A40 HIF2 Smart Corridor

OXFORDSHIRE COUNTY COUNCIL

1 Background and context

Welcome to our online exhibition in respect of the A40 HIF2 Smart Corridor Project.

The A40 Improvements Programme

Oxfordshire County Council ('OCC') is investing in six major transport improvement schemes along the A40 between Witney and Oxford. This approximately 12.5 km section of the A40 is used each day by over 30,000 vehicles which is above the road's capacity. Congestion causes daily problems for road users and has been described as one of the biggest barriers to economic growth and prosperity in West Oxfordshire.

Collectively we refer to these six major transport schemes as the A40 Improvements Programme ('the A40 Programme'). The six schemes are numbered and labelled on the plan on this board. The overriding objective of the Programme is to deliver a long-term solution for the A40 to protect and enhance quality of life for residents and the future economic prosperity of this part of Oxfordshire.

Our plans to address traffic and transport issues along the A40 will result in better transport links, the creation of new jobs and housing, reduced emissions and more sustainable travel options.

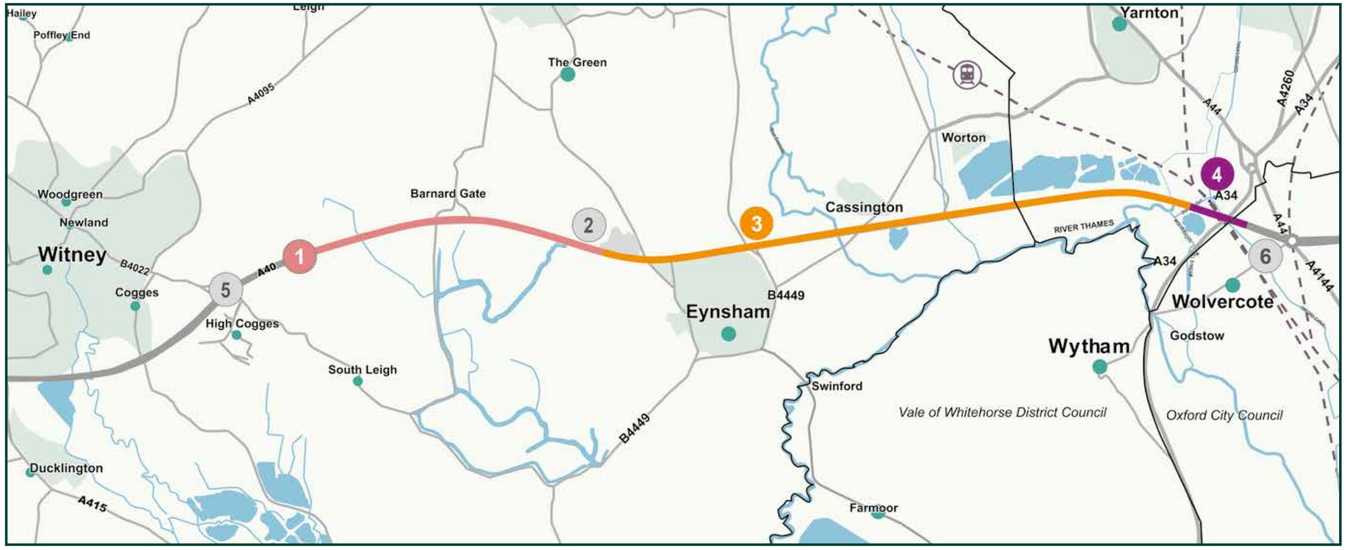
Extensive engagement activity has and continues to take place in relation to the A40 Programme. Detail on the background to the Programme as a whole and all the schemes is provided on our website (https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements). The Programme is being delivered in phases. This event focuses on the **A40 HIF2 Smart Corridor Project** only.

A40 HIF2 Smart Corridor Project (Schemes 1, 3 and 4)

The focus of this exhibition is on three of the proposed transport schemes contained within the wider A40 Programme of work (Schemes 1, 3 and 4). Further detail on the specifics of each scheme is provided below and on the following virtual boards.

Taken together, these three schemes constitute the A40 HIF2 Smart Corridor Project.

This exhibition is intended to give you the opportunity to provide feedback on the A40 HIF2 Smart Corridor project, in advance of a formal planning application submission later this year. The exhibition will remain open, and feedback can be submitted until **23.59 on 30th May 2021**.



Key

1	A40 Dual carriageway extension	3	A40 Integrated bus lanes	5	Access to Witney
2	Eynsham Park and Ride	4	A40 Duke's Cut	6	Oxford North

Consultation during Covid-19

This online exhibition is being held instead of public exhibitions in the local area due to the Government's Coronavirus (Covid-19) restrictions.

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

Access to Witney (Scheme 5)

A separate online engagement event is currently being run in relation to Scheme 5 (Access to Witney) also shown on the plan above. This scheme proposes improvements to the existing B4022/A40 junction at Shores Green.

A separate planning application will be submitted to OCC for that proposal.

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

Stantec AECOM

2 A40 HIF2 Smart Corridor Project Overview

About the Project

The A40 HIF2 Smart Corridor Project proposes a mix of active travel (walking and cycling), public transport and road infrastructure improvements along the A40 between east of Witney and Duke's Cut. It is comprised of the following three schemes:

- Scheme 1: A40 Dual Carriageway Extension (3.4km, 2.1 miles) – a scheme to upgrade the A40 east of Witney to the Eynsham Park and Ride site from a single carriageway to a dual carriageway and improved dedicated routes for walking and cycling.
- Scheme 3: A40 Integrated Bus Lanes (6.5km, 4 miles) – widening of the carriageway to add dedicated bus lanes running eastbound and westbound along the A40 between Eynsham Park and Ride to Duke's Cut and a new improved pathway for pedestrians and cyclists.
- Scheme 4: A40 Duke's Cut (600m) – a new eastbound dedicated bus lane and improved cycling and pedestrian routes.

The location of each scheme is shown on the plan on virtual board 1. The A40 HIF2 Smart Corridor Project passes through West Oxfordshire District Council, Cherwell District Council and Oxford City Council areas from west to east.

Project Objectives

Key objectives of the Project are to:

- Provide greater travel choice and encourage more use of bus, cycling and walking.
- Improve active travel and public transport accessibility and connectivity for more reliable bus journey times.
- Support major new housing and employment sites allocated in the West Oxfordshire Local Plan.
- Promote economic growth in Oxfordshire and creation of new jobs.
- Reduce carbon emissions and other pollutants associated with travel.

Planning Application

A single, full planning application with an accompanying Environmental Impact Assessment (EIA) for the Project will be submitted to OCC in September 2021. The application will constitute a 'Regulation 3' planning application meaning that OCC will be both the Applicant and Determining Authority. OCC is required to determine some of its own planning applications by virtue of the Town and Country Planning General Regulations 1992. Regulation 3 enables OCC to make planning applications to itself as long as the development is to be carried out by (or on behalf of) the Council and the interest in the development by the Council is significant. The development may be on land in or not in the Council's ownership.

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

3 Progress to date

The proposals presented in this exhibition have been shaped by feedback received during previous engagement exercises carried out by OCC since 2015 in relation to the wider A40.

July 2015: Investing in the A40

In July 2015 we conducted an initial consultation to develop a long-term solution for the A40 to address the issues of congestion and delay. The following strategic highway improvement options were considered:

- Bus Lanes - 3-metre-wide bus lanes between Shores Green, Witney and the Duke's Cut canal bridge in both directions.
- Guided Bus Way - a 2-way guided busway track to provide a new route from Witney to Oxford using specially adapted buses using the line of the old railway from Witney to Cassington.
- Dual Carriageway - widening the A40 to two lanes in each direction.
- Tram - New double track, light rail line linking Witney, South Leigh, Eynsham and then on to Yarnton or Oxford.
- Train - a new railway line connecting south of Ducklington roundabout to South Leigh, Yarnton and Oxford Station.

The 2015 consultation information can be viewed on our **website**. (https://consultations.oxfordshire.gov.uk/Investing_A40/consultationHome)

Following a considered assessment of the respective merits of each option, OCC Cabinet decided to adopt the package of dual carriageway and bus lanes in May 2016. These now form a fundamental part of the A40 HIF2 Smart Corridor Project.

A rail line is not part of the current A40 Improvements Programme and neither can the proposals "safeguard" any route. Safeguarding or protecting a route or part of it would need to be based on a robust technical evidence base. No formal feasibility or optioneering has taken place yet. We are aware that the Witney to Oxford Transport Group are promoting a rail scheme and we are working with this stakeholder where practicable to assist in securing monies to undertake a feasibility study.

November 2018: Improving the A40

In November 2018 we carried out a consultation on early designs for the A40 dual carriageway and bus lanes scheme. The following options were considered:

- A40 Dual Carriageway from Witney to Eynsham Park and Ride.
- 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.
- Cycle Link to National Cycle Route 5 on the Oxford Canal Tow Path.

The 2018 consultation information can be viewed on our **website**. (https://consultations.oxfordshire.gov.uk/consult.ti/ImprovingtheA40corridor)

The A40 HIF2 Smart Corridor Project proposals presented today include updated plans for A40 Dual Carriageway (Scheme 1), A40 Westbound Bus Lane and A40 Eastbound Bus Lane (Scheme 3) and Cycle Link to National Cycle Route 5 and the Oxford Canal Tow Path (Scheme 4).

Stakeholder Engagement

OCC has and continues to proactively engage with a wide range of stakeholder groups and individuals as an integral part of the design and planning process. Feedback has been incorporated into the proposals where appropriate and feasible to do so. These groups include:

- Local interest and amenity groups.
- Landowners and developers.
- Political representatives.
- Statutory bodies.
- Oxfordshire County Council technical Officers.
- Adjoining planning authorities.

4 Planning policy

Connecting Oxfordshire: Local Transport Plan 2015 -2031

The Connecting Oxfordshire: Local Transport Plan was agreed by OCC in September 2015. The Local Transport Plan sets out the policy and strategy for developing the transport system and transport infrastructure improvements in Oxfordshire up to 2031. It aims to support jobs, housing growth and economic vitality; reduce emissions and enhance air quality; and protect and enhance the environment and improve quality of life. The full document can be viewed on our website (https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire).

Connecting Oxfordshire: Volume 7a (A40 Route Strategy)

Policy A40 aims to improve access between towns in West Oxfordshire, and Oxford by providing public transport improvements in the A40 corridor including: an eastbound bus lane between Eynsham and the Duke's Cut; westbound bus priority measures; a Park and Ride car park on the A40 corridor; and junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout. The full document can be viewed on our website. (https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/ConnectingOxfordshire7aA40CorridorStrategy.pdf).

Oxfordshire Infrastructure Strategy Stage 2 (November 2017)

This report identifies priority strategic infrastructure investment needed to support jobs and housing growth in Oxfordshire, including the proposed dual carriageway from Witney to Eynsham Park and Ride.

