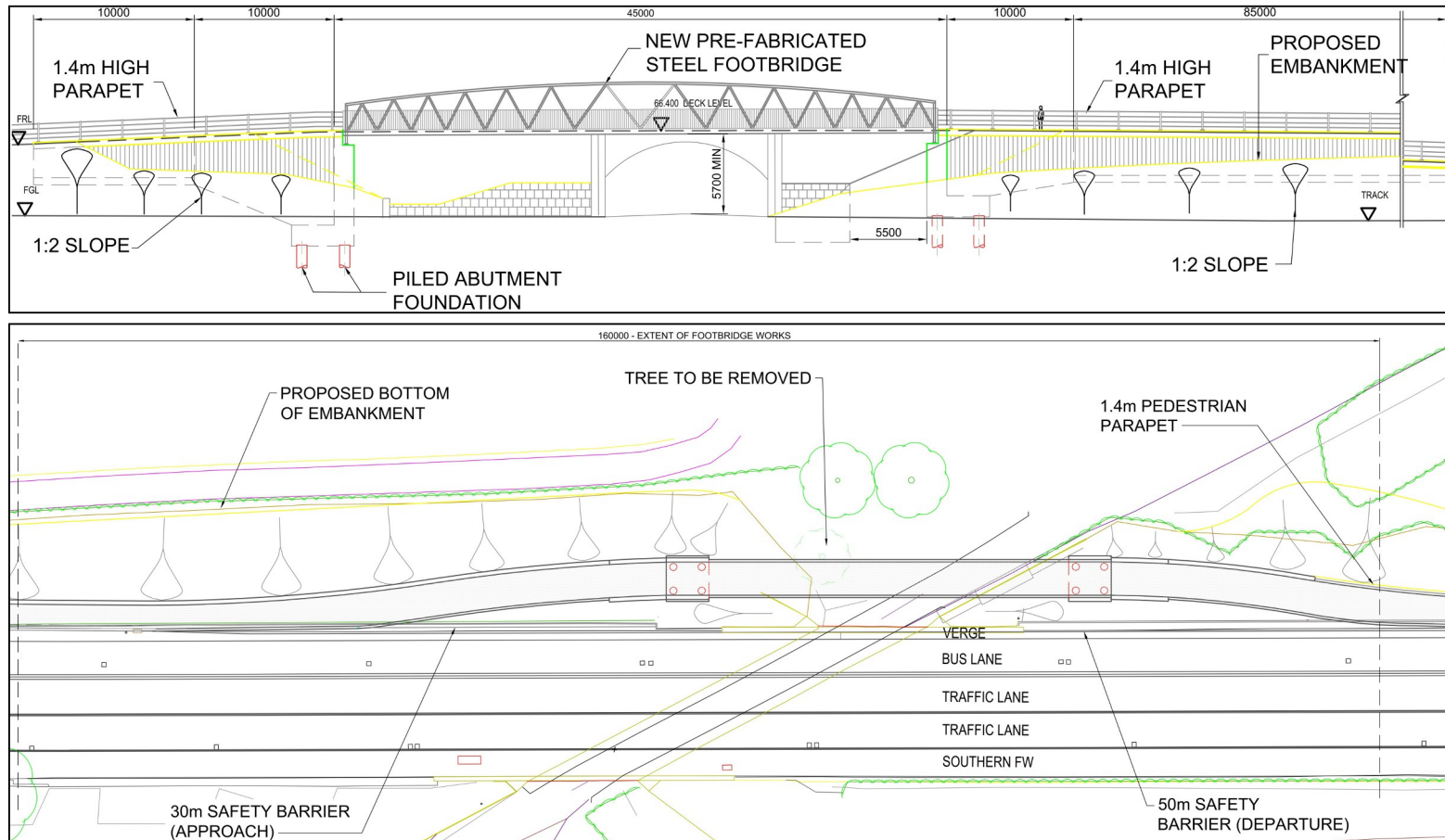
**7.4. Structures and Bridges**

Cassington Halt Bridge and Cassington New Bridge will be upgraded to accommodate the eastbound bus lane and footway/cycleway facility.

**Cassington Halt Bridge**

Cassington Halt Bridge (over the private quarry access road) will incorporate a new 3.5m wide pedestrian and cyclist bridge running parallel to the north-side of the existing structure.

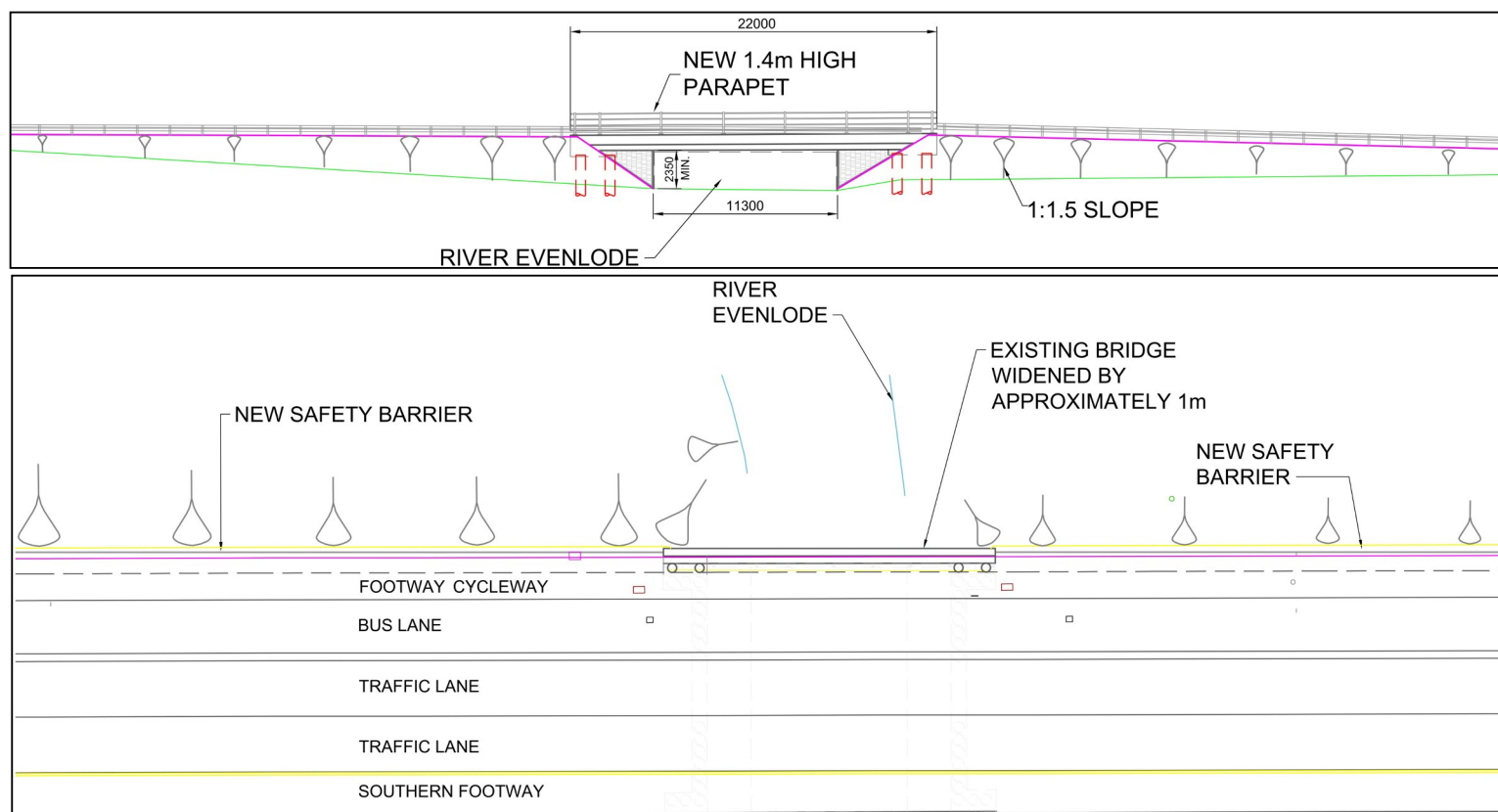
**Cassington Halt Bridge proposal:**



**Cassington New Bridge**

Cassington New Bridge (over the River Evenlode) will be widened by approximately 1m to the north to accommodate the proposed bus lane and footway/cycleway facility.

**Cassington New Bridge proposal:**



## 7. DESIGN PROPOSALS (CONTINUED)

### Summary

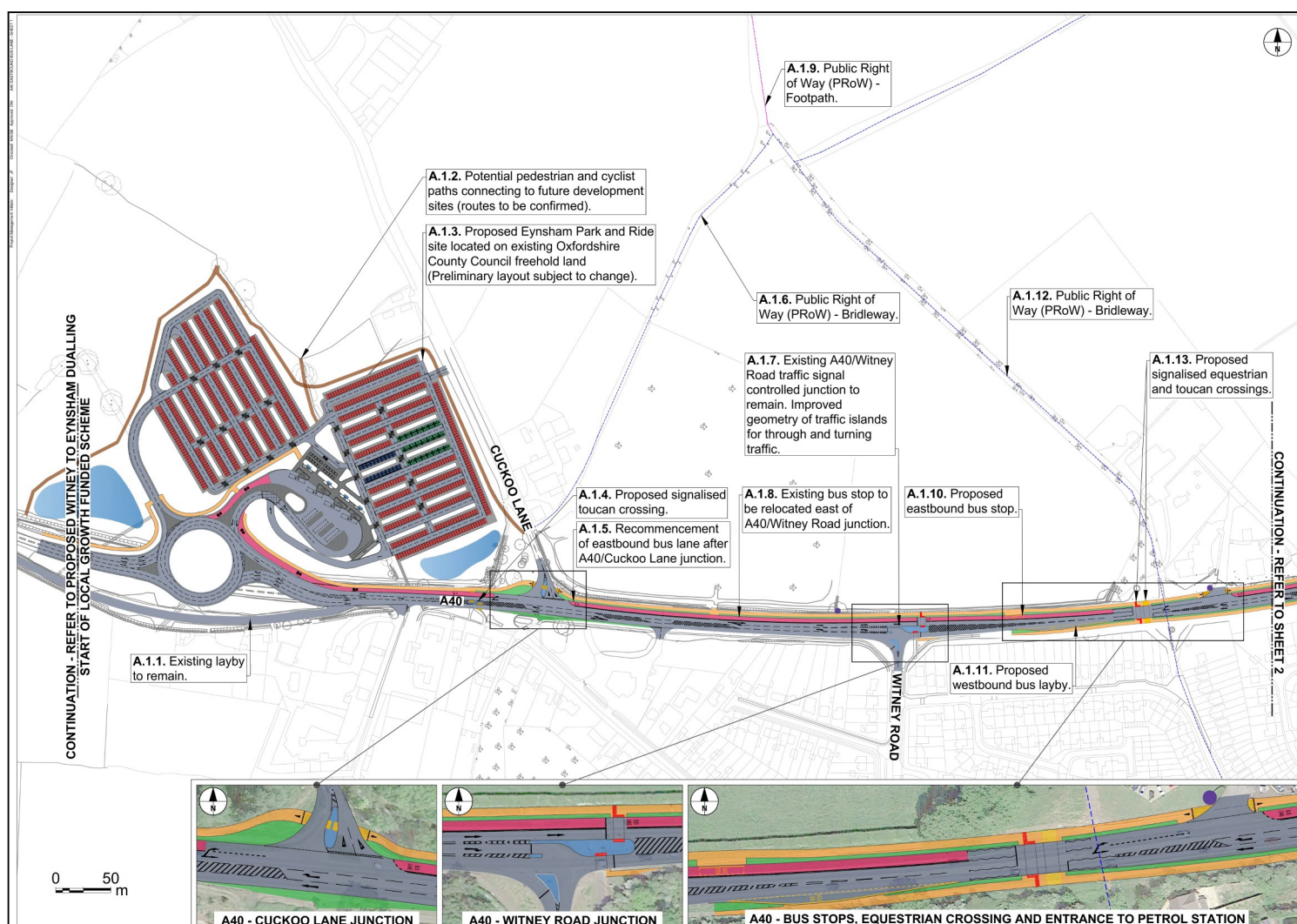
Following analysis of the objectives and constraints the following scheme design elements are proposed:

- Reduction in carriageway width to 7.3m, providing two 3.65m wide traffic lanes (one in each direction);
- A 3.5m wide eastbound bus lane will be provided along the entire length of the scheme;
- Sections of westbound bus lane will be provided to improve westbound journey times, as well as making the journey's more reliable;
- Provision of a 3.0m wide footway/cycleway facility on the northern side with new crossing facilities;
- New bus stops and crossing facilities will be provided in Eynsham;
- Relocation of the existing westbound bus stop at the Cassington junction;
- Provision of a new footbridge at Cassington Halt Bridge, and widening of Cassington New Bridge to preserve the quality and width of the shared-use facility;
- Reduction in the speed limit from 60mph to 50mph, following the narrowing of the traffic lane widths;
- Visibility and safety improvements will be carried out at junctions e.g. Cuckoo Lane junction;
- Eynsham roundabout, Witney Road and Cassington signalised junctions are retained largely in their existing form (but junction improvements have been undertaken where possible).



### OVERVIEW

#### 1 A40: Park & Ride to Esso Petrol Station



Note: Insets on drawings are not to scale.