Oxfordshire County Council 2020 Climate Action Framework

This report sets out the guiding principles to enable a zero-carbon Oxfordshire by 2050. The report outlines OCCs commitment to use its local transport planning role to increase walking and cycling; enable safe, convenient electric public transport across and between towns; and deprioritise journeys by single occupancy private car. The full document can be viewed on our website (https://www.oxfordshire.gov.uk/sites/default/files/file/about-council/OCC_Climate_Action_Framework2020.pdf).

West Oxfordshire Local Plan 2031

The West Oxfordshire Local Plan sets out West Oxfordshire District Council's framework for growth and development over the period to 2031 and contains a series of core objectives which are broadly aligned with those in the Local Transport Plan.

These include enabling new development in locations which improve quality of life and where the need to travel can be minimised, ensuring that land for new development is not released until supporting infrastructure is secured, maximizing opportunities for walking, cycling and use of public transport, and planning for enhanced access to services without unacceptably impacting on local character and resources.

West Oxfordshire Infrastructure Delivery Plan 2016

The West Oxfordshire Infrastructure Delivery Plan (2016) identifies the A40 Corridor project as critical to help relieve congestion on the A40 westbound from Oxford.

Draft planning policy and guidance

Connecting Oxford

Connecting Oxford is a series of schemes which will take effect from 2023, to transform travel and air quality in Oxford. The schemes include rapid transit public transport service which propose more routes, more connections, and faster journeys. Further information about the upcoming formal consultation on Connecting Oxford is available on our website (https://www.connectingoxford.co.uk/consultation-and-timing-for-connecting-oxford/).

Local Transport and Connectivity Plan (LTCP)

Oxfordshire County Council is currently updating the Local Transport Plan. The Local Transport and Connectivity Plan (LTCP) will replace the existing Local Transport Plan 2015-2031 (Connecting Oxfordshire). The LTCP Vision Document was published for consultation in February - March 2021. The document outlines a vision for a net-zero Oxfordshire transport system. The proposed policy focus areas include active and healthy travel, public transport and road safety. The LTCP consultation information is available on our website (https://consultations.oxfordshire.gov.uk/consult.ti/ltcp.engagement/consultationHome)

Oxfordshire Plan 2050

The Oxfordshire Plan 2050 will provide a strategic planning framework for all six Oxfordshire authorities and will identify areas for sustainable housing and employment growth. The Oxfordshire Plan 2050 is due to be adopted by May/June 2023.

Draft Salt Cross Garden Village Area Action Plan

Salt Cross Garden Village is allocated in the West Oxfordshire Local Plan to provide around 2,200 new homes, a new science and technology park and supporting community facilities. The draft Area Action Plan (AAP) sets out a vision for Salt Cross which will be used to determine planning applications once adopted. The draft AAP was submitted to the Planning Inspectorate for independent examination in February 2021 and the hearings will take place between June – July 2021.

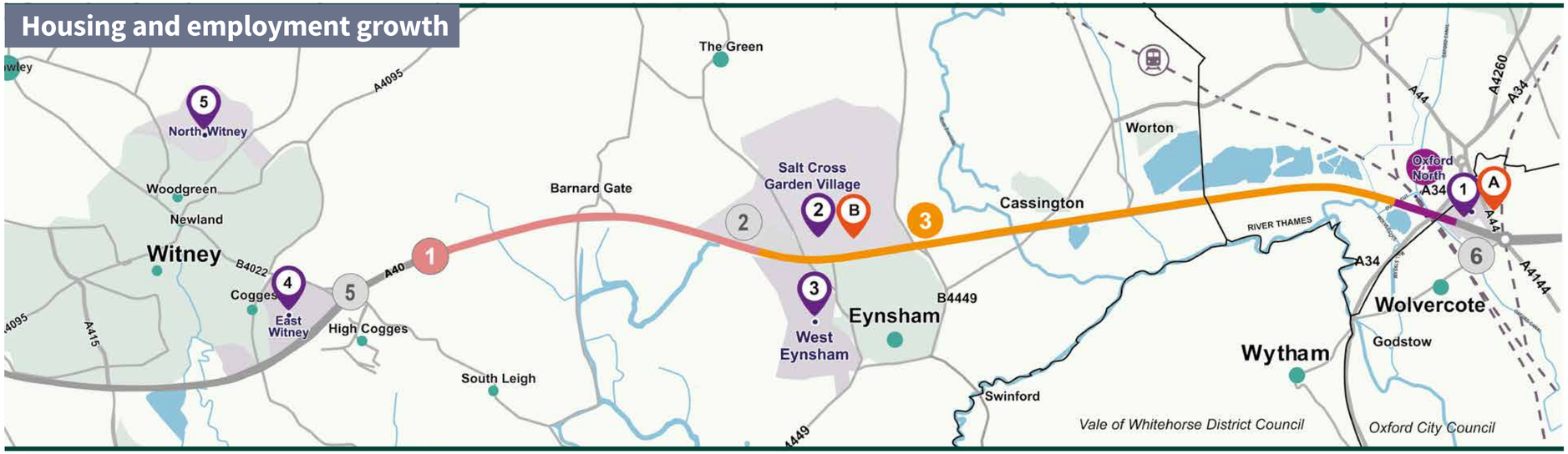
A40 HIF2 Smart Corridor

OXFORDSHIRE COUNTY COUNCIL

5 Strategic growth

The A40 HIF2 Smart Corridor Project will help to facilitate planned housing and employment growth in West Oxfordshire. The plan on the right shows allocated housing and employment sites in the West Oxfordshire Local Plan and the Oxford Local Plan located along the A40 corridor. A summary of the progress of each site is provided below.

Housing and employment growth



	Housing Sites		
1	Oxford North	4	East Witney SDA
2	Salt Cross Garden Village	5	North Witney SDA
3	West Eynsham SDA		

	Employment Sites
A	Oxford North
B	Salt Cross Garden Village

Oxford North

- The site is allocated for 480 homes and 87,300sqm of employment space in the Oxford City Local Plan.
- Planning permission was approved for 480 homes and 87,300sqm of employment space in March 2021.

The Oxford North development forms part of the Northern Gateway Area Action Plan adopted by Oxford City Council in 2015.

Salt Cross Garden Village

- The site is allocated for about 2,200 homes and 40 hectares of employment in the West Oxfordshire Local Plan.
- A planning application was submitted in July 2020 for 2,200 homes and up to 57,000sqm of employment space and has not yet been determined.

The planning application includes outline proposals for a new roundabout on the A40 to the west of Eynsham which will provide safe access to and from the Garden Village to the north. The roundabout design will be future-proofed to potentially provide access to a small number of houses within the West Eynsham SDA to the south. This new roundabout could be delivered by OCC as part of the A40 Dual Carriageway Extension (Scheme 1).

West Eynsham Strategic Development Area

- The site is allocated for about 1,000 homes in the Local Plan.
- Planning permission has been approved for 237 homes of which 160 are now under construction.
- A planning application was submitted in December 2020 for up to 180 dwellings and has not yet been determined.

The Eynsham Park and Ride junction proposed as part of the Integrated Bus Lanes (Scheme 3) will be designed to enable the construction of a southern arm into the West Eynsham SDA, providing the main access point into the development from the A40.

East Witney Strategic Development Area

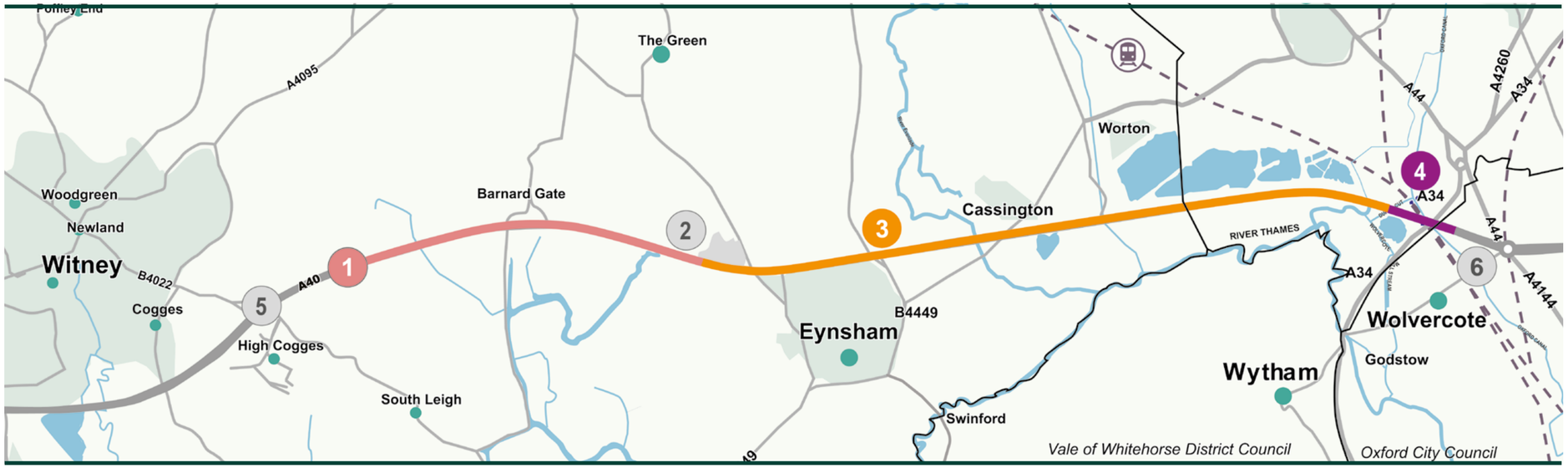
- The site is allocated for up to 450 homes in the Local Plan.
- A planning application was submitted in September 2020 for 495 dwellings and has not yet been determined.

North Witney Strategic Development Area

- The site is allocated for about 1,400 homes in the Local Plan.
- Planning applications have been submitted for up to 310 homes and have not yet been determined.

6 A40 Improvements

OCC is investing in six major improvement schemes along the A40 between Witney and Oxford, which will deliver a new Park and Ride at Eynsham, an extension of the dual carriageway around Witney, new bus lanes and junction improvements. The plan shows the location of each scheme.



Key

1	A40 Dual carriageway extension	4	A40 Duke's Cut
2	Eynsham Park and Ride	5	Access to Witney
3	A40 Integrated bus lanes	6	Oxford North

Scheme 1 – A40 Dual Carriageway Extension

We are proposing to upgrade a 3.4km/2.1 mile section of the A40 east of Witney to the Eynsham Park and Ride site from a single to a dual carriageway. This will ease congestion along the A40 by increasing the capacity for all road users.

Scheme 2 - Eynsham Park and Ride (Planning Application Reference R3.0057/19)

A new 850-space Park and Ride, located on the A40 eastbound at Eynsham, together with improved bus and cycle lanes on the A40. Planning permission was granted by OCC in March 2021 and construction is due to commence in early 2022.

The eastbound bus lanes, westbound bus priority measures and improved cycle lanes approved as part of the March 2021 permission will be superseded by the Integrated Bus Lanes (Scheme 3) if the A40 HIF2 Smart Corridor planning application is approved.

The March 2021 planning permission includes a roundabout junction on the A40 to provide access to the Park and Ride site. Scheme 3 (Integrated Bus Lanes) proposes a three-arm signalised junction to provide access to the Park and Ride site. The Park and Ride roundabout will be superseded by the Integrated Bus Lanes scheme if the A40 HIF2 Smart Corridor planning application is approved.

Scheme 3 – Integrated Bus Lanes

We are proposing a 6.5km / 4-mile bus route running eastbound and westbound along the A40 between Eynsham Park and Ride towards Duke's Cut and upgraded cycling and pedestrian facilities.

Scheme 4 – Duke's Cut

We are proposing a new eastbound bus lane along a 600m section of the A40 at Duke's Cut which will link up to the Integrated Bus Lanes (Scheme 3) to the west and the eastbound bus lane which is proposed as part of the Oxford North scheme (Scheme 6) to the east. We are also proposing a new shared use path to connect the A40 to the Oxford Canal tow path which is part of National Cycle Route 5.

Scheme 5- Access to Witney

The Access to Witney scheme proposes adding westbound slip roads at the A40/B4022 Shores Green junction to improve access to Witney. A planning application is due to be submitted in Autumn 2021 and construction is scheduled to start in late 2022 subject to planning permission. This means that the Access to Witney scheme and the A40 HIF2 Smart Corridor Project proposals may be constructed at the same time.

Scheme 6 - Oxford North (Planning Application Reference 18/02065/OUTFUL)

The proposals include new bus, cycle and pedestrian routes between the Wolvercote roundabout and the A34 flyover. Planning permission was granted in March 2021 and the highways works have now started.

7 Scheme 1: A40 Dual Carriageway Extension

Scheme overview

We are proposing to upgrade a 3.4km/2.1 mile section of the A40 from east of Witney to the Eynsham Park and Ride site from a single to a dual carriageway to ease congestion along the A40 by increasing the capacity for all road users. The scheme involves the following proposals:

- Improved shared footpath and cycle paths along the northside of A40 carriageway.
- New roundabout at the Barnard Gate/South Leigh junction.
- Reduce the speed limit from 60 mph down to 50 mph between the approach to the new roundabout at Barnard Gate and the Eynsham Park and Ride site.
- The proposed speed limits for the A40 Dual Carriageway Extension scheme are shown on board 8.

Objectives

The Dual Carriageway Extension scheme aims to provide a more reliable public transport service and safe facilities for pedestrians and cyclists. The scheme aims to improve road safety for all users by reducing the number of direct access points off the A40 and reducing speed limits at junctions.

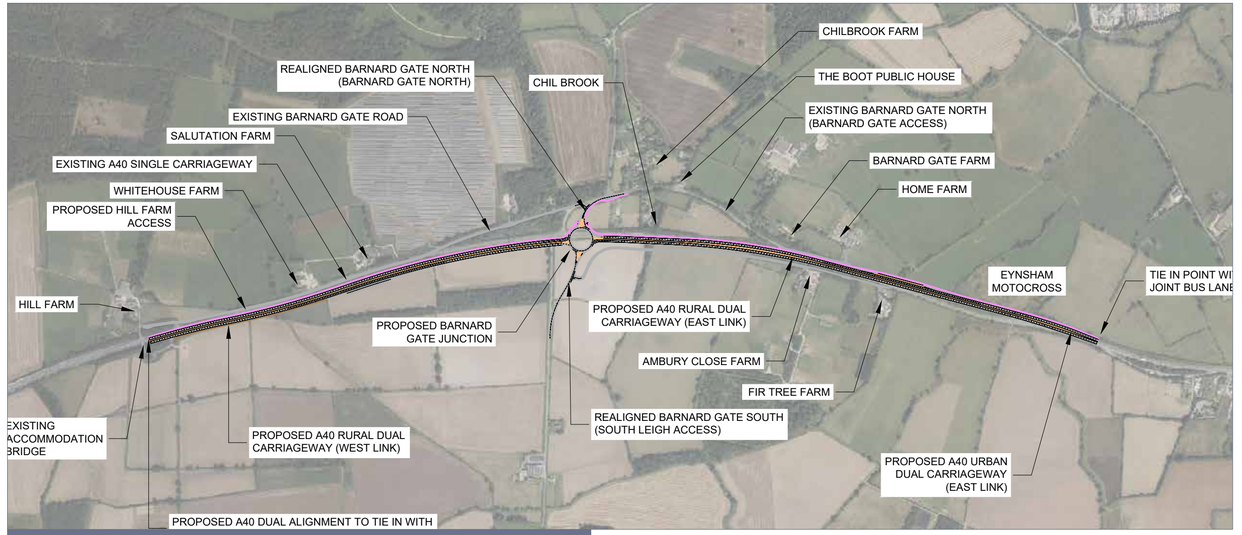
How is it being funded?

The scheme is expected to cost £53m and is entirely funded from Homes England's Housing Infrastructure Fund. OCC has agreed a funding contract with Homes England subject to meeting a series of conditions.

Timetable

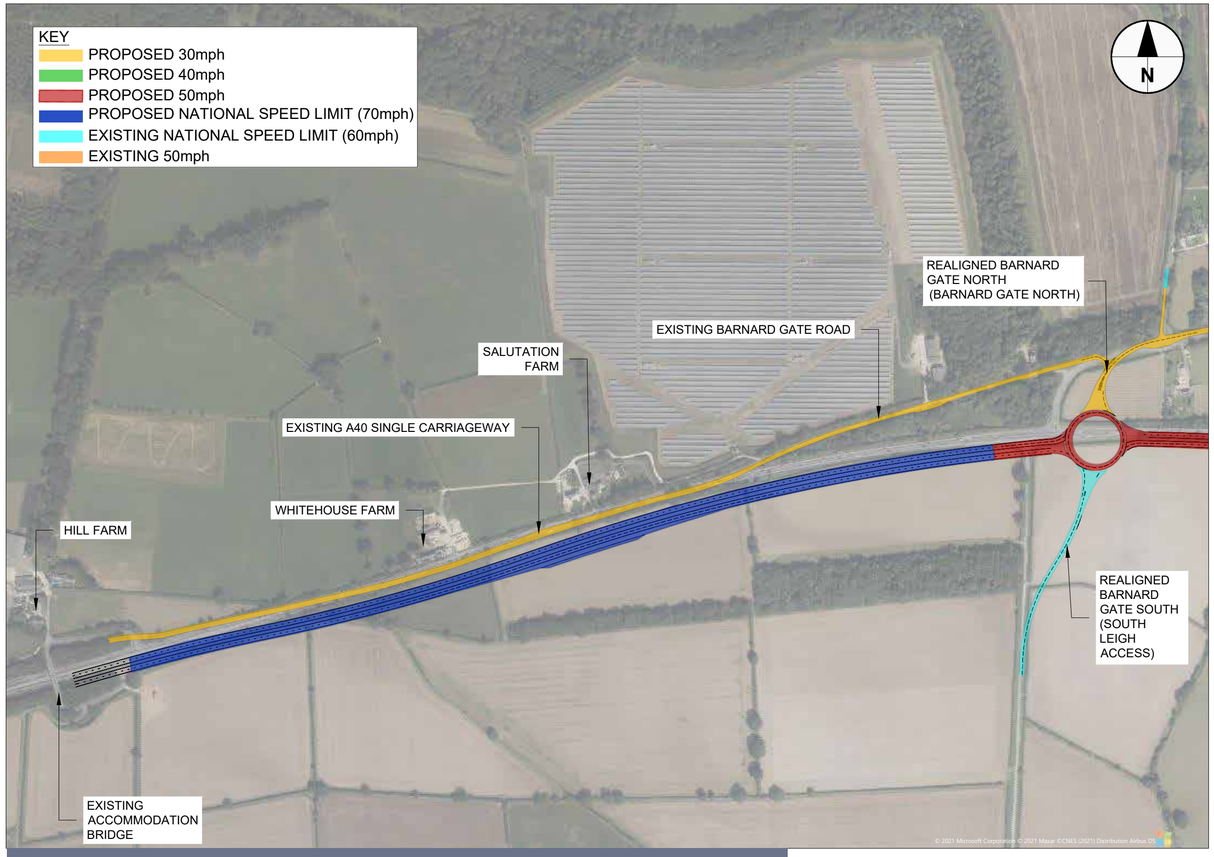
Subject to planning approval, construction is expected to start in late 2022 and complete in March 2024.