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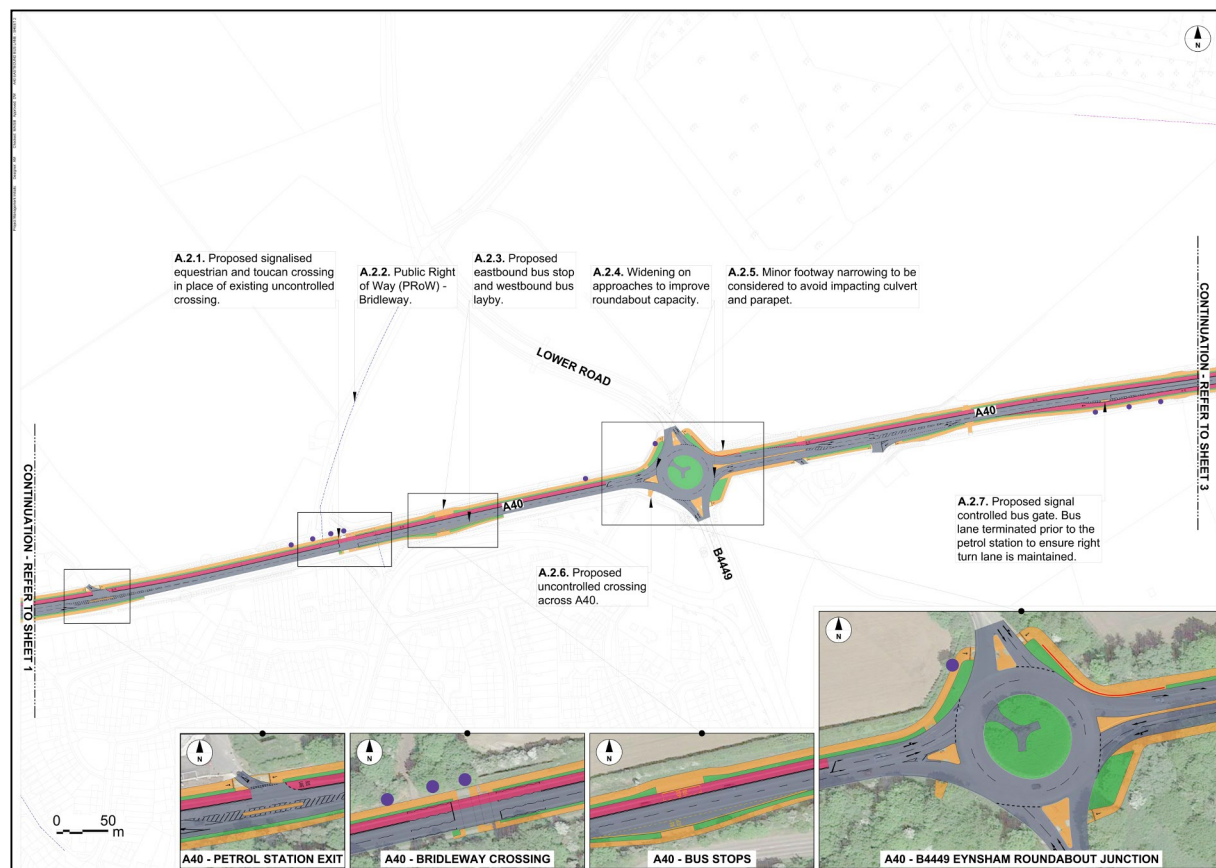


**7. DESIGN PROPOSALS (CONTINUED)**

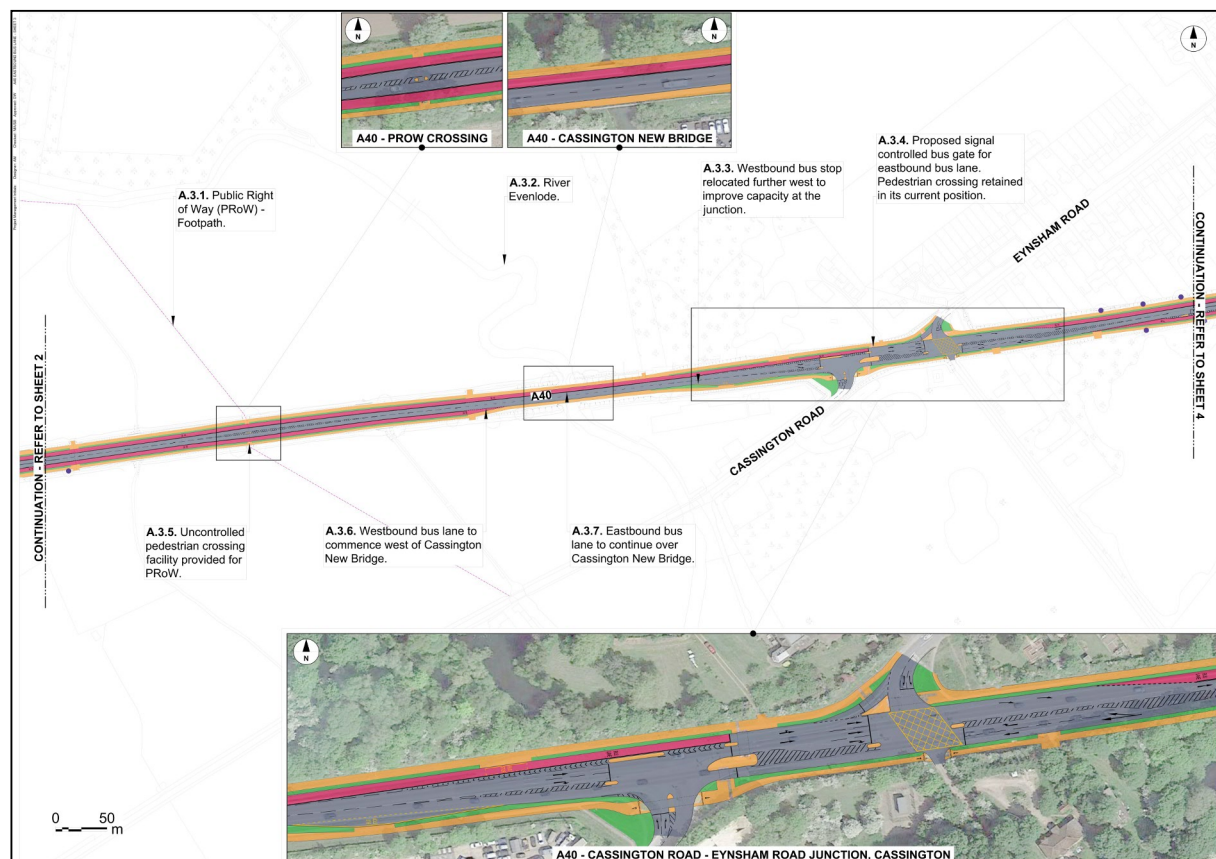


**OVERVIEW**

**2 A40: Eynsham Roundabout**



**3 A40: Cassington Bridge to Cassington Junction**



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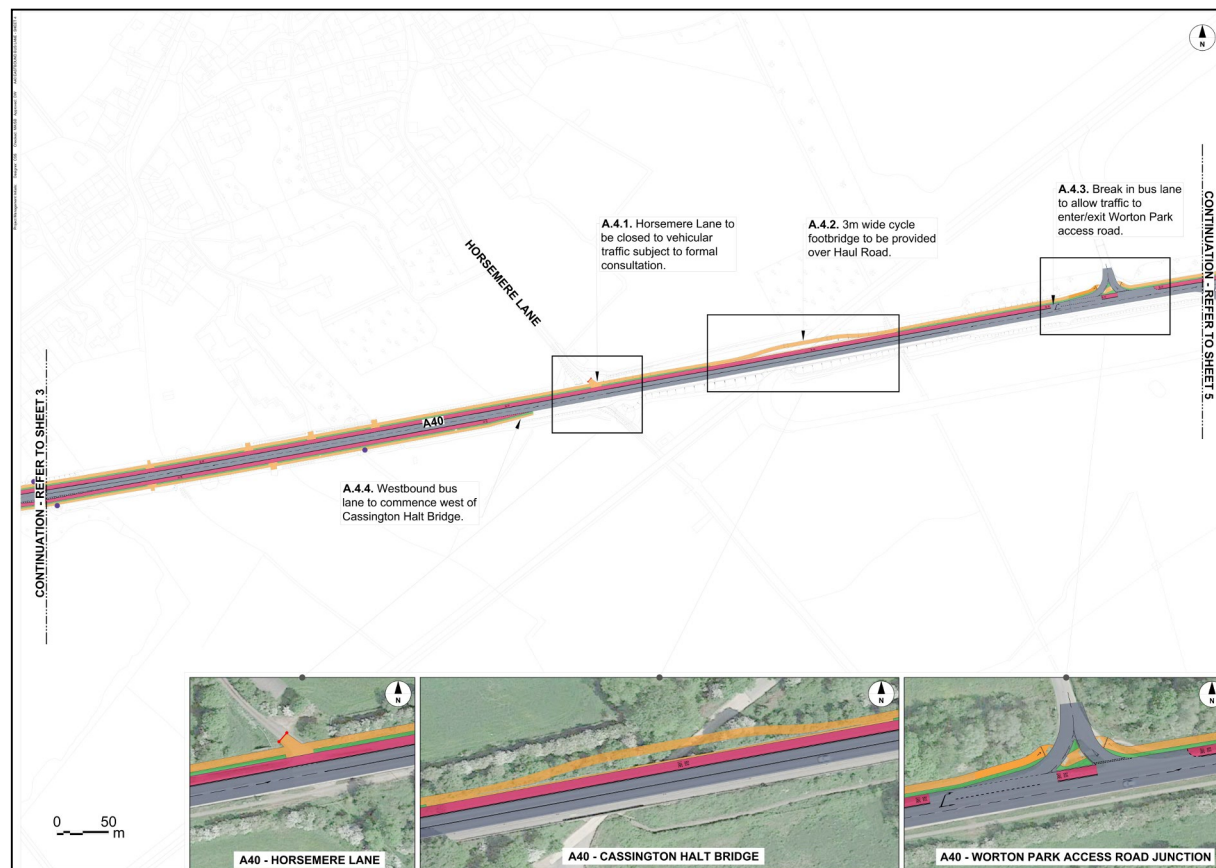


**7. DESIGN PROPOSALS (CONTINUED)**

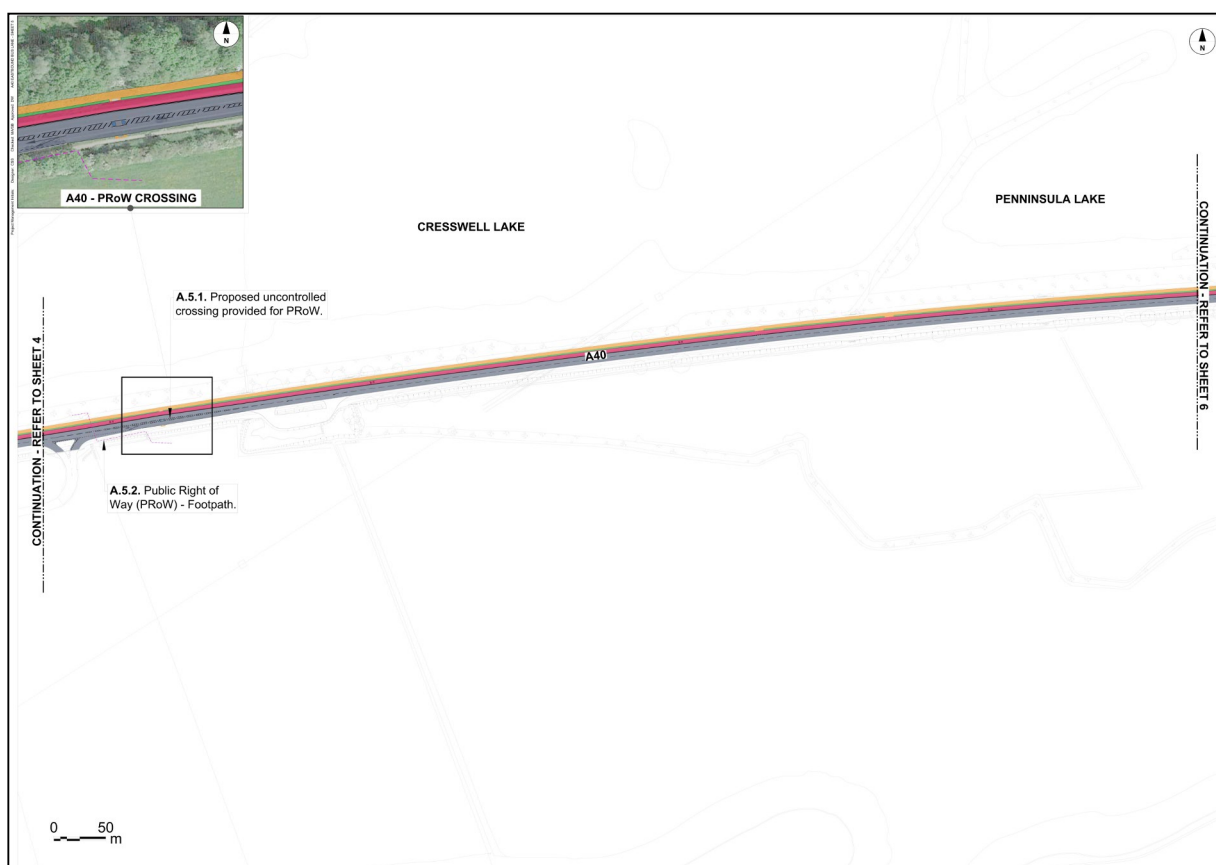


**OVERVIEW**

**4 A40: Cassington to Cassington Halt Bridge**



**5 A40: South of Worton Park**



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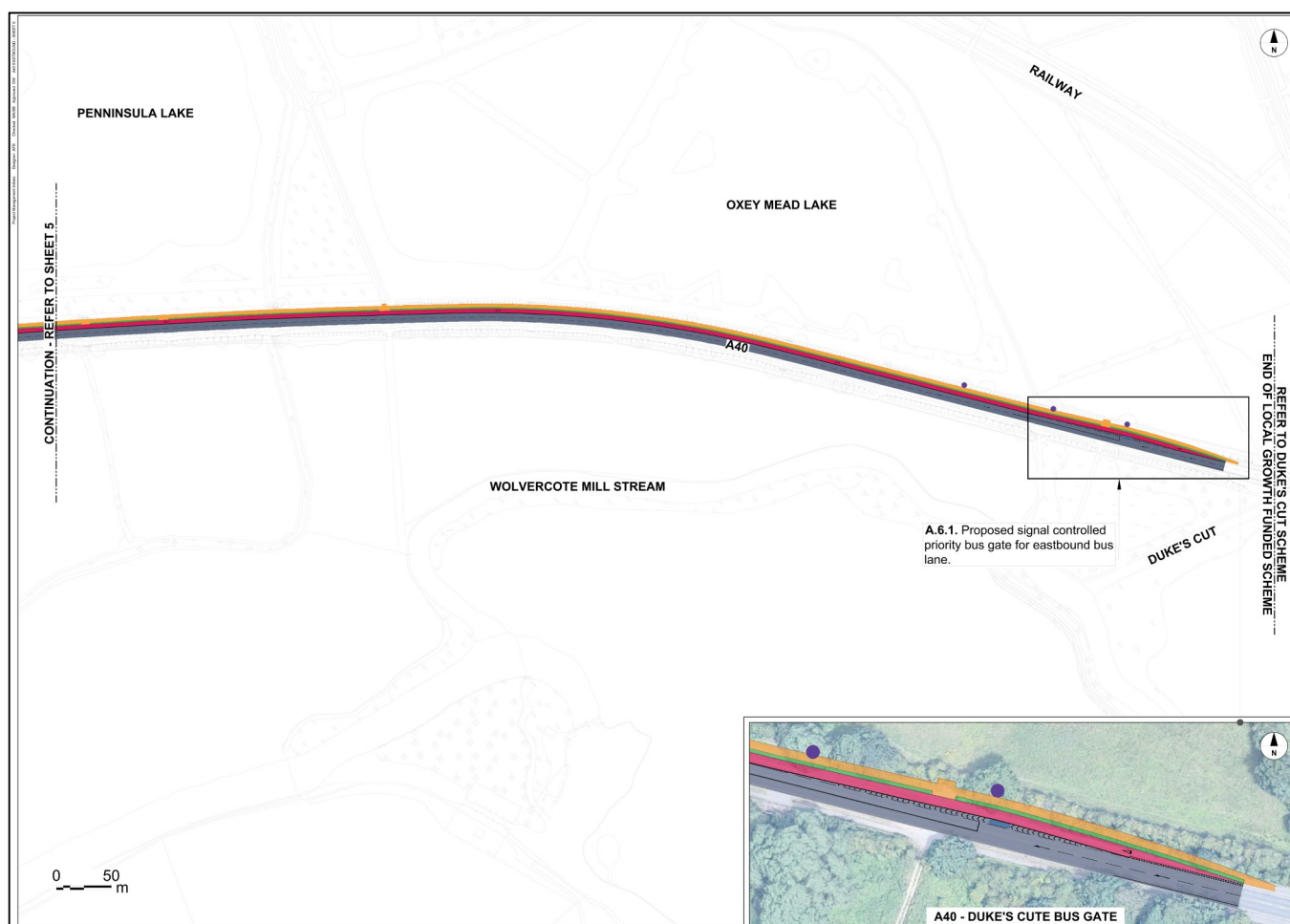
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**7. DESIGN PROPOSALS (CONTINUED)**