Artists impression of proposed Barnard Gate roundabout looking east

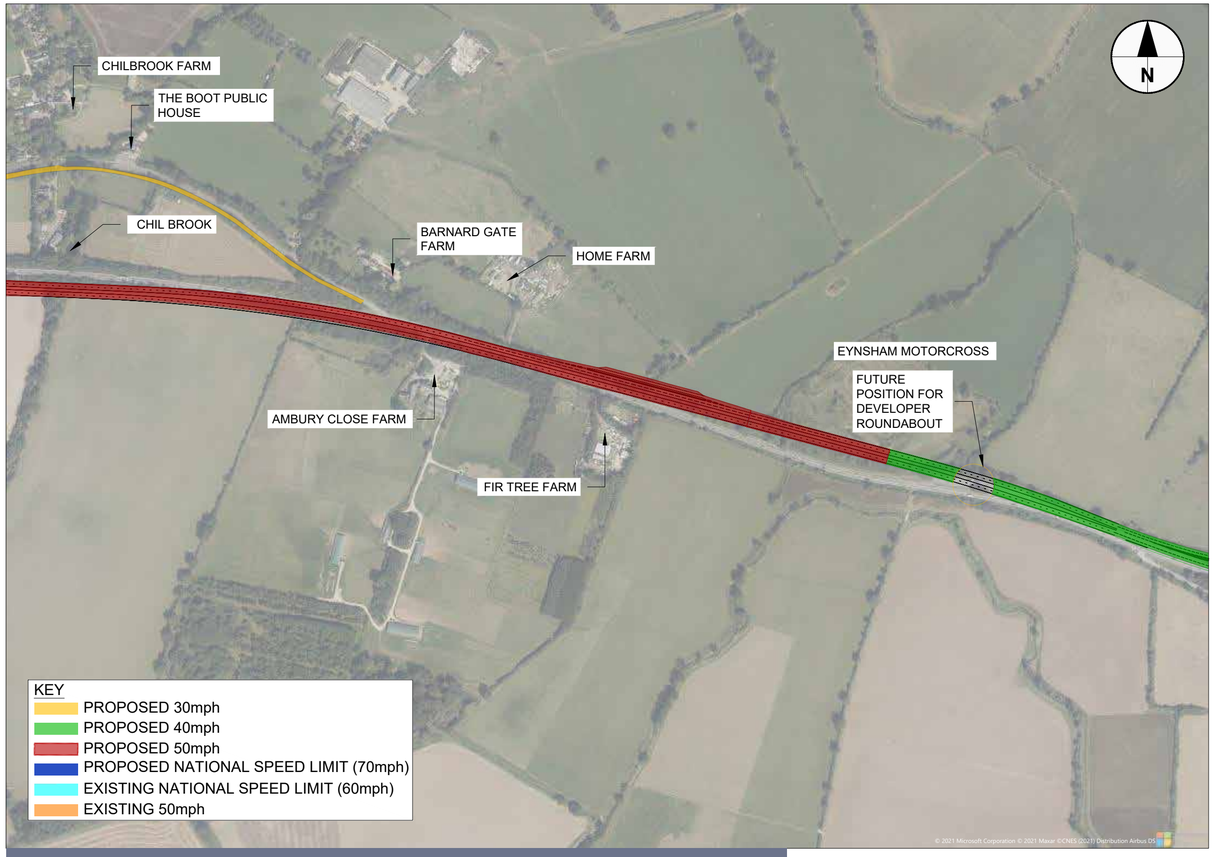


Overview Plan of A40 Dual Carriageway Extension

8 Scheme 1: A40 Dual Carriageway Extension

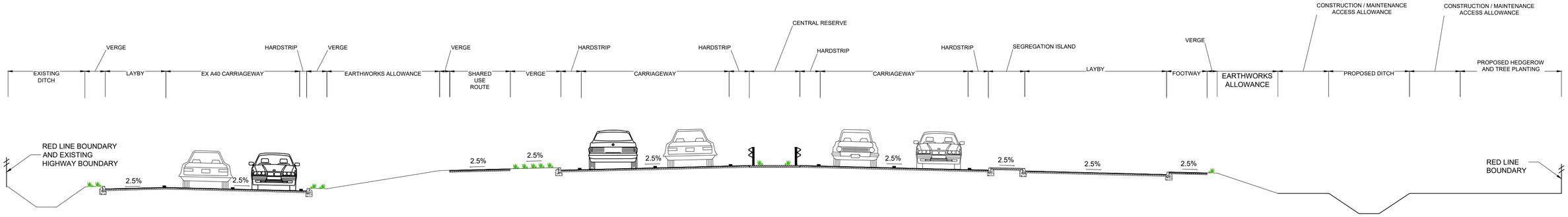


A40 Dual Carriageway Extension Proposed Speed Limits Sheet 1 of 2



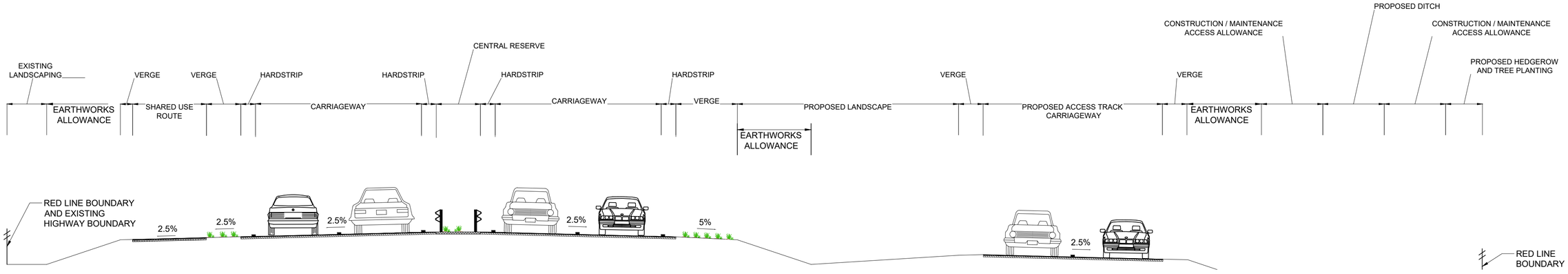
A40 Dual Carriageway Extension Proposed Speed Limits Sheet 2 of 2

9 Scheme 1: A40 Dual Carriageway Extension



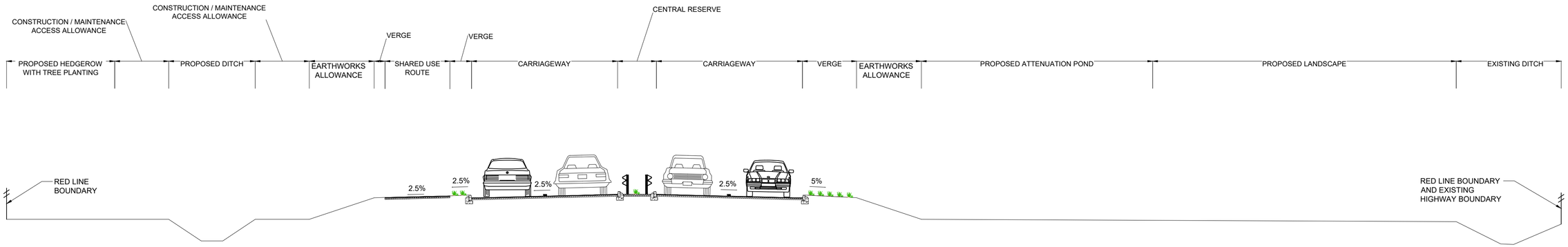
DUALLING SECTION - A-A
PROPOSED A40 RURAL DUAL CARRIAGEWAY (WEST LINK)
Scale N.T.S

Proposed A40 Dual Carriageway Extension Cross Section A-A



Proposed A40 Dual Carriageway Extension Cross Section B-B

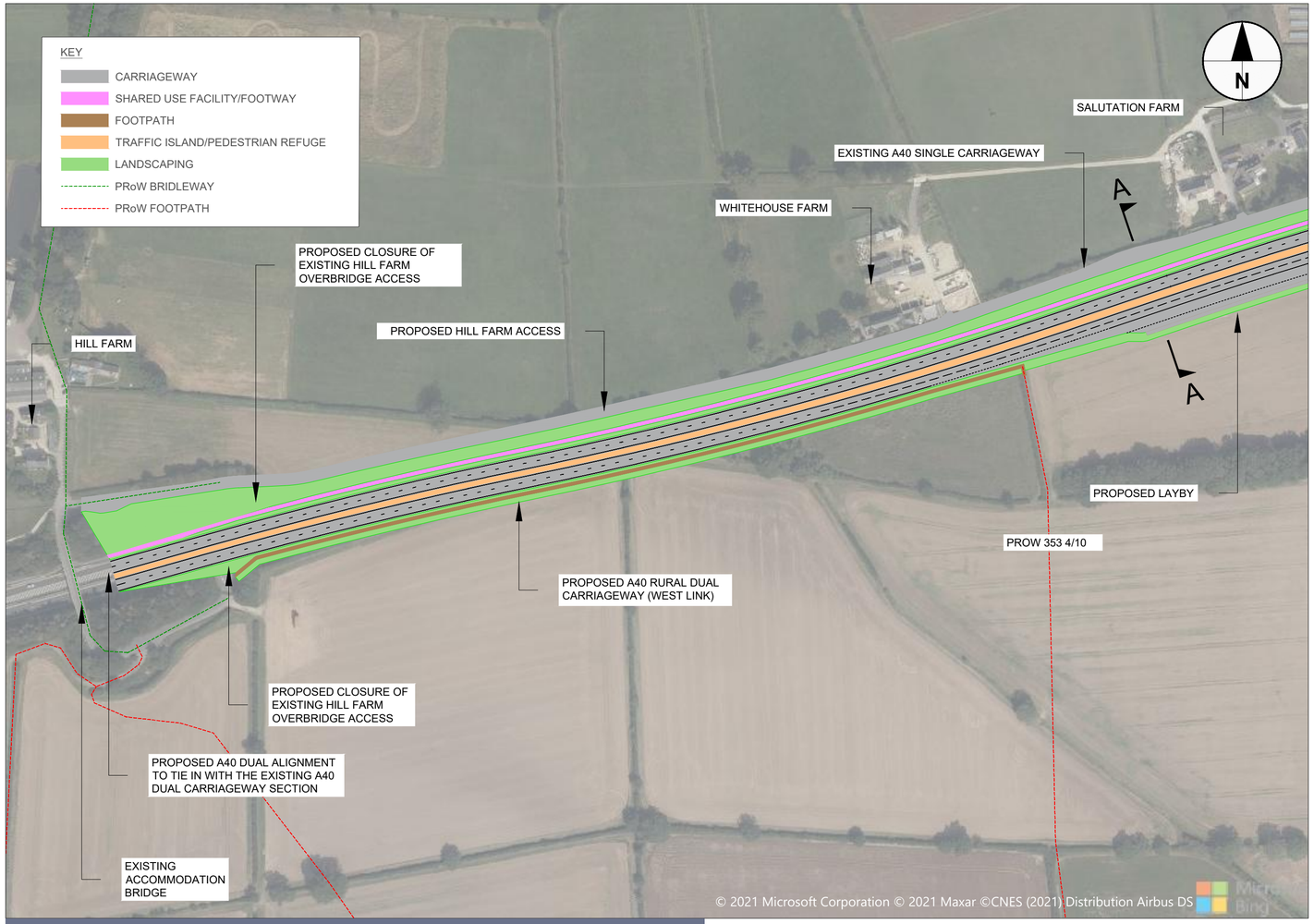
10 Scheme 1: A40 Dual Carriageway Extension



DUALLING SECTION - C-C
PROPOSED A40 URBAN DUAL CARRIAGEWAY (EAST LINK)
Scale N.T.S

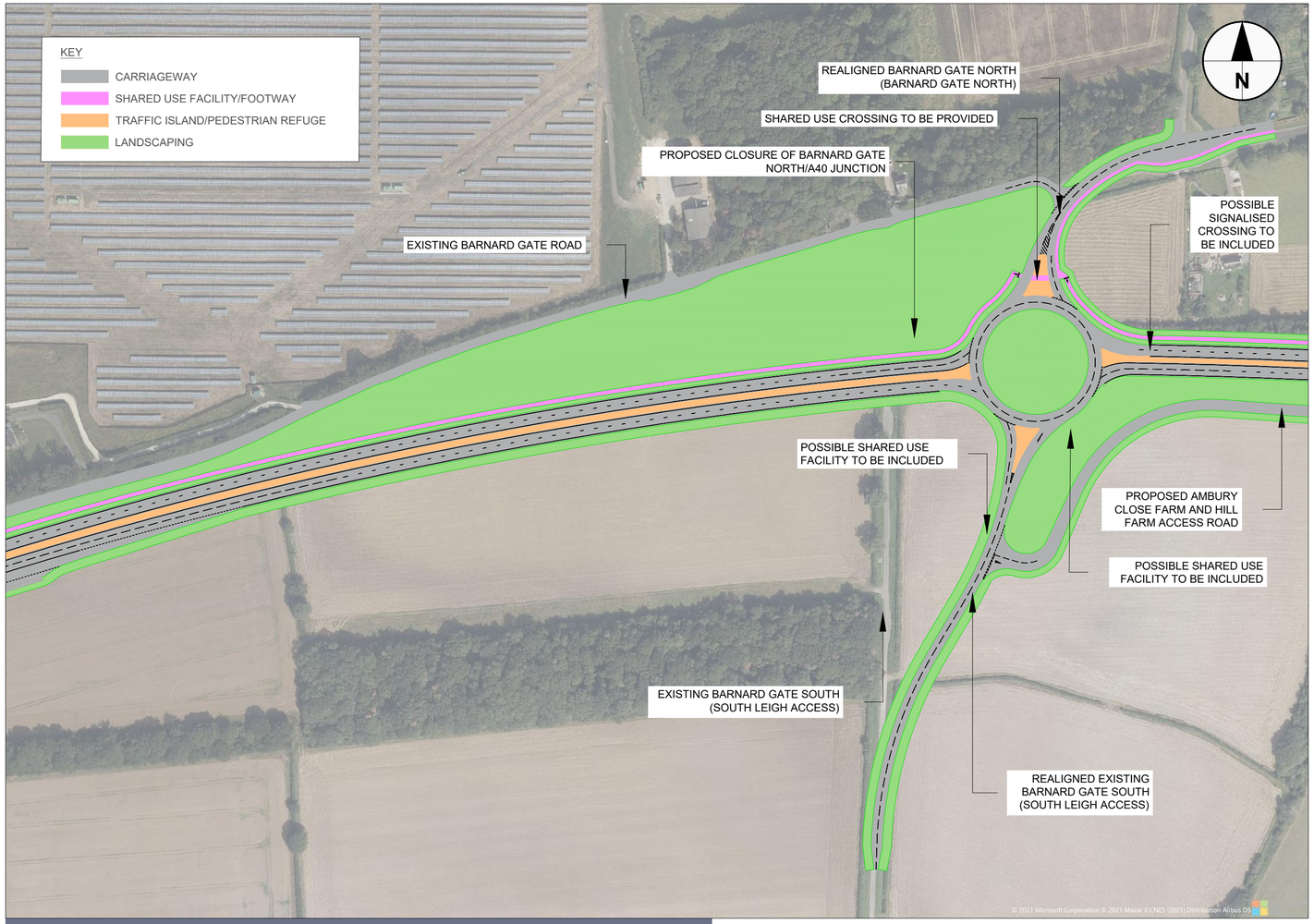
Proposed A40 Dual Carriageway Extension Cross Section C-C

11 Scheme 1: A40 Dual Carriageway Extension



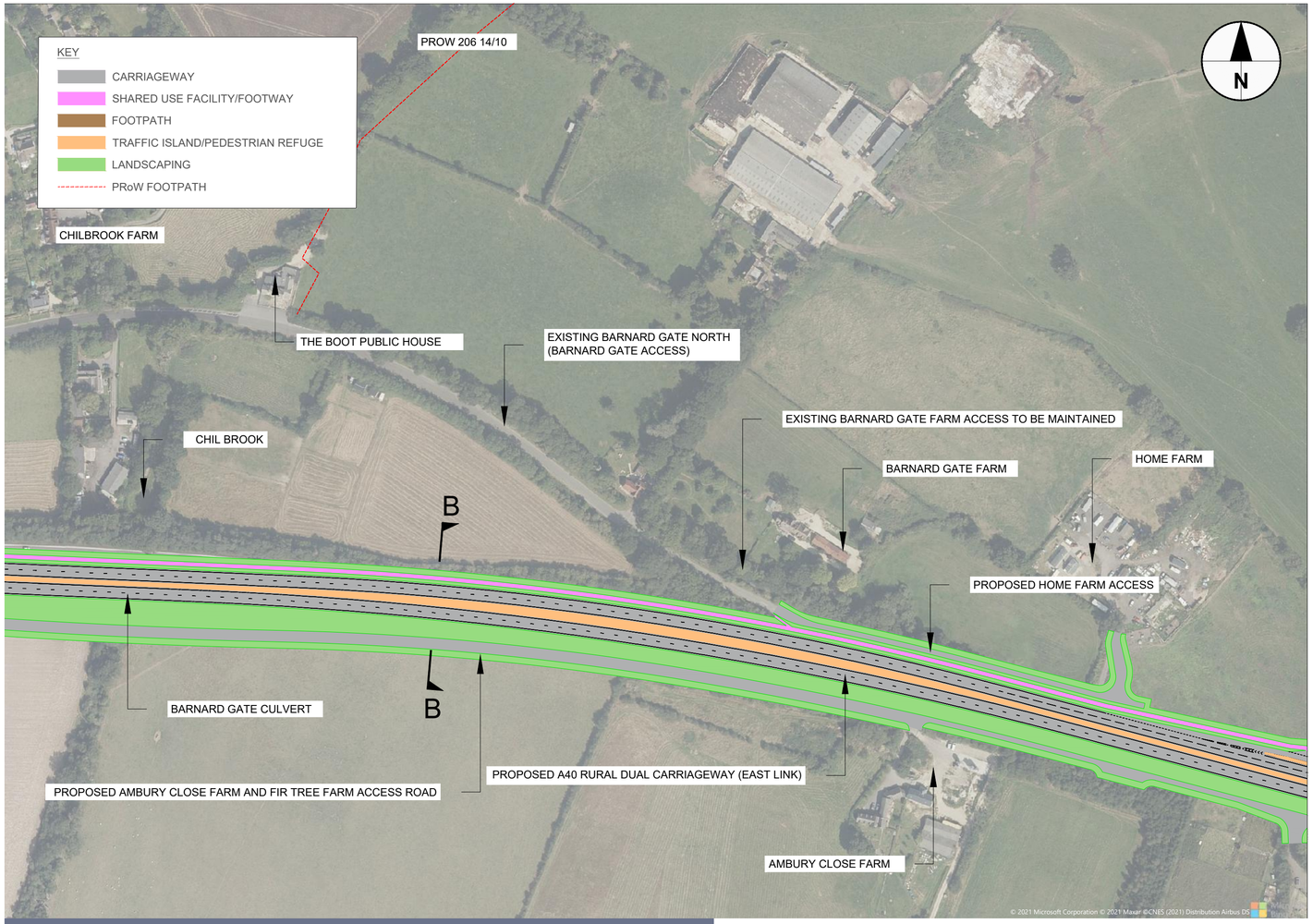
A40 Dual Carriageway Extension Preliminary Design Section 1 of 4

12 Scheme 1: A40 Dual Carriageway Extension



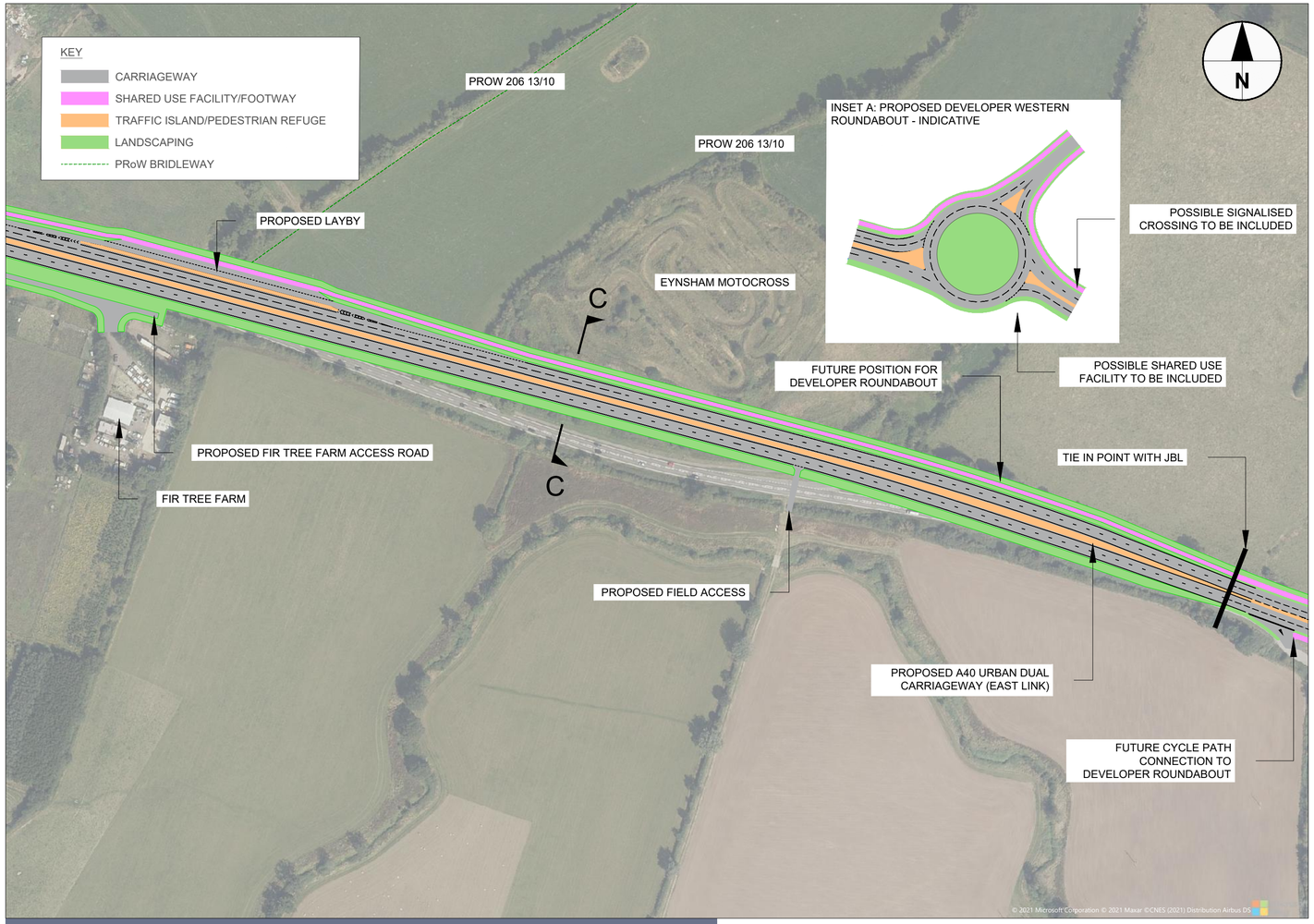
A40 Dual Carriageway Extension Preliminary Design Section 2 of 4