**OVERVIEW**

**6 A40: South of Worton Park**



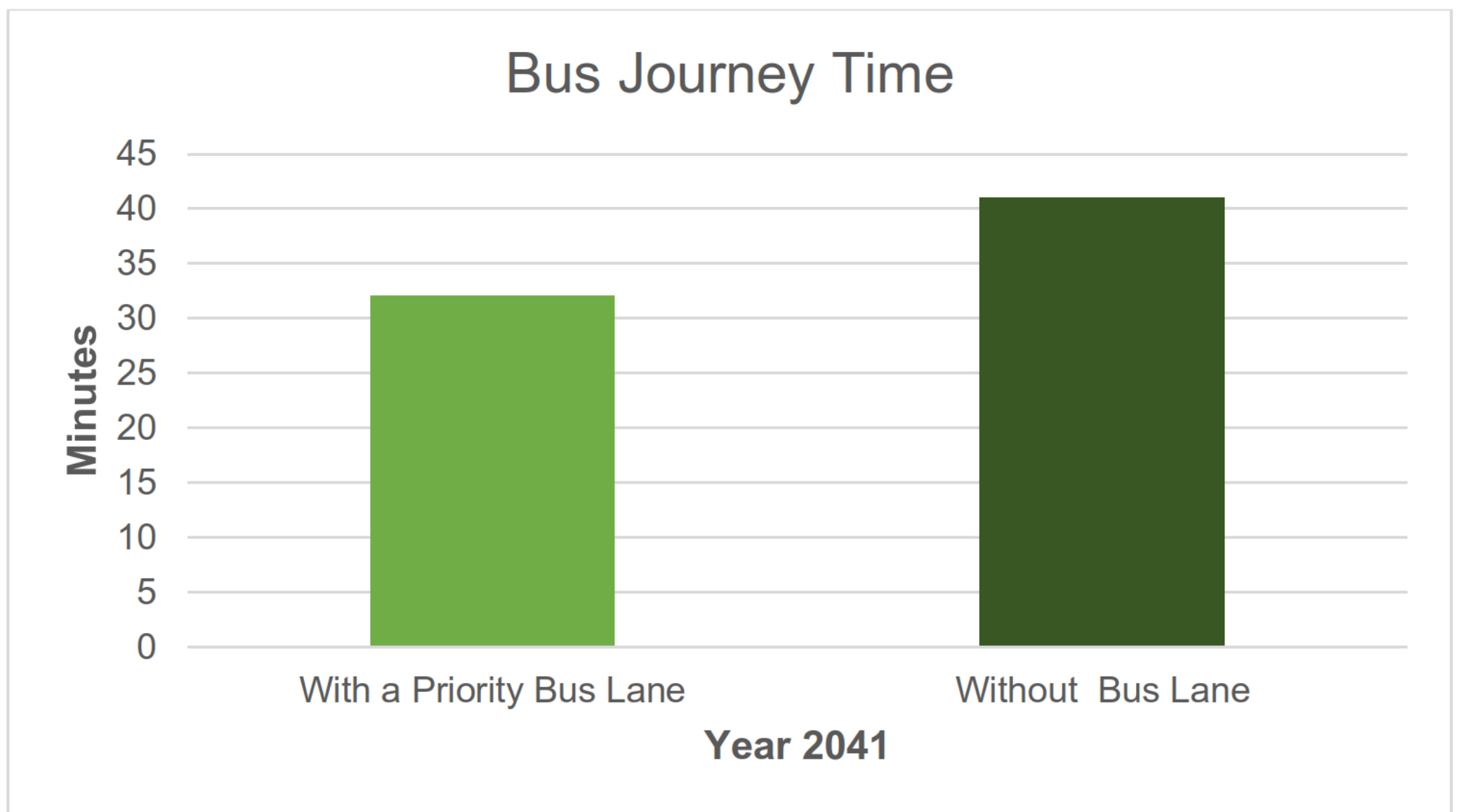
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## 8. JOURNEY TIME BENEFITS

An assessment has been undertaken using the 2041 Oxfordshire Strategic Model in order to understand journey time benefits from the A40 Science Transit scheme. The results of this assessment present significant improvements in bus journey time reliability throughout the day as well as bus journey time savings of up to 9 minutes in the morning peak (08:00 to 09:00). Changes in car journey time are minimal.

A summary of the bus journey time benefits from Eynsham (The Evenlode PH bus stop) to Oxford City Centre (Magdalen Street East, Stop C6) is presented below:





## 9. PHASE 2 - A40 STRATEGY OVERVIEW

This part of the exhibition shows the concept designs for the second phase of the A40 Strategy. It is important to note that Phase 1 (the proposed A40 Eynsham Park & Ride with Bus Lanes Scheme) is delivered first, as this provides key infrastructure which will then be expanded in Phase 2.

The County Council will seek to fund the A40 Strategy through bids to Central Government. One such opportunity is the Government's Housing Infrastructure Fund (also known as HIF). We need your views on this proposed package of transport improvements ahead of submitting a funding bid for these elements in Spring 2019 to the Housing Infrastructure Fund. This consultation focuses on a package of strategic improvements that include:

- A40 Dual Carriageway from Witney to Eynsham Park & Ride;
- Completing the A40 Westbound Bus Lane;
- A40 Eastbound Bus Lane over the Duke's Cut and Wolvercote Railway Bridges linking to an eastbound bus lane on approach to Wolvercote Roundabout;
- B4044 Community Path from Eynsham to Botley; and
- A40 Cycle Link to National Cycle Route 5 on the Oxford Canal Tow Path.

## 10. DEVELOPING THE A40 STRATEGY

In developing the A40 Strategy the County Council has considered many aspects including:

- the availability of funding opportunities;
- likely scheme costs;
- ease of delivery and construction;
- longevity and flexibility of transport measures in the longer term; and
- benefits to users.

In 2015 the County Council conducted an initial consultation to develop a long-term strategy for the A40. This led Oxfordshire County Council Cabinet to adopt the package of dual carriageway and bus lanes in May 2016.

The following options were all considered before the preferred option of a Dual Carriageway from Witney to the proposed Eynsham Park and Ride was agreed:

**10. DEVELOPING THE A40 STRATEGY**

Options	Features	Reasons for not progressing
<p><b>Bus Lanes</b></p> <ul style="list-style-type: none"> <li>This option involved building 3 metre wide bus lanes on the existing verges between Witney Bypass (Shores Green) and the Duke's Cut canal bridge in both directions.</li> <li>The bus lanes would be separated from the general traffic lanes by a 1 metre buffer.</li> <li>Use of the bus lanes will normally be restricted to buses but could also be used by emergency service vehicles</li> </ul>	<ul style="list-style-type: none"> <li>High frequency bus services serving a range of origins and destinations.</li> <li>Delay-free bus journey from Witney to north Oxford.</li> <li>Predominantly uses land within highway boundary, therefore minimal land to be acquired. Although additional land may be required for tree planting to screen the A40.</li> <li>Minimal impact on Oxford Meadows Special Area of Conservation.</li> <li>Can deliver bus lanes in phases based upon funding availability.</li> <li>Does not address congestion affecting all vehicle trips.</li> </ul>	<ul style="list-style-type: none"> <li>Bus Lanes are proposed in conjunction with a Park &amp; Ride site at Eynsham, from the Park &amp; Ride to Wolvercote roundabout.</li> <li>Bus lanes from Witney to proposed Eynsham roundabout were ruled out as this did not address the highway capacity issue on the A40 at Barnard Gate affecting all vehicles.</li> <li>The proposed dual carriageway from Witney to Eynsham provides improved access to the proposed park and ride.</li> <li><b>This option was retained as the Phase 1 scheme, but not considered appropriate for addressing the issues on the Witney to Eynsham section of the A40.</b></li> </ul>
<p><b>Guided Bus Way</b></p> <ul style="list-style-type: none"> <li>This option involves installing a 2-way guided busway track to provide a new route from Witney to Oxford using specially adapted buses.</li> <li>The proposed route would use the line of the old railway from Witney to Cassington, except in Eynsham where buses would use the roads through the village.</li> <li>The route would continue with a guided bus way alongside the A40 to Duke's Cut canal bridge.</li> </ul>	<ul style="list-style-type: none"> <li>High or medium frequency buses serving a wide range of origins and destinations, responding to demand.</li> <li>Should be minimal physical impact on Oxford Meadows Special Area of Conservation.</li> <li>May need to be considerable clearance of the verge side trees and other vegetation to create space for guided bus way on the A40.</li> <li>Probably impact on the vegetation, wildlife habitat and land uses along the line of the old railway.</li> <li>A guided bus way uses new track provided for exclusive use of compatible buses. Buses are specially adapted to use the busway but can also use roads.</li> </ul>	<ul style="list-style-type: none"> <li>The 2015 consultation responses reported considerable opposition to the guided bus way option.</li> <li>The cost and maintenance of the guided bus way infrastructure would be costlier than a standard bus lane.</li> <li>New adapted fleet of bus would be also be costlier than standard bus.</li> <li><b>This option was therefore not taken forward.</b></li> </ul>
<p><b>Dual Carriageway</b></p> <ul style="list-style-type: none"> <li>This option involves widening the A40 to 2-lanes in each direction separated by a central reservation barrier.</li> <li>The A40 Dual Carriageway would follow the existing road and would require significant alteration to junctions at Barnard Gate and Cassington to provide safe access.</li> <li>The Dual Carriageway central reserve would prevent certain movements and restrict direct access in some cases.</li> </ul>	<ul style="list-style-type: none"> <li>Dual carriageway increases highway capacity benefiting both freight and passenger vehicles (buses, cars etc.)</li> <li>If a dual carriageway was proposed from Witney to Oxford, the scheme would not provide any priority for buses and would need to remove the A40 Phase 1 bus lane scheme from proposed Eynsham Park and Ride to Duke's Cut.</li> <li>The proposed park &amp; ride would no longer have bus priority measures to ensure reliable journey times which may limit appeal to users.</li> <li>Possible adverse impact of Oxford Meadows Special Area of Conservation due to potential encroachment on protected land.</li> <li>May need to be considerable clearance of verge side trees and other vegetation to create space for dual carriageway.</li> <li>May encourage additional car trips to Oxford which would require extra parking to be provided within the city.</li> <li>May encourage traffic growth which could reduce benefits of dual carriageway in future years.</li> <li>Would have to be delivered as one fully funded scheme.</li> </ul>	<ul style="list-style-type: none"> <li>In 2015 consultation the dual carriageway achieved the greatest level of support.</li> <li>However, many commented that dualling alone would increase traffic and over time congestion would reoccur.</li> <li>A full dual carriageway option would: <ul style="list-style-type: none"> <li>require further dualling north of Oxford;</li> <li>be contrary to the Oxford Transport Strategy;</li> <li>require development of significant parking and other complementary infrastructure in Oxford; and</li> <li>work against current efforts to build a strong commercial public transport system.</li> </ul> </li> <li>In considering the issues on the A40 between Witney and Eynsham, having ruled out a full dual carriageway to Oxford, a shorter section feeding into the Park and Ride would increase accessibility to the park and ride, and improve capacity on the section of the A40 at Barnard Gate.</li> <li><b>Therefore, this option has been taken forward into the strategy.</b></li> </ul>
<p><b>Tram</b></p> <ul style="list-style-type: none"> <li>New double track, light rail line linking from south of Ducklington roundabout at Witney to the old railway line at South Leigh then using the railway alignment to Eynsham, where a new line would be created between the village and southern bypass.</li> <li>From close to Siemens the line would follow the old railway line to A40.</li> <li>At the A40 the line would either continue to a railway junction at Yarnton, if a joint tram-train operation was permitted, or continue alongside the A40 toward Oxford.</li> </ul>	<ul style="list-style-type: none"> <li>Would require considerable land acquisition, including through Cassington Quarry.</li> <li>Proposal needs to be economically viable for operating company.</li> <li>Tram stops would require adequate car parking to act as Parkway stations.</li> <li>Provides connections to local bus services at Oxford station and access to the National Rail network.</li> <li>Double track allows 4 trams per hour in each direction but the railway lines through Oxford may not have sufficient spare capacity to allow such frequency of services to run.</li> <li>The rail authorities may not permit joint tram-train operation, as this would be the first in the UK.</li> <li>There will be an impact on the vegetation, wildlife habitats and land uses along the route.</li> <li>For many journeys multiple points of interchange would be required, such as onward bus journey in Oxford, once arrived at Oxford Station.</li> </ul>	<ul style="list-style-type: none"> <li>During the 2015 consultation there was little support for the tram option.</li> <li>Tram is limited in flexibility as far as origins and destinations are concerned and may lead to multiple interchanges for some journeys.</li> <li>Logical sequencing for a tram is that a city network would be needed first, before expanding to surrounding towns and villages.</li> <li><b>This option was therefore not taken forward.</b></li> </ul>
<p><b>Train</b></p> <ul style="list-style-type: none"> <li>This option involves building a new single-track railway line, with double track running through stations providing two platforms and allowing the opportunity for trains to pass each other.</li> <li>Trains are likely to be diesel powered.</li> <li>Trains would run from south of Ducklington roundabout to join the line of the old railway near South Leigh, then pass between Eynsham and the B4449 before joining the Cotswold Line at Yarnton, where trains would carry on to Oxford Station.</li> </ul>	<ul style="list-style-type: none"> <li>Would require considerable land acquisition, including through Cassington Quarry.</li> <li>Proposal needs to be economically viable for operating company.</li> <li>Provides connections to local bus services at Oxford station and access to National Rail network.</li> <li>Single track would only allow up to 1-2 trains per hour in each direction, due to limited opportunities to pass each other.</li> <li>Stations would require adequate car parking to act as Parkway stations.</li> <li>There will be an impact on the vegetation, wildlife habitats and land uses along the route.</li> <li>For many journeys multiple points of interchange would be required, such as onward bus journey in Oxford, once arrived at Oxford Station.</li> <li>The railway lines through Oxford may not have sufficient spare capacity to allow more frequent services to run.</li> </ul>	<ul style="list-style-type: none"> <li>Rail was the most popular (with the general public) of the public transport options.</li> <li>However, there is a lack of enthusiasm from the rail industry for this as an option in the short/medium term, as they are focussed on improving existing rail lines. Despite this, a rail option could be investigated further in the future.</li> <li><b>This option was therefore not taken forward.</b></li> </ul>