13 Scheme 1: A40 Dual Carriageway Extension



A40 Dual Carriageway Extension Preliminary Design Section 3 of 4

14 Scheme 1: A40 Dual Carriageway Extension



A40 Dual Carriageway Extension Preliminary Design Section 4 of 4

15 Scheme 3: A40 Integrated Bus Lanes

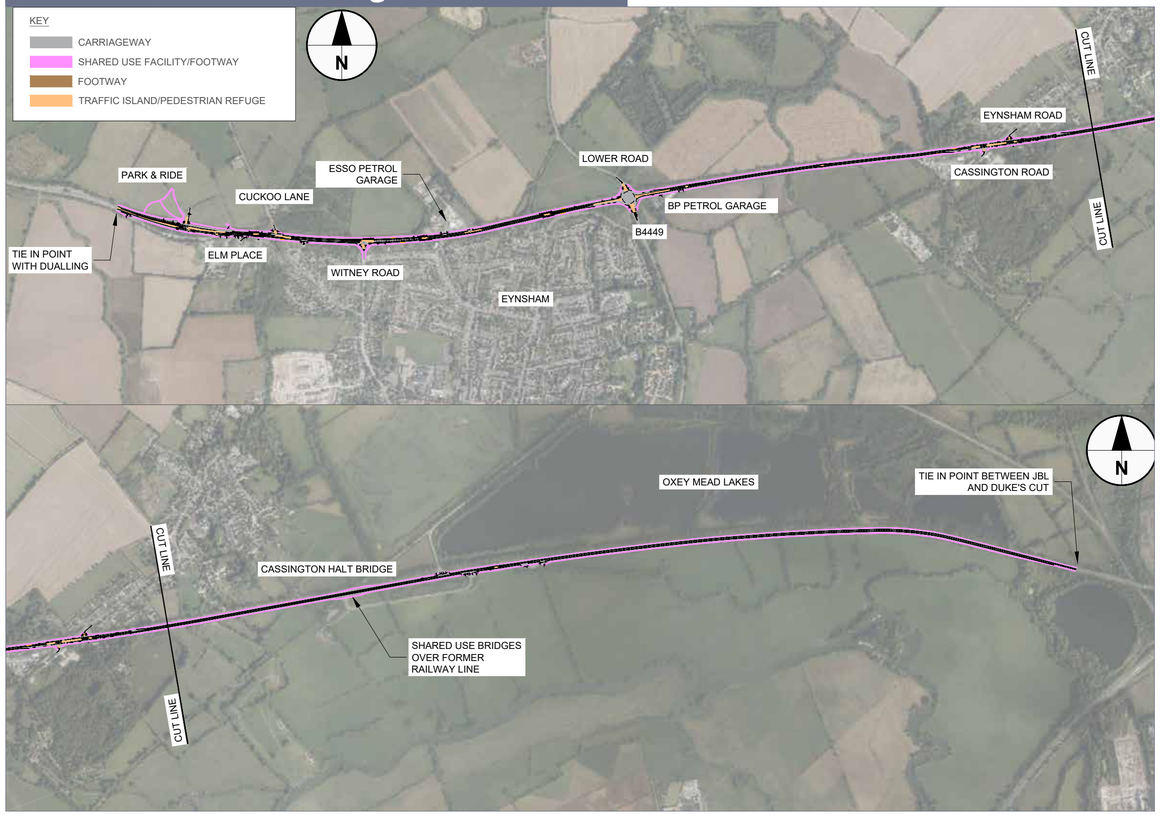
Scheme overview

We are proposing a 6.5km/4 mile bus route running eastbound and westbound along the A40 between Eynsham Park and Ride towards Duke's Cut to provide a more reliable public transport service. The scheme involves the following proposals:

- Improved shared footpath and cycle paths running parallel to the new bus lanes.
- New signalised junction at the Eynsham Park and Ride site with controlled pedestrian crossings and access point for the West Eynsham SDA.
- Widening works to Cassington New Bridge to accommodate the new bus lanes.
- New shared cycle/pedestrian bridges running parallel to Cassington Halt Bridge
- Junction improvement works at Witney Road, Lower Road Roundabout and Cassington Signals.
- Potential pedestrian subway link underneath the A40 connecting Eynsham to the Park and Ride site.
- The proposed speed limits for the A40 Integrated Bus Lanes scheme are shown on boards 16 and 17.

Artists impression of proposed toucan crossing and bus lanes looking East towards Eynsham Esso pertol station

Overview Plan of the Integrated Bus Lanes



Objectives

The Integrated Bus Lanes scheme aims to help improve public transport reliability and frequency. The proposed footway and cycle lane improvements aim to encourage a safer alternative option for travelling to and from Oxford.

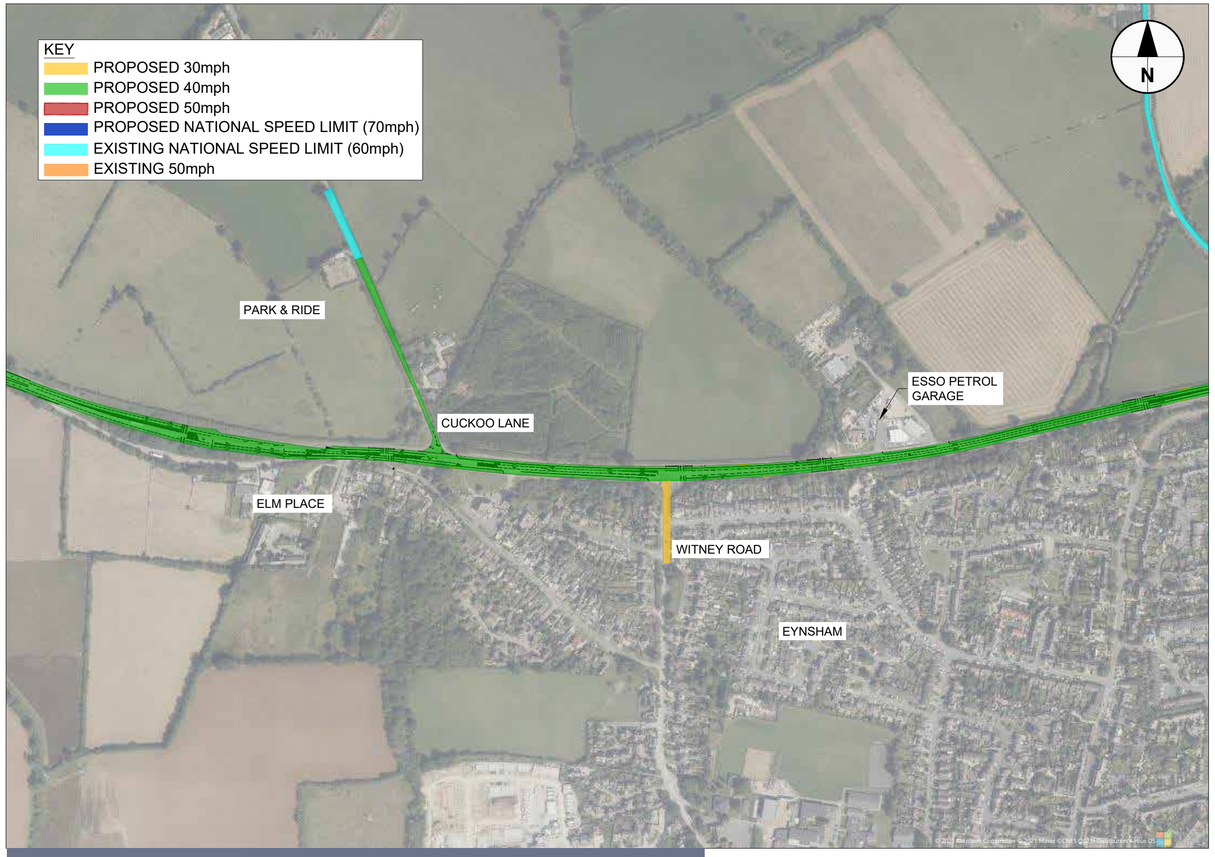
How is it being funded?

The scheme is expected to cost £34m and is entirely funded from Homes England's Housing Infrastructure Fund. OCC has agreed a funding contract with Homes England subject to meeting a series of conditions.

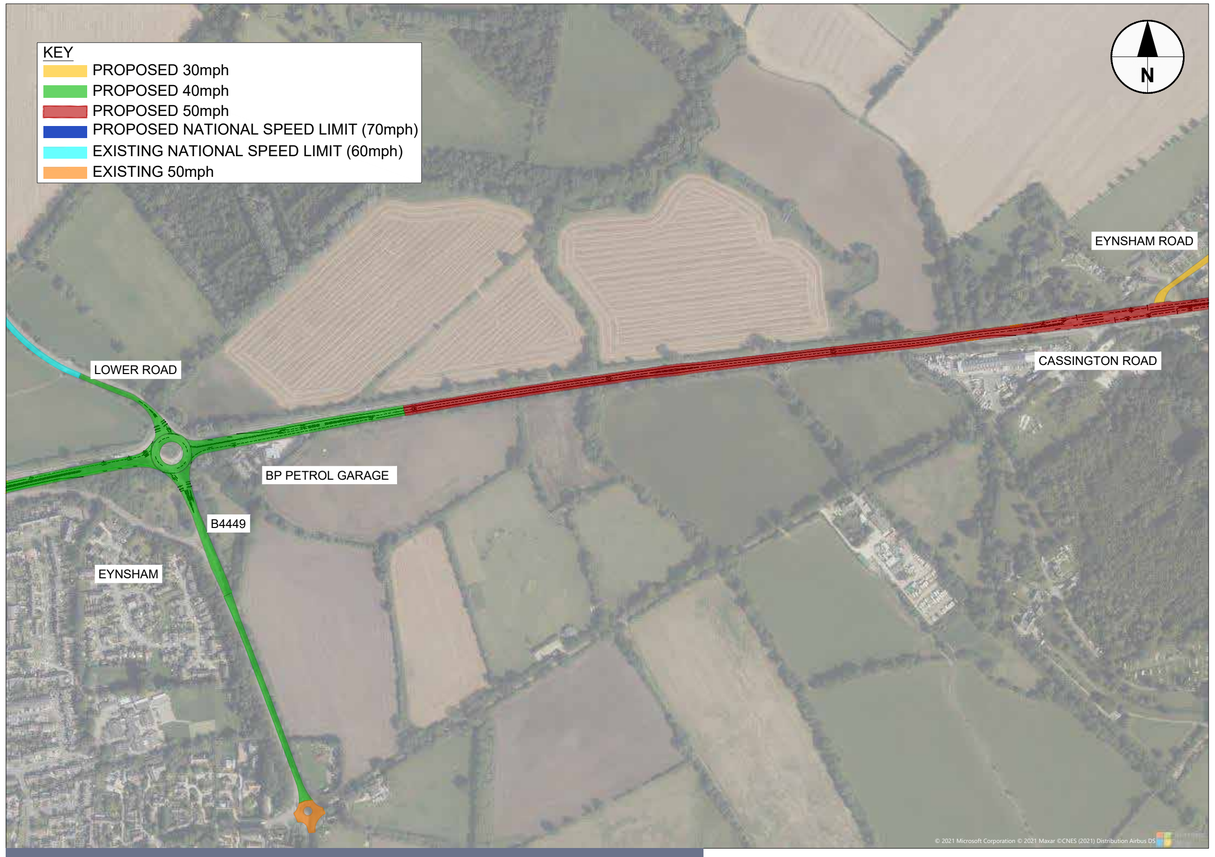
Timetable

Subject to planning approval, construction is expected to start in late 2022 and complete in March 2024.