Once the principal package of dual carriageway and bus lanes was agreed, more work began to look at developing and improving sustainable modes of transport. During 2017 West Oxfordshire District Council (WODC) proposed housing development at Eynsham totalling around 3,200 homes. These homes will benefit from the A40 Strategy. It is recognised that Eynsham is within cycling distance of Oxford if further infrastructure is provided. Therefore, two cycle schemes are also included in the proposed package, which would also be available for use by pedestrians.

The next section provides more information on the proposed A40 Strategy package.

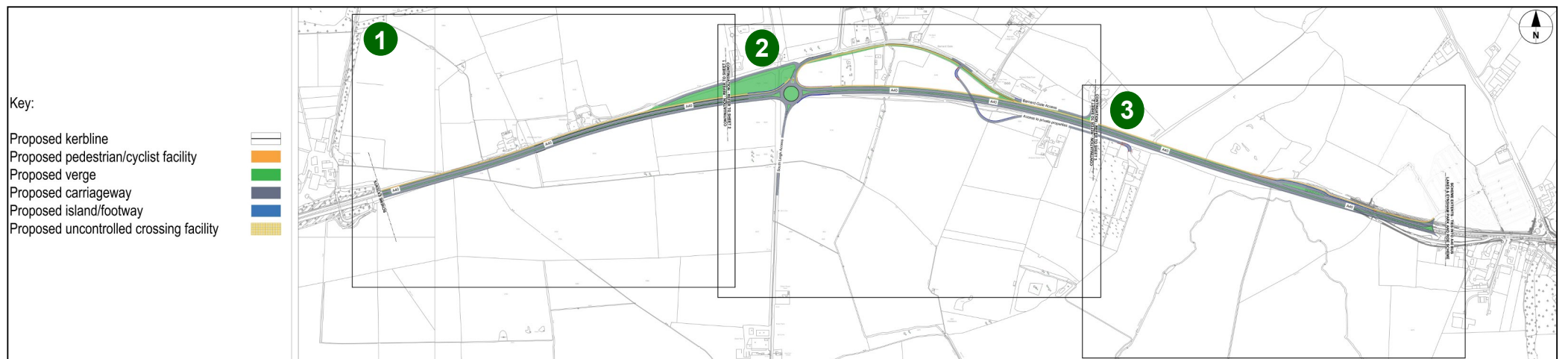
# 11. A40 DUAL CARRIAGEWAY

## 11.1 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.

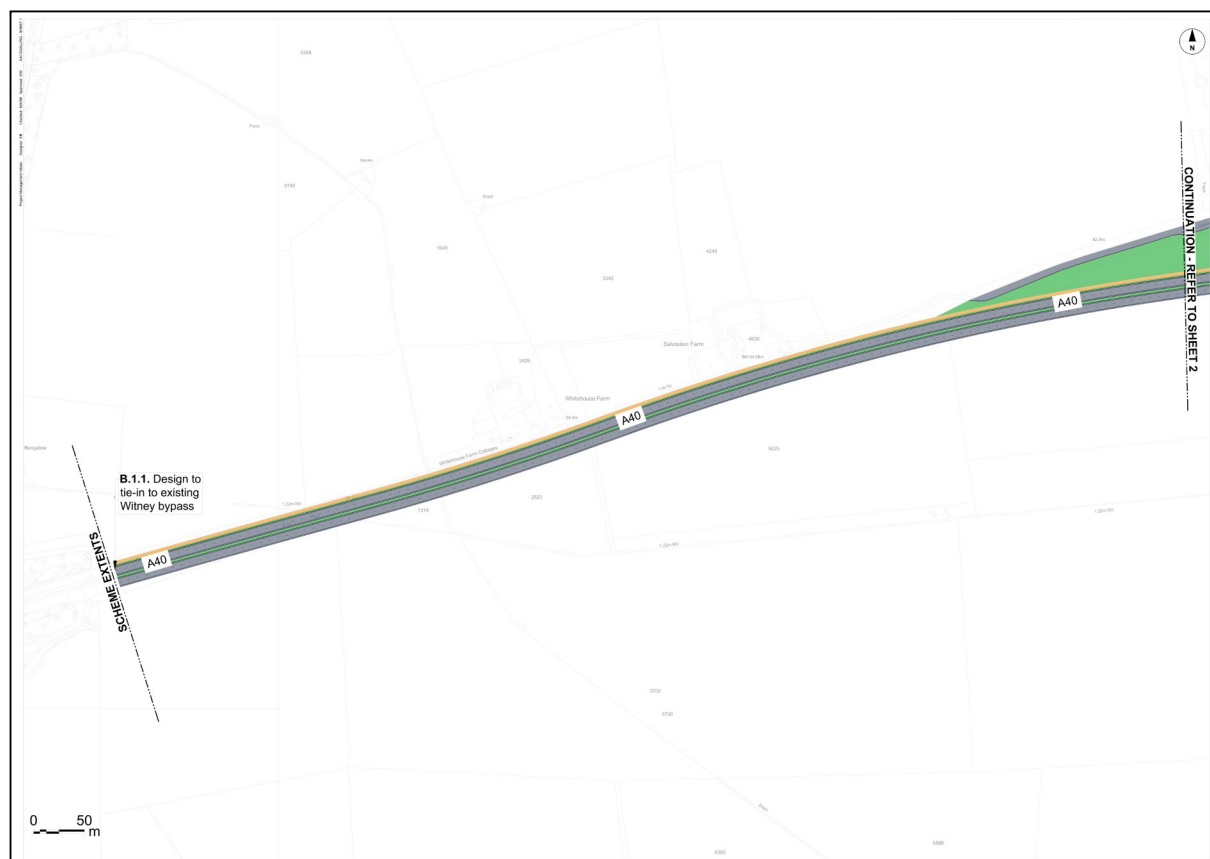
## 11.2 Why is a dual carriageway proposed?

- 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

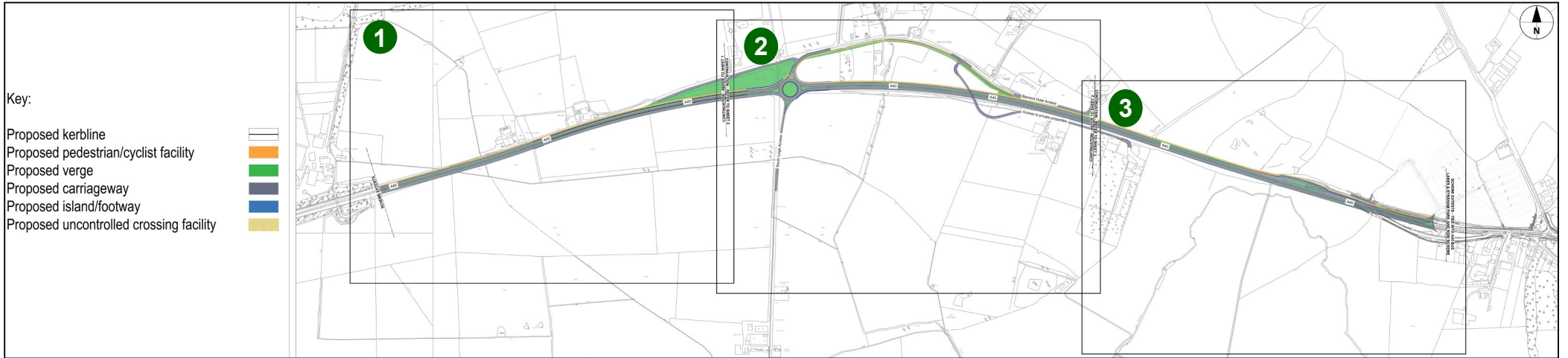


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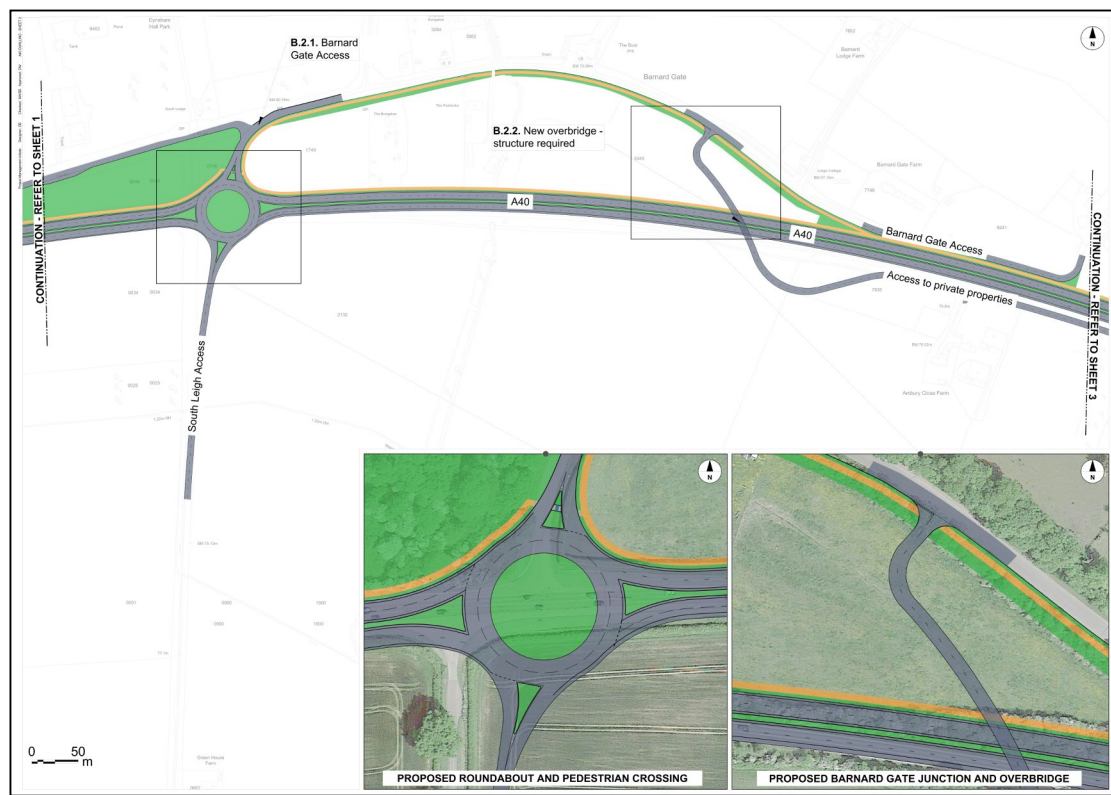


**11. A40 DUAL CARRIAGEWAY (CONTINUED)**



**OVERVIEW**

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



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



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**12. COMPLETING THE A40 WESTBOUND BUS LANE**

**12.1. 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).

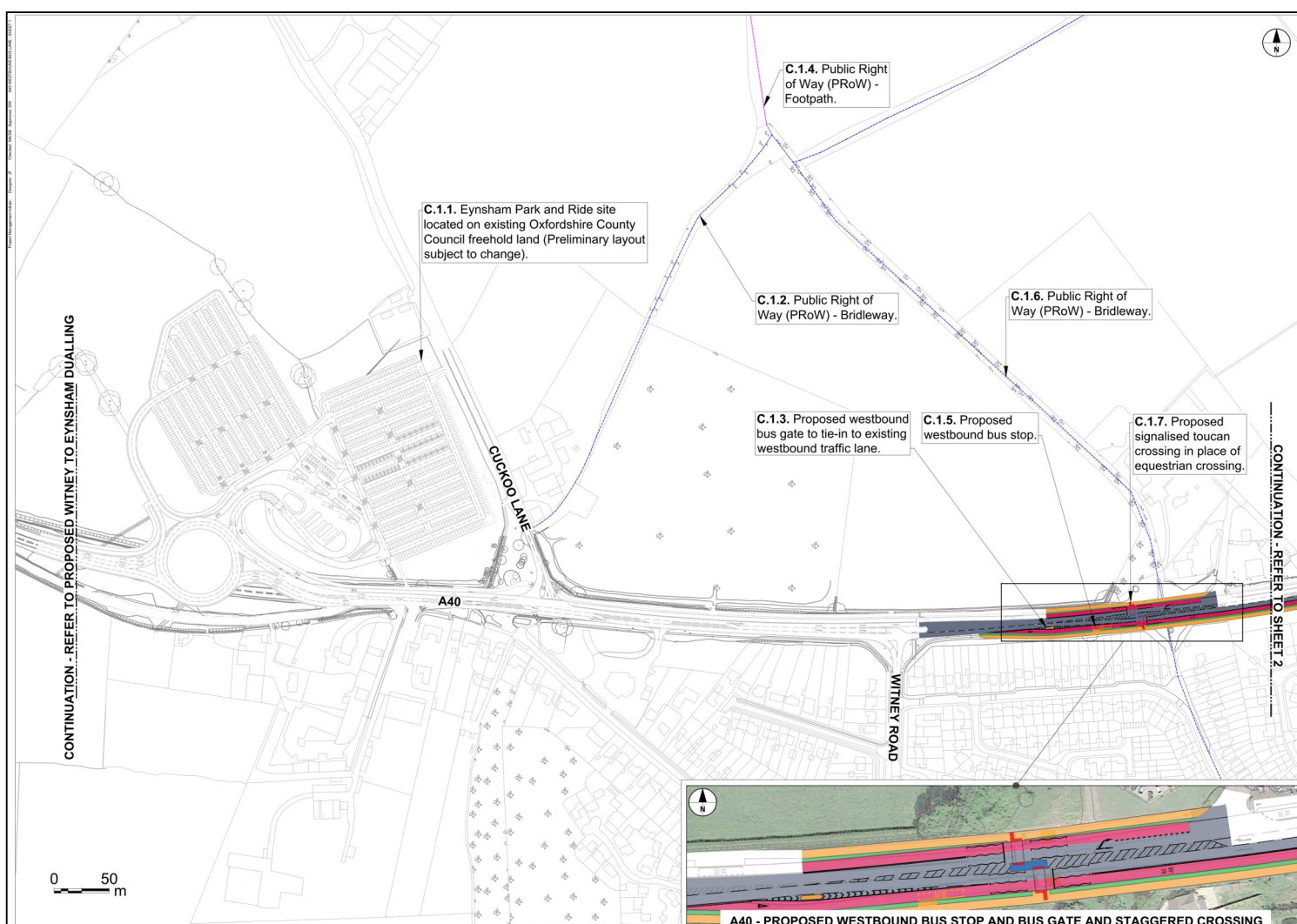
**12.2. Why is completing the A40 Westbound Bus Lane proposed?**

- 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**



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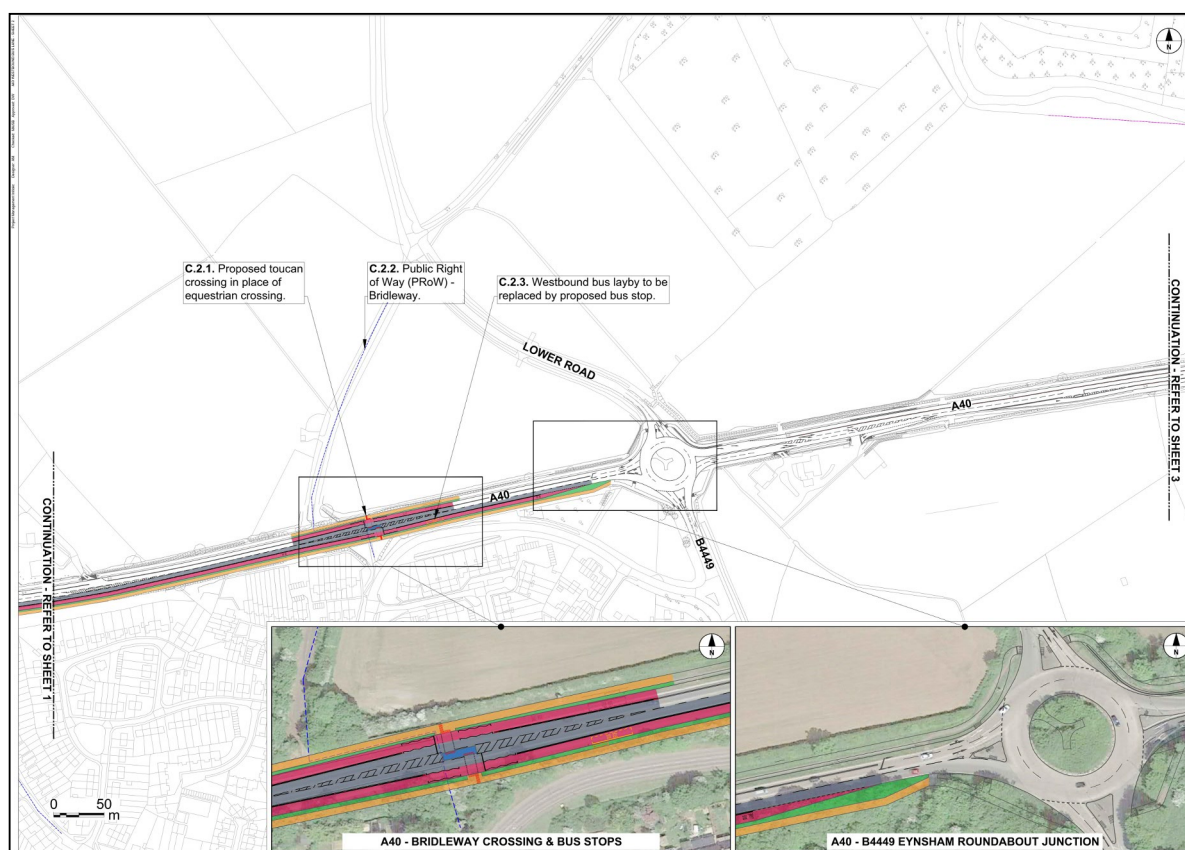


**12. COMPLETING THE A40 WESTBOUND BUS LANE (CONTINUED)**

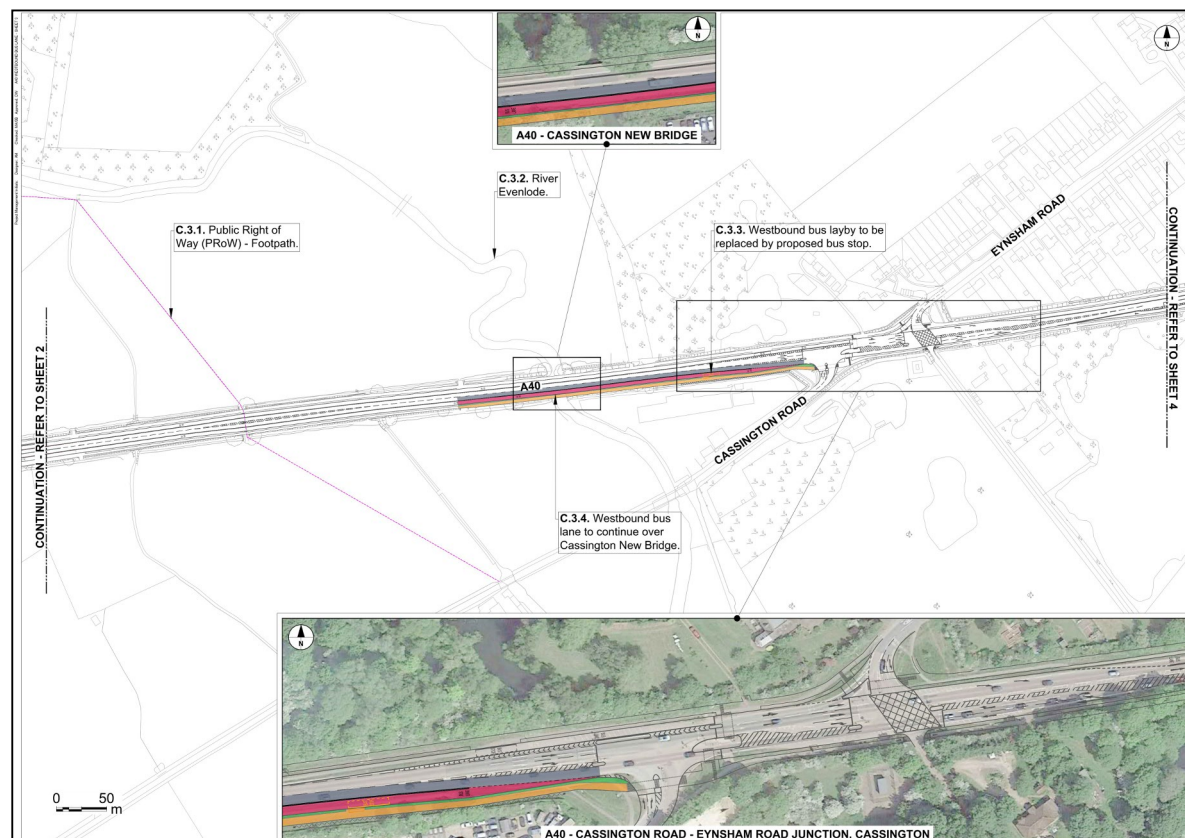


**OVERVIEW**

**2 A40: Eynsham Roundabout**



**3 A40: Cassington Bridge to Cassington Junction**

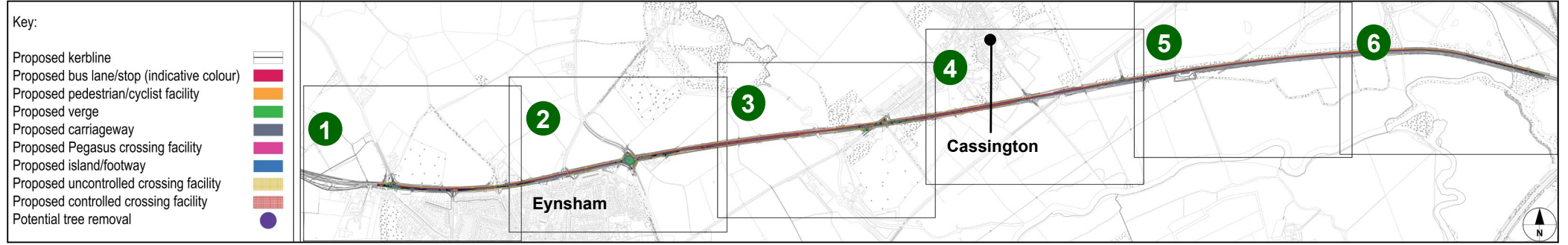


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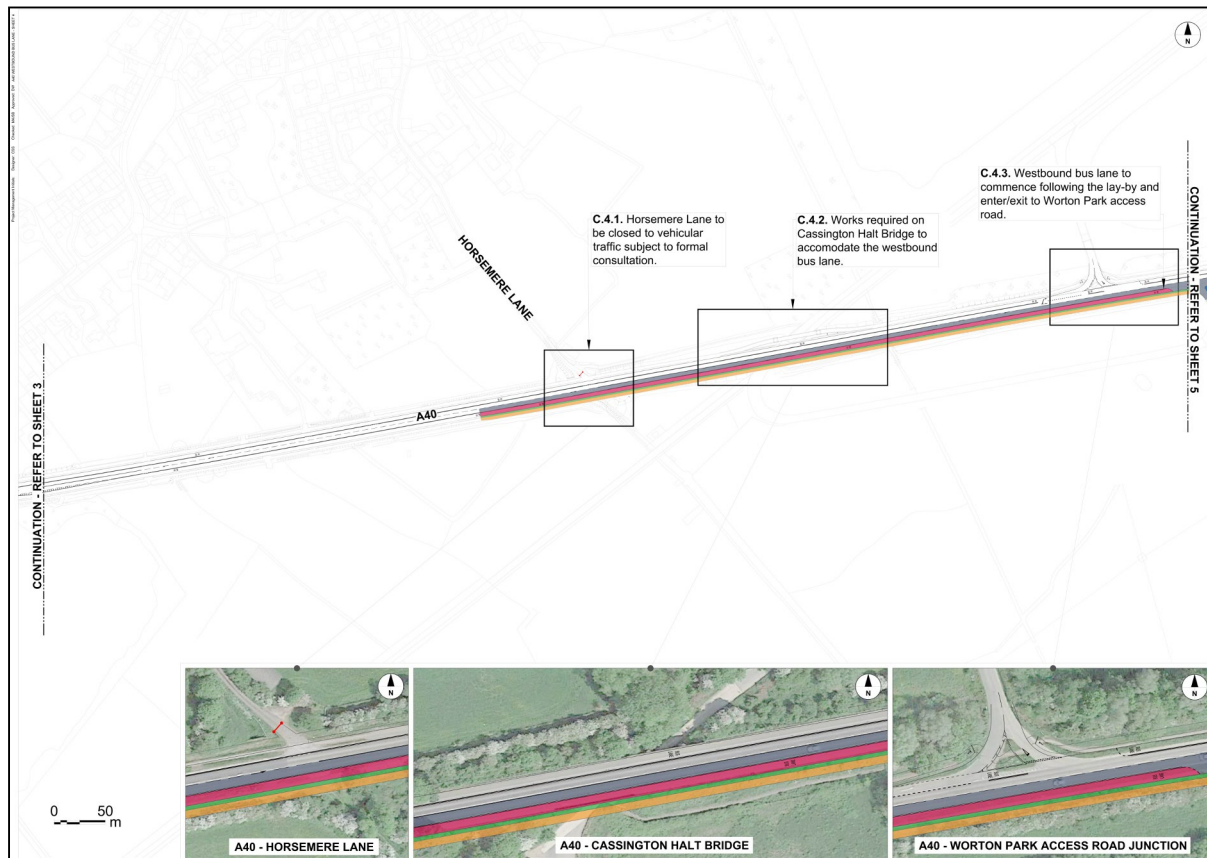