16 Scheme 3: A40 Integrated Bus Lanes

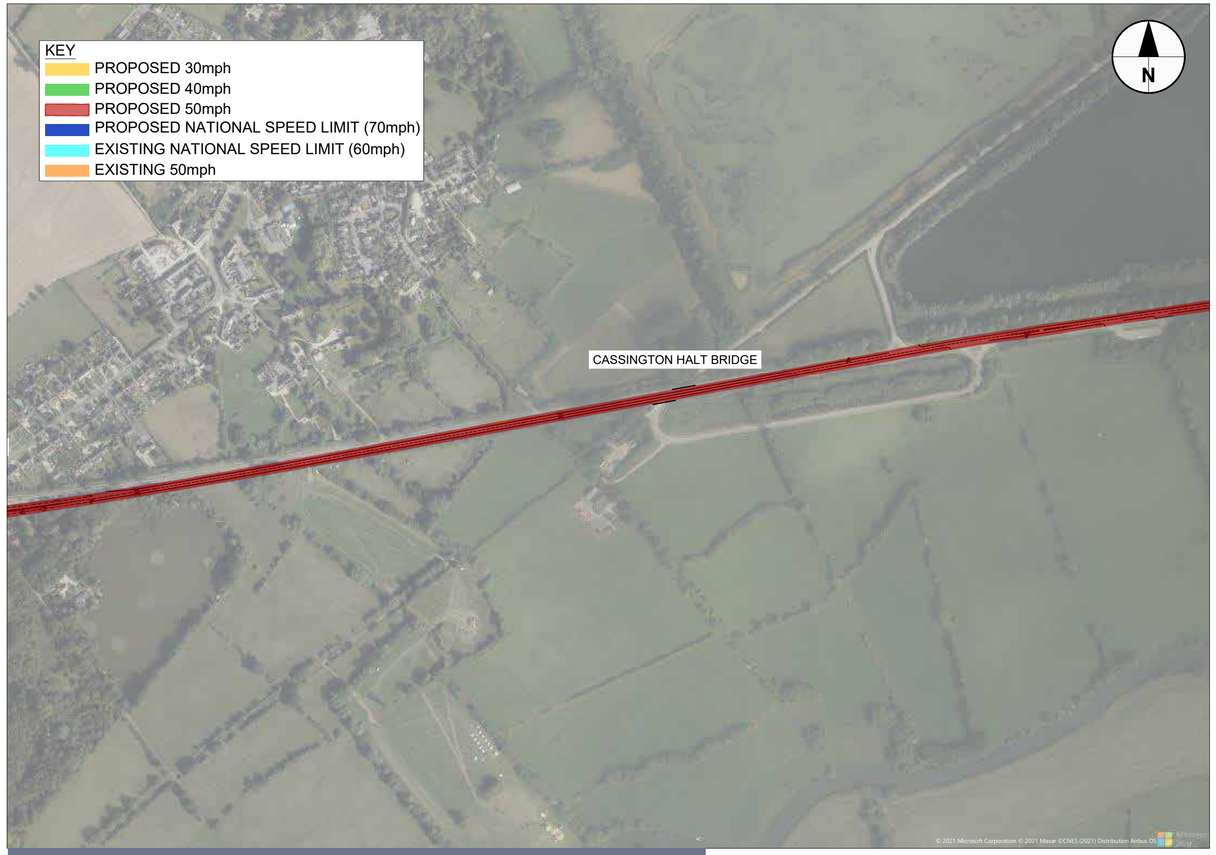


A40 Integrated Bus Lanes Proposed Speed Limits Sheet 1 of 4

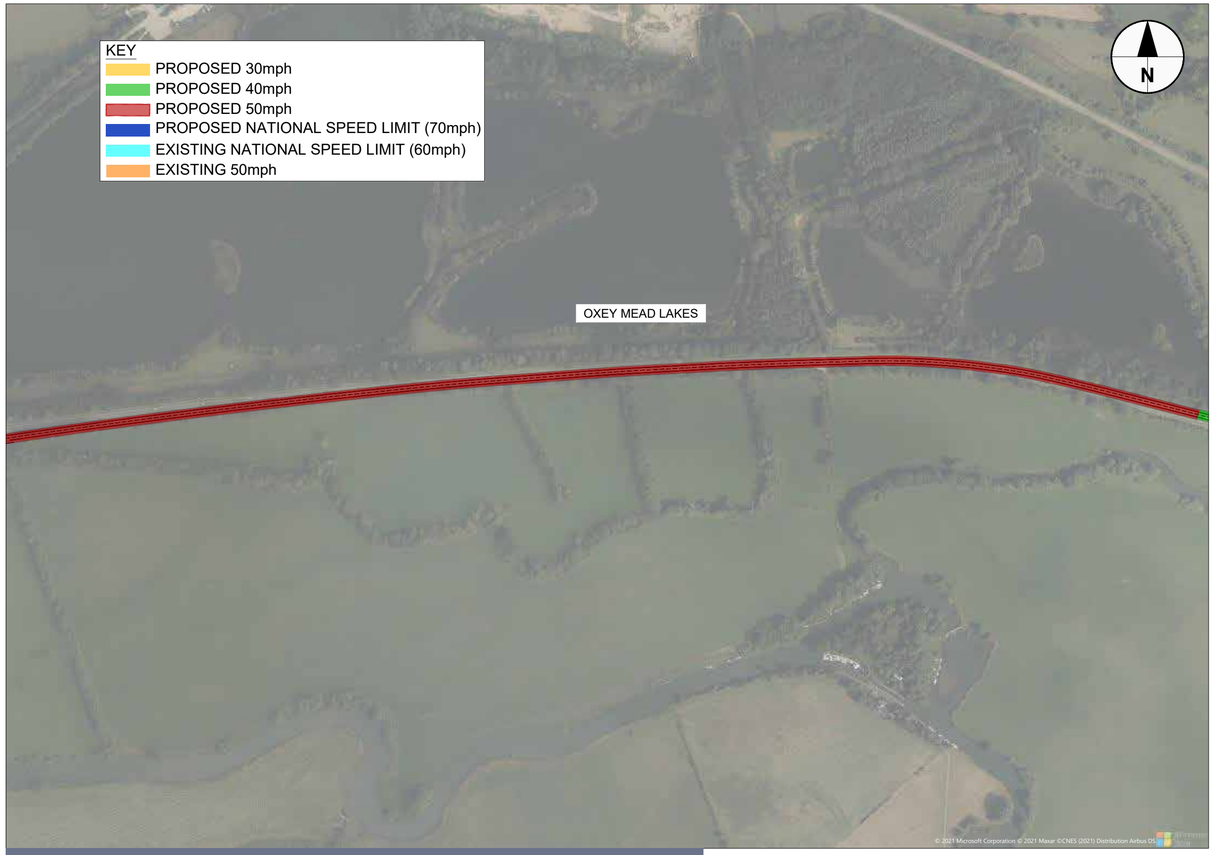


A40 Integrated Bus Lanes Proposed Speed Limits Sheet 2 of 4

17 Scheme 3: A40 Integrated Bus Lanes



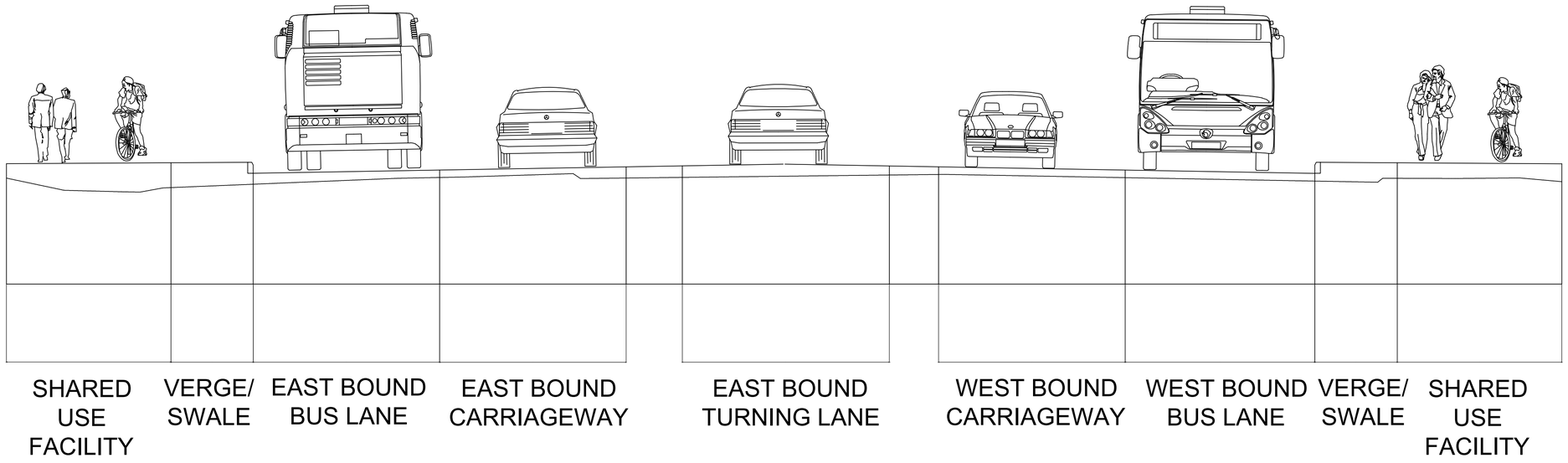
A40 Integrated Bus Lanes Proposed Speed Limits Sheet 3 of 4