**12. COMPLETING THE A40 WESTBOUND BUS LANE (CONTINUED)**

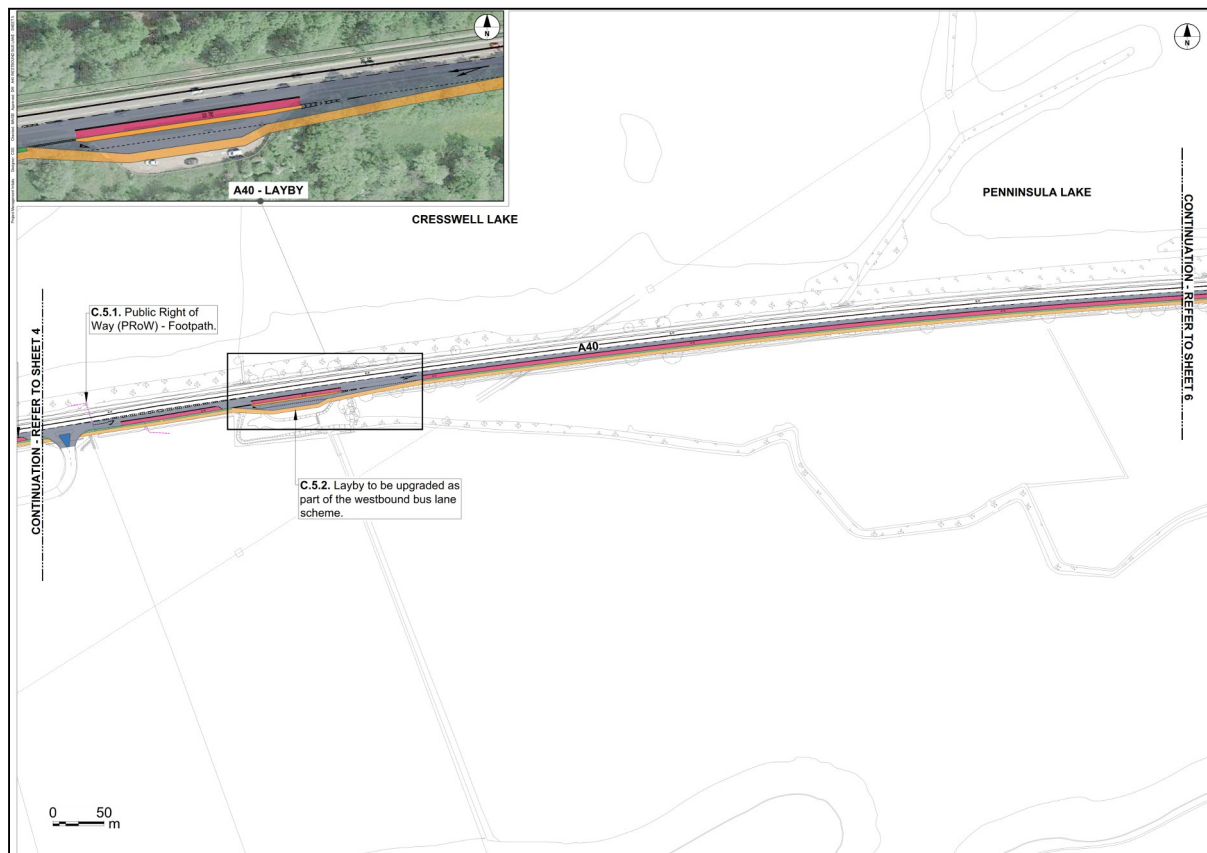


**OVERVIEW**

**4 A40: Cassington to Cassington Halt Bridge**



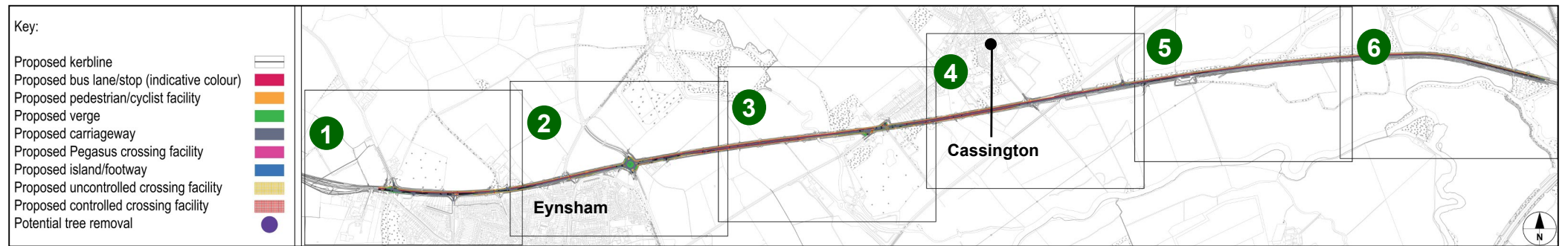
**5 A40: South of Worton Park**



Note: Insets on drawings are not to scale.

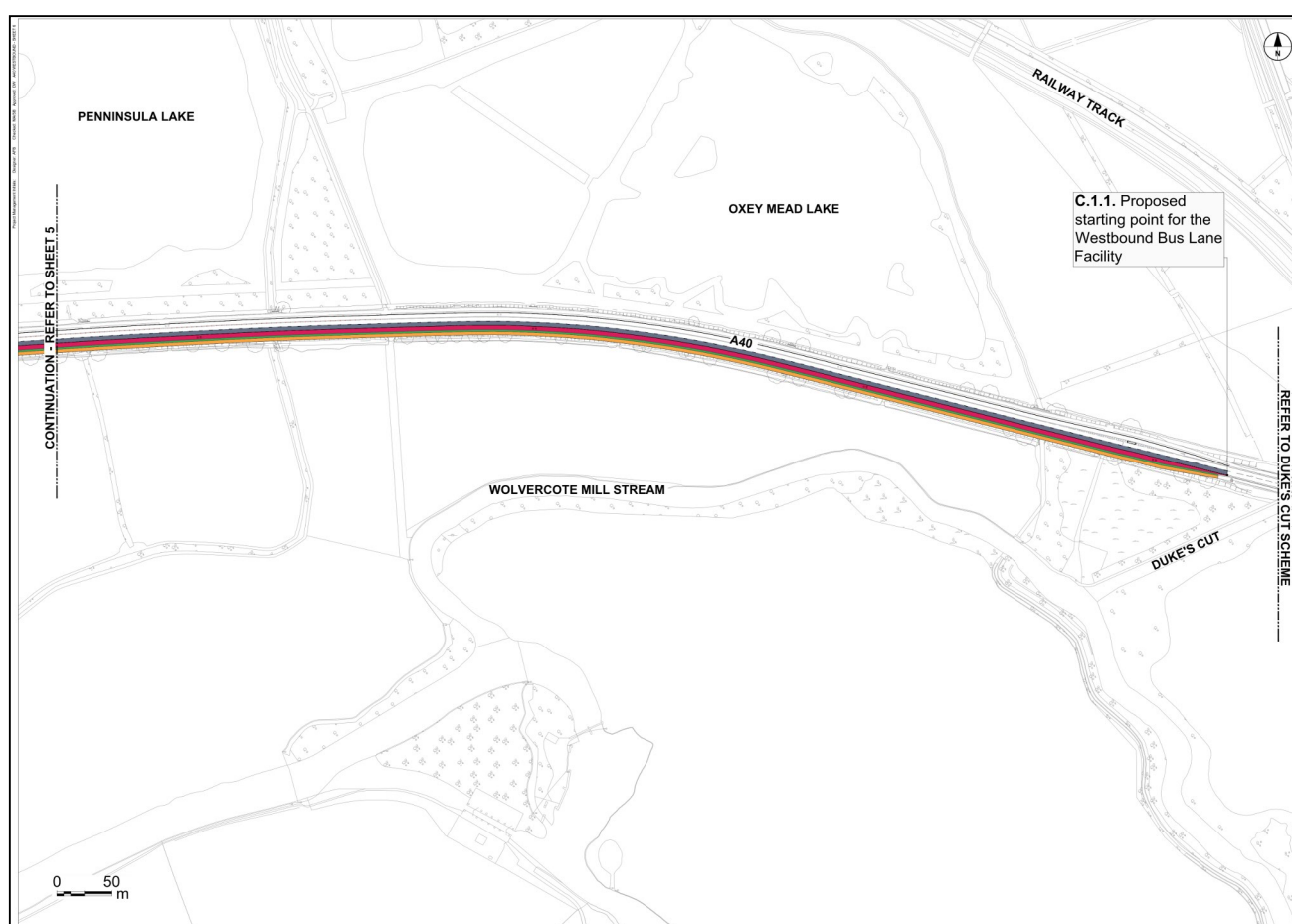
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**12. COMPLETING THE A40 WESTBOUND BUS LANE (CONTINUED)**



**OVERVIEW**

**6 A40: South of Worton Park**



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

**13.1. 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.

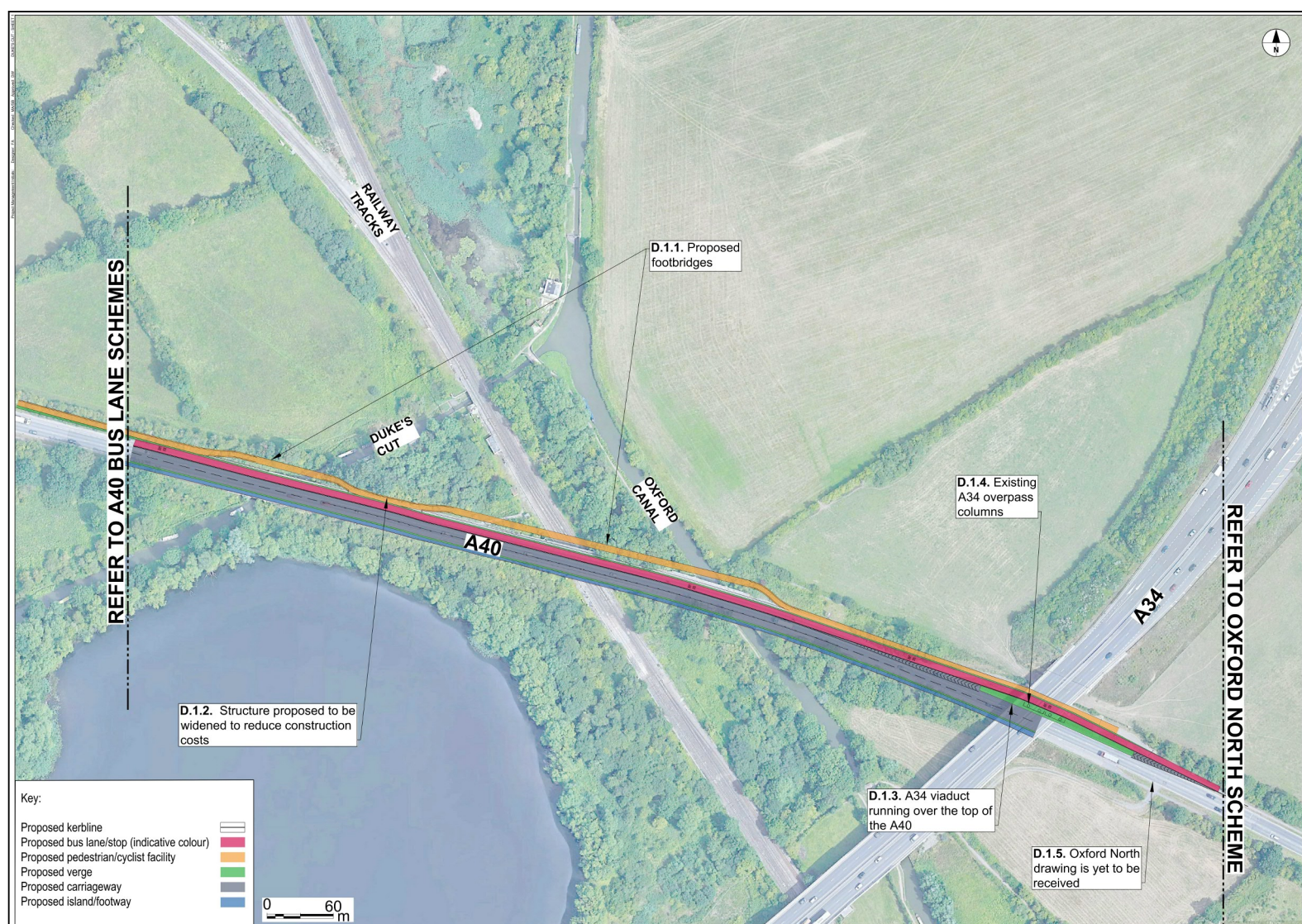
Due to the complexity and likely significant costs of providing the bus lane through the pinch-points over these structures, the Phase 1 Eynsham Park & Ride with Bus Lanes Scheme ends before them.

**13.2. 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**



Note: Insets on drawings are not to scale.

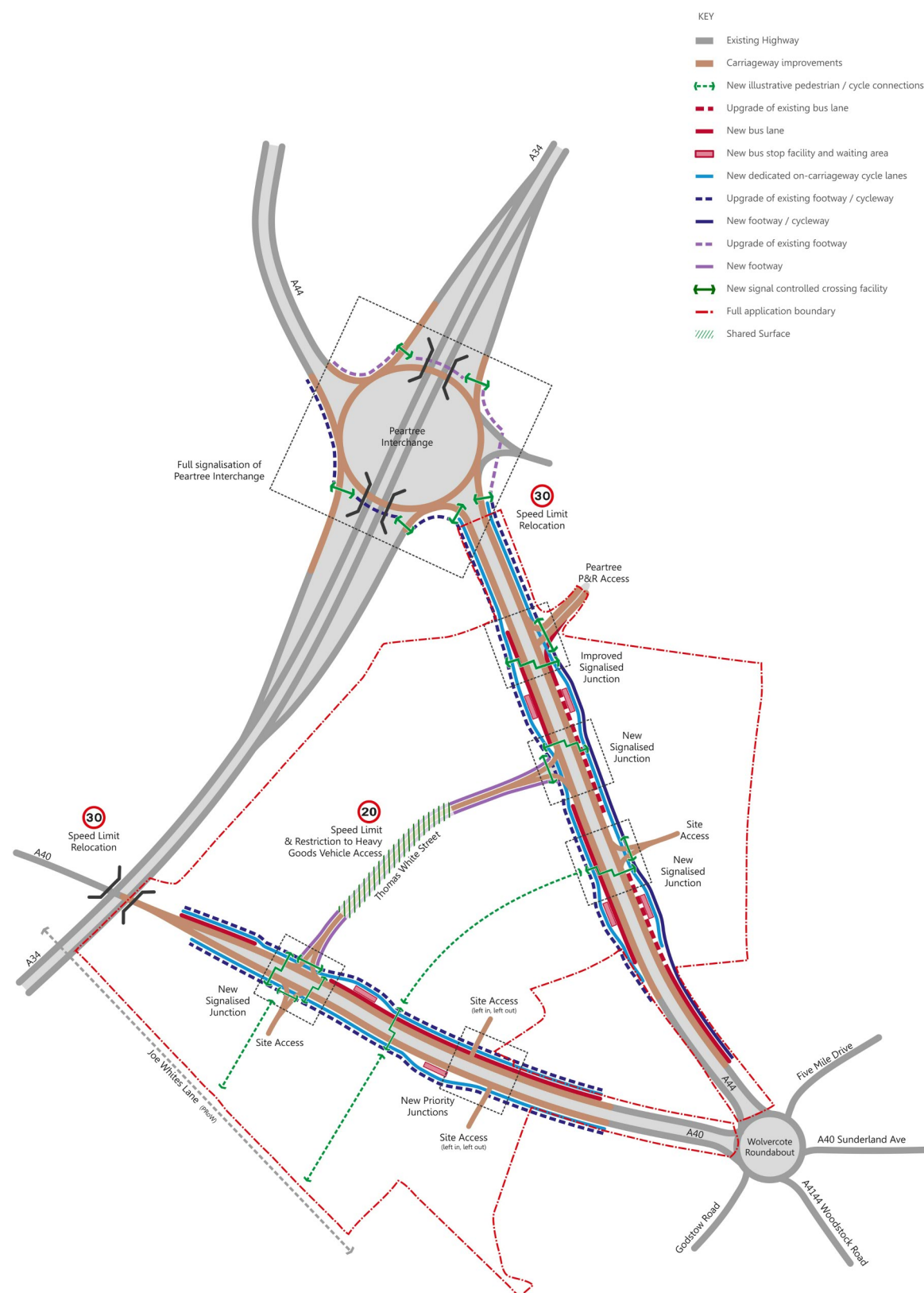
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**14. A40 EASTBOUND BUS LANE ON APPROACH TO WOLVERCOTE ROUNDABOUT**

The last section of the A40 Eastbound Bus Lane west of the A34 overbridge to the Wolvercote Roundabout is part of the associated transport improvements for the Oxford North Housing and Commercial development, presently the subject of a live planning application to Oxford City Council, which is yet to be determined. Should the application be approved, the developer will work with the relevant stakeholders to deliver these transport improvements. Should the application be refused, a review of how the infrastructure is delivered will be required.

Should you wish to comment on the Oxford North planning application, please contact Oxford City Council with the planning reference **18/02065/OUTFUL**.





**15. B4044 COMMUNITY PATH FROM EYNHAM TO BOTLEY**

**15.1. What is proposed?**

This scheme has been developed by Bike Safe (a local interest group). Whilst not on the A40 corridor itself the scheme aims to improve walking and cycling infrastructure for trips from areas in West Oxfordshire - such as Eynsham - into the west of Oxford.

Bike Safe have identified a preferred route for the path, shown below. We have expanded the scheme to include a new pedestrian and cycle bridge over the Thames at Swinford. The existing Swinford Toll Bridge is very narrow, and particularly hazardous for pedestrians. A new pedestrian and cycle bridge will help to provide a continuous route from Eynsham to Botley.

This scheme will require land outside of the current highway boundary which is currently in private ownership. Working with Bike Safe, we are in the process of contacting all affected land owners.

**15.2. Why is the B4044 Community Path from Eynsham to Botley proposed?**

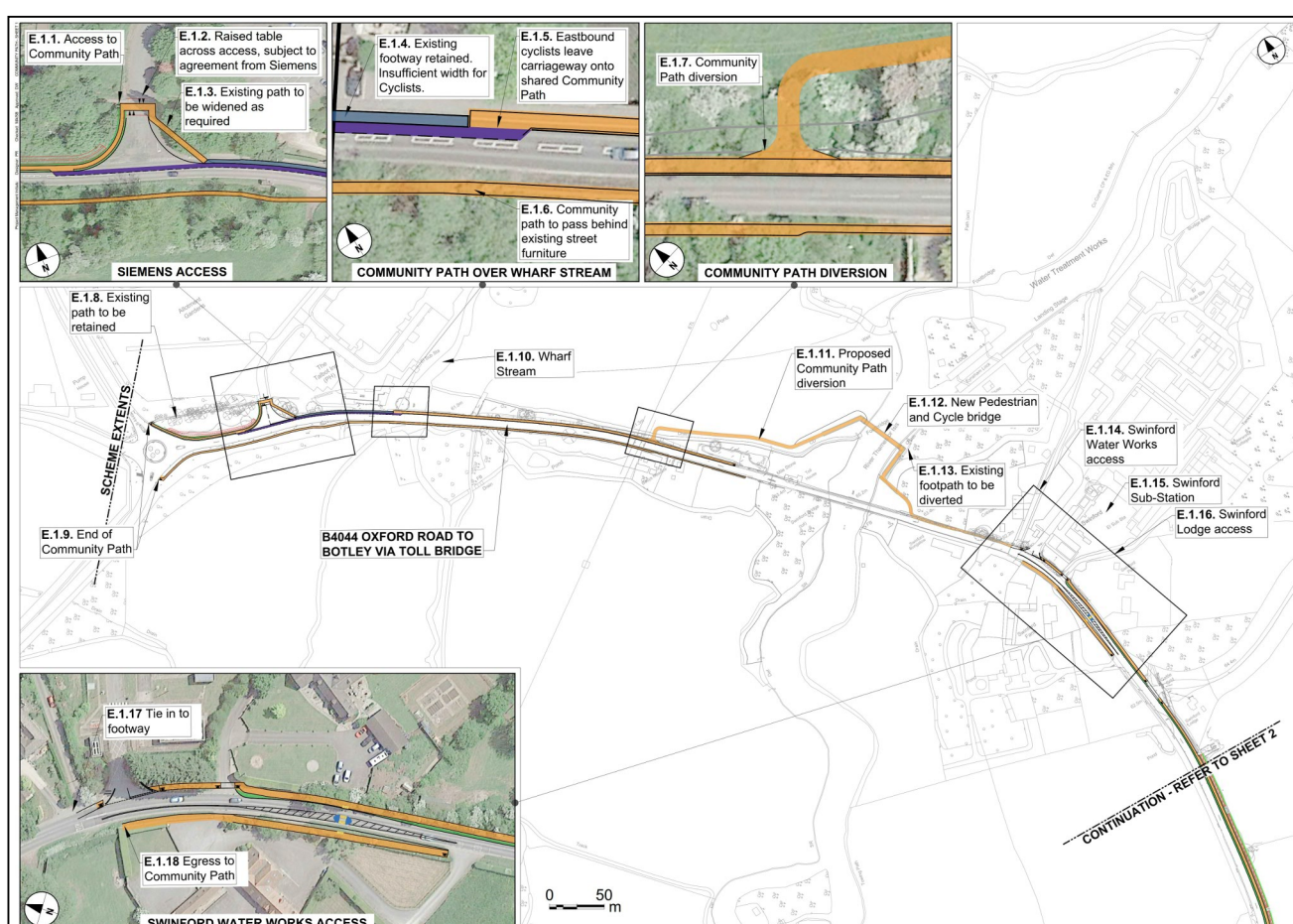
- Provide a safe walking and cycling route between Eynsham, Swinford, Farmoor and North Hinskey on the west side of Oxford.
- Enable and encourage more trips by foot or cycle helping people to live healthy and active lives.
- Reduce congestion through people switching from car to walking or cycling.
- Congestion reduction can also benefit air quality; reduce carbon emissions; and reduce the impact of transport on the environment.
- Provide a safe crossing of the river at Swinford for pedestrians and cyclists.

We are keen to receive comments on this scheme, even if you have previously given comments to Bike Safe.



**OVERVIEW**

**1 B4449 / B4044 Oxford Road Roundabout to east of Swinford Lodge Access**

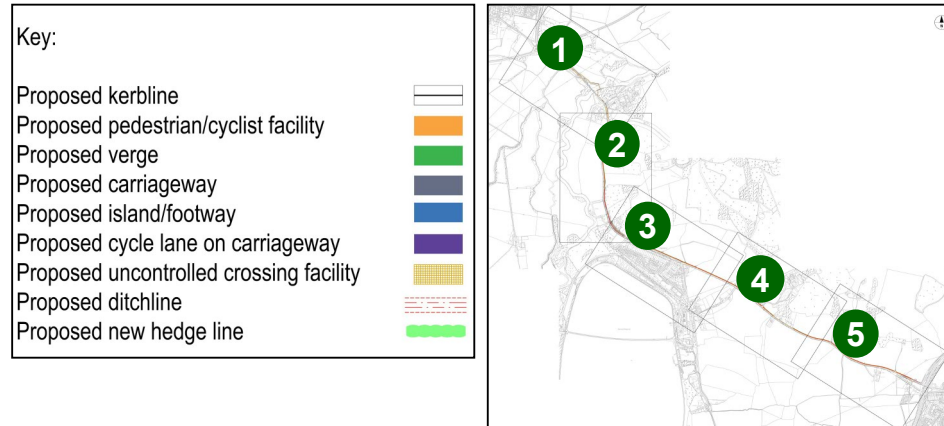


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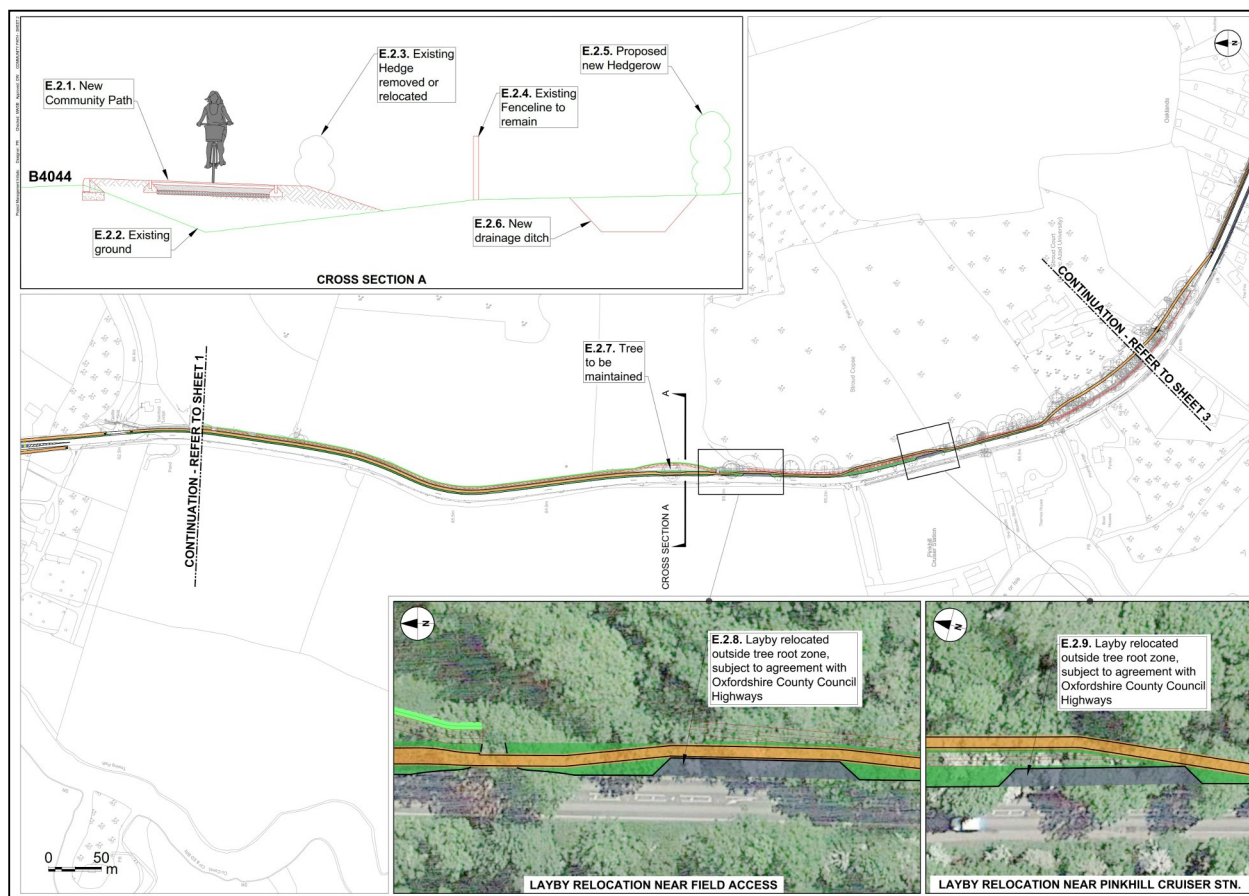


**15. B4044 COMMUNITY PATH FROM EYNHAM TO BOTLEY (CONTINUED)**

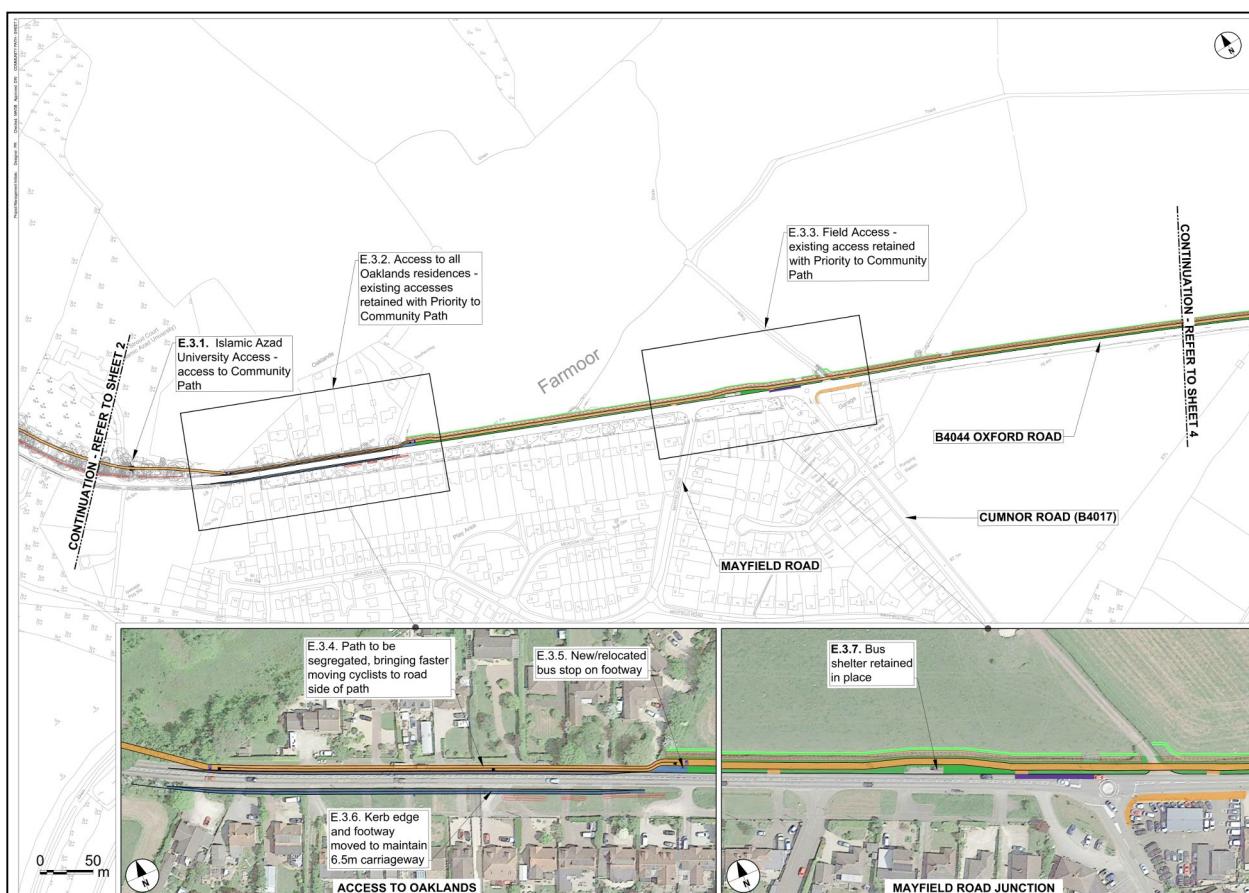


**OVERVIEW**

**2 East of Swinford Lodge Access to west of Azad University Access**



**3 Azad University Access to west of Jewsons Access**

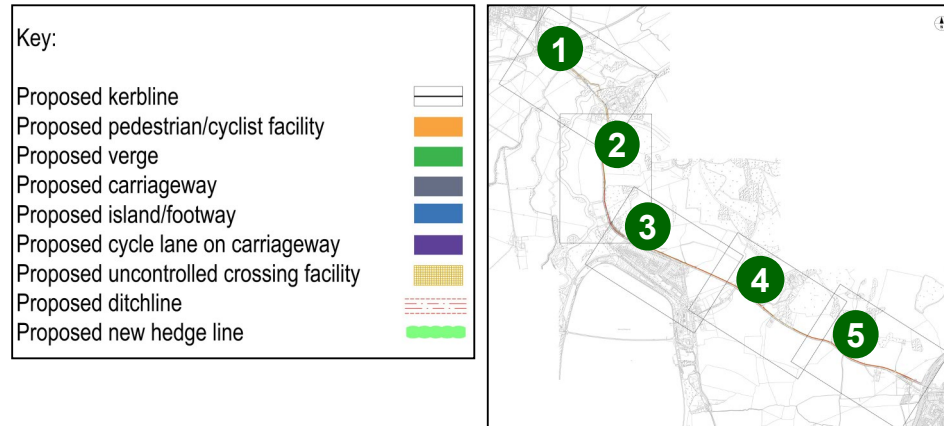


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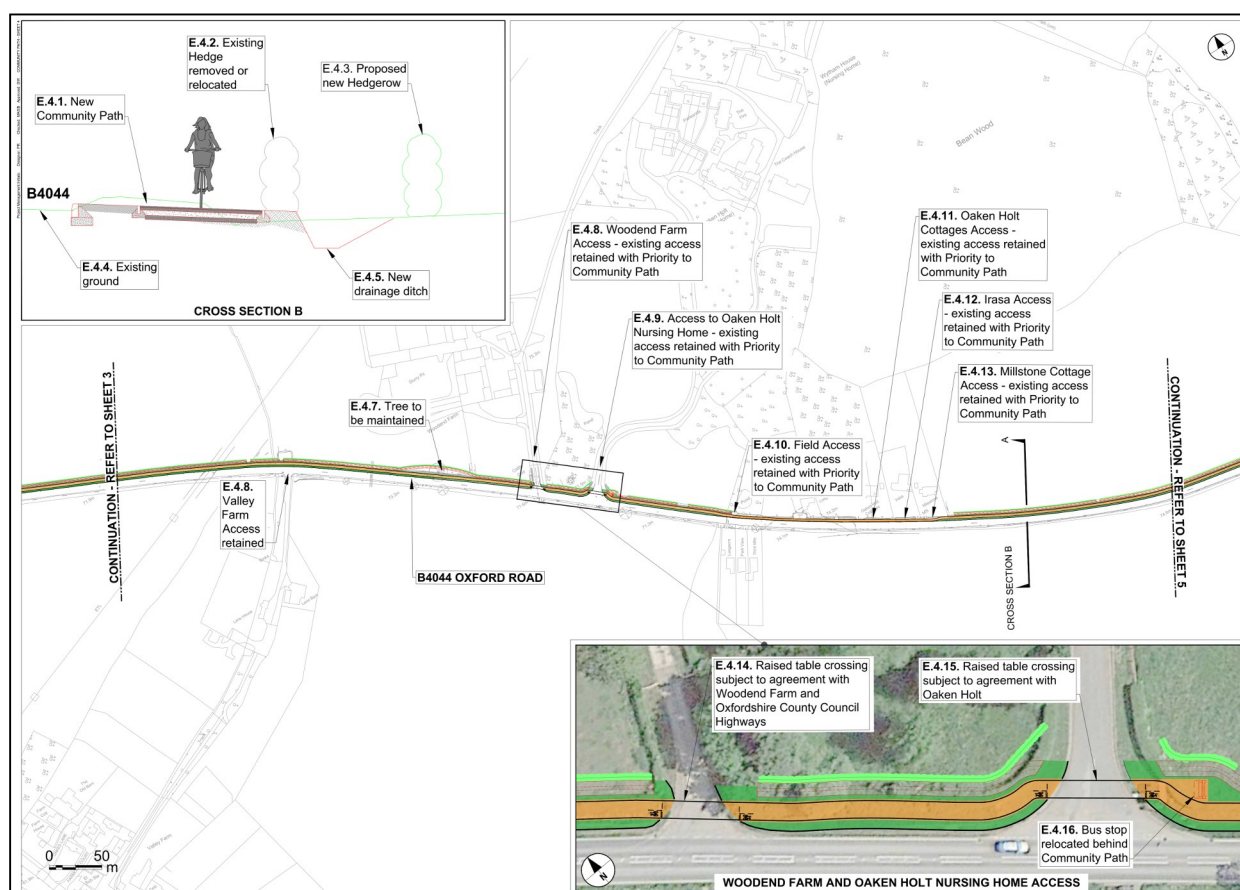


**15. B4044 COMMUNITY PATH FROM EYNHAM TO BOTLEY (CONTINUED)**

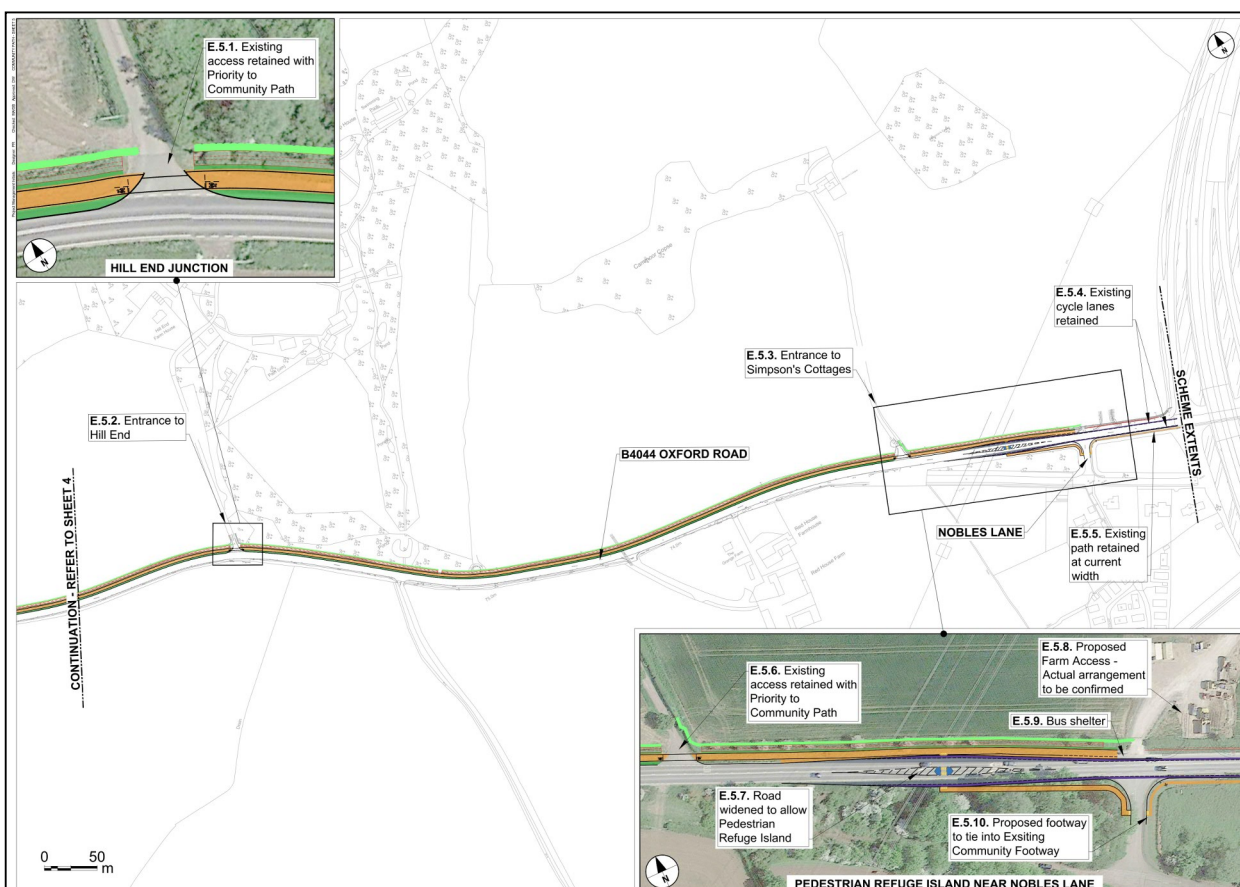


**OVERVIEW**

**4 West of Jewsons Access to west of Hill End Entrance**



**5 West of Hill End Entrance to Junction with A420**



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

**16.1. What is proposed?**

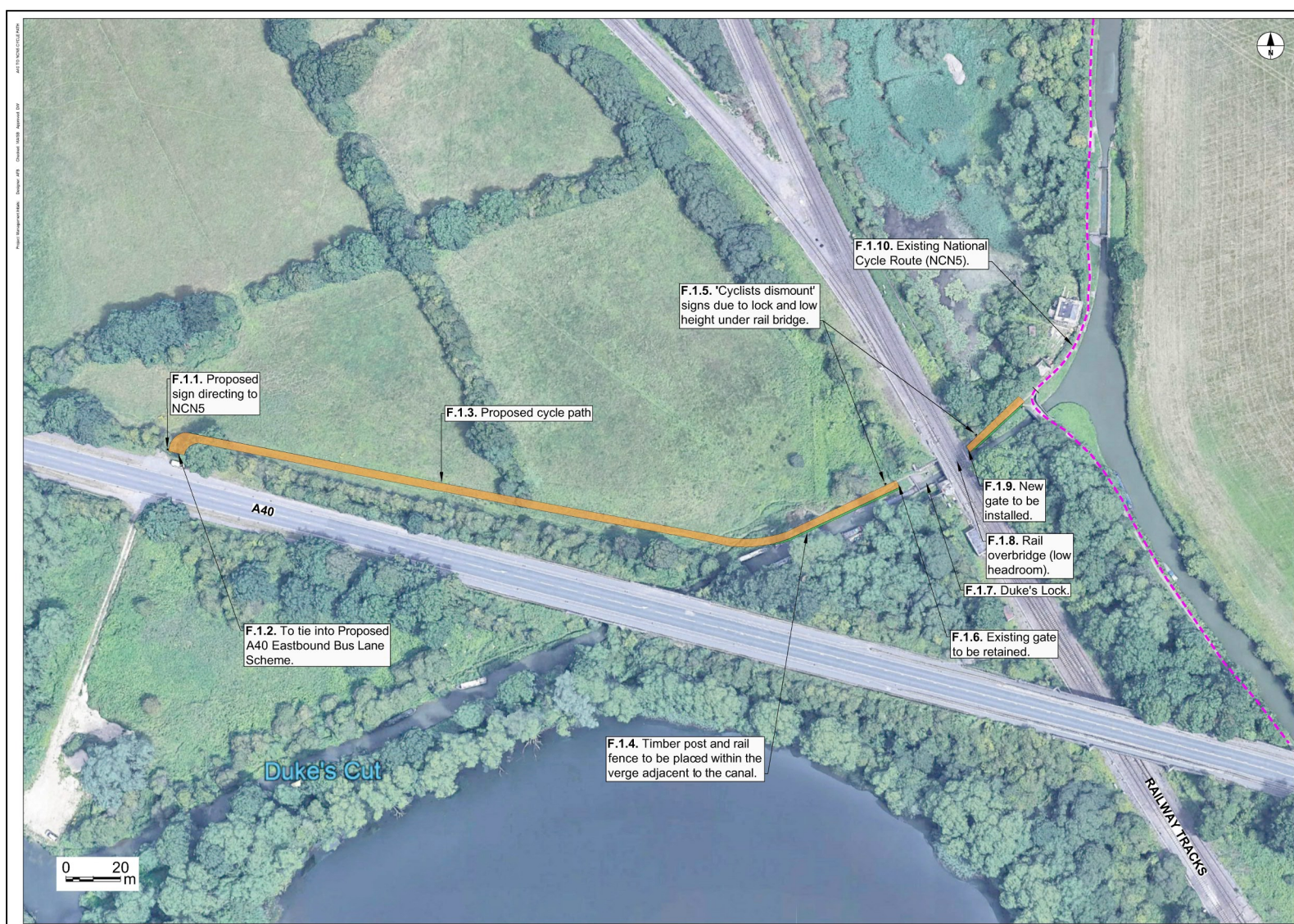
During previous A40 consultations we have received comments that a pedestrian and cycle link from the A40 path to National Cycle Network Route 5 (which runs along the Oxford Canal Tow Path near Duke's Cut Lock) would increase route choice; provide an off-road route between the A40 and Oxford; and improve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

**16.2. 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**



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## 17. NEXT STEPS

Thank you for coming to this exhibition.

### 17.1. Have your say

Please give us your views. Either:

- Fill in the consultation feedback form that is available at this event and post it in the box provided; or
- Read a copy of the proposals online and fill in the survey form at [www.oxfordshire.gov.uk/improvingA40](http://www.oxfordshire.gov.uk/improvingA40).

The deadline for giving your views is **Sunday 6th January 2019**.

### 17.2. What happens next?

The feedback from this consultation will be reviewed and where appropriate will influence the detailed design stage of the Park & Ride and Bus Lanes Scheme (Phase 1) before the planning submission in March 2019.

Feedback on the preliminary design for the Wider A40 Strategy (Phase 2) schemes will also be evaluated and will help shape the more-detailed proposals of the Phase 2 schemes which will be the subject of future consultation events.