A40 Integrated Bus Lanes Proposed Speed Limits Sheet 4 of 4

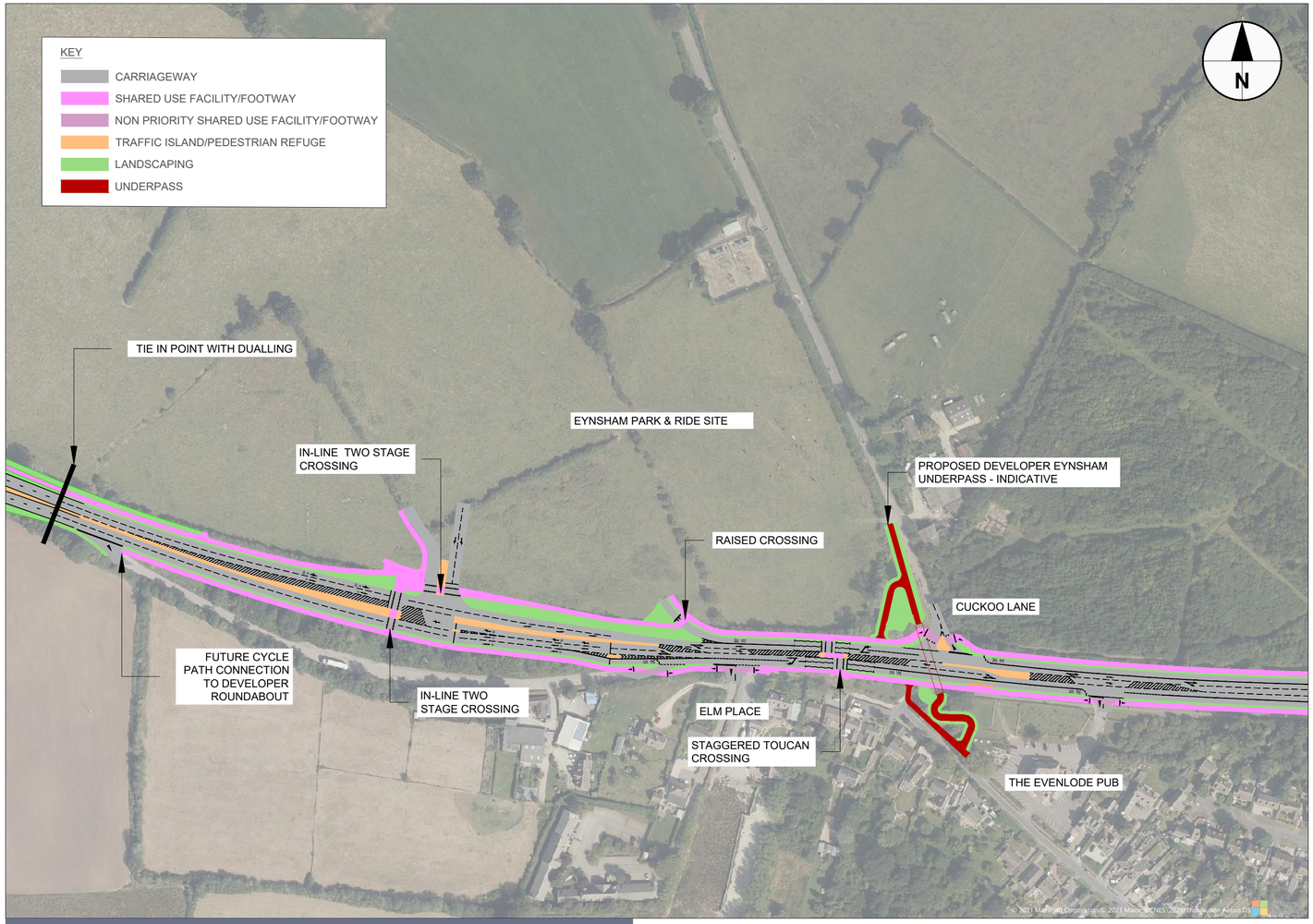
18 Scheme 3: A40 Integrated Bus Lanes

JBL SECTION A-A
PROPOSED A40 CARRIAGEWAY
SCALE: N.T.S



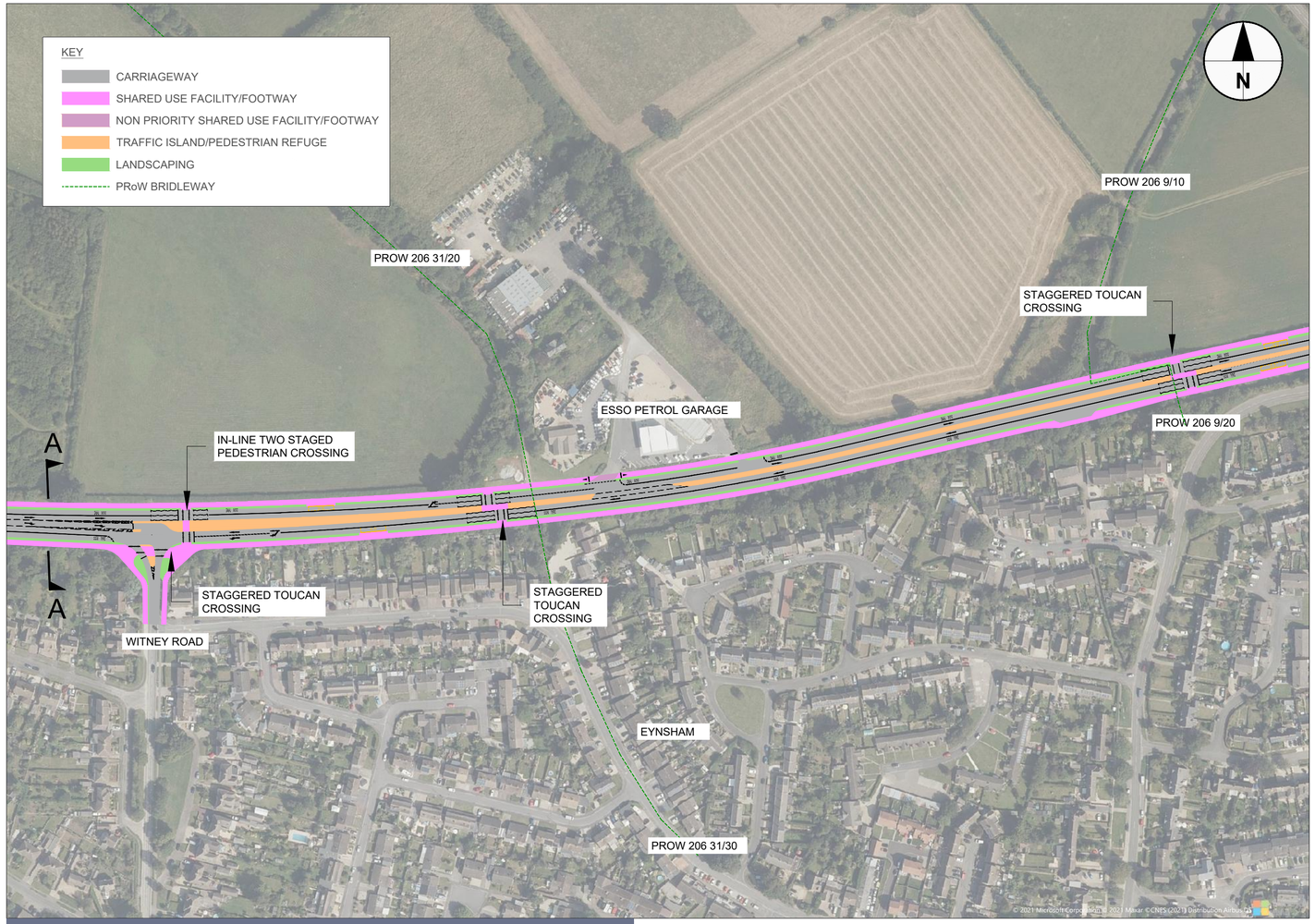
Proposed A40 Integrated Bus Lanes Cross Section A-A

19 Scheme 3: A40 Integrated Bus Lanes



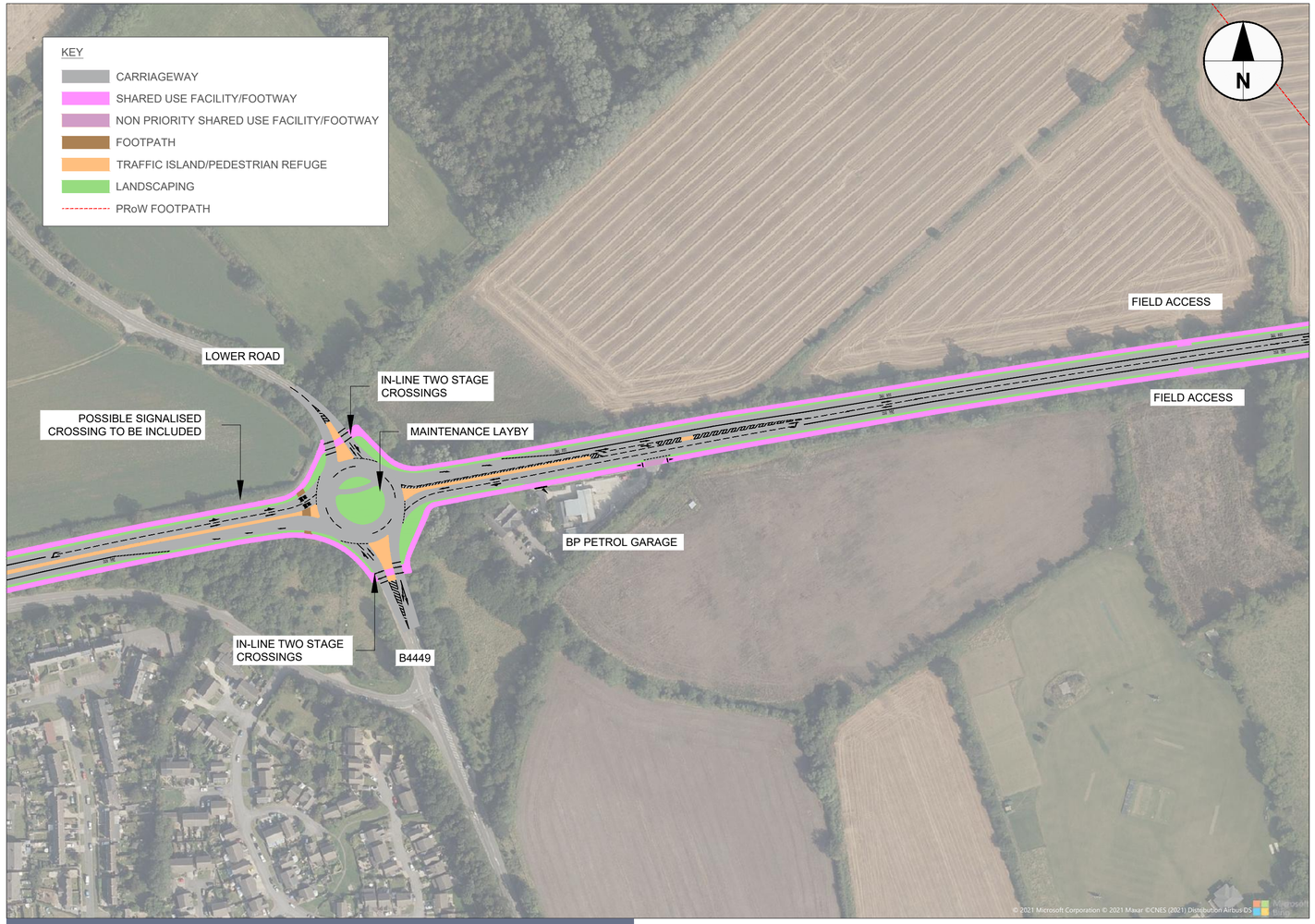
A40 Integrated Bus Lanes Preliminary Design Section 1 of 9

20 Scheme 3: A40 Integrated Bus Lanes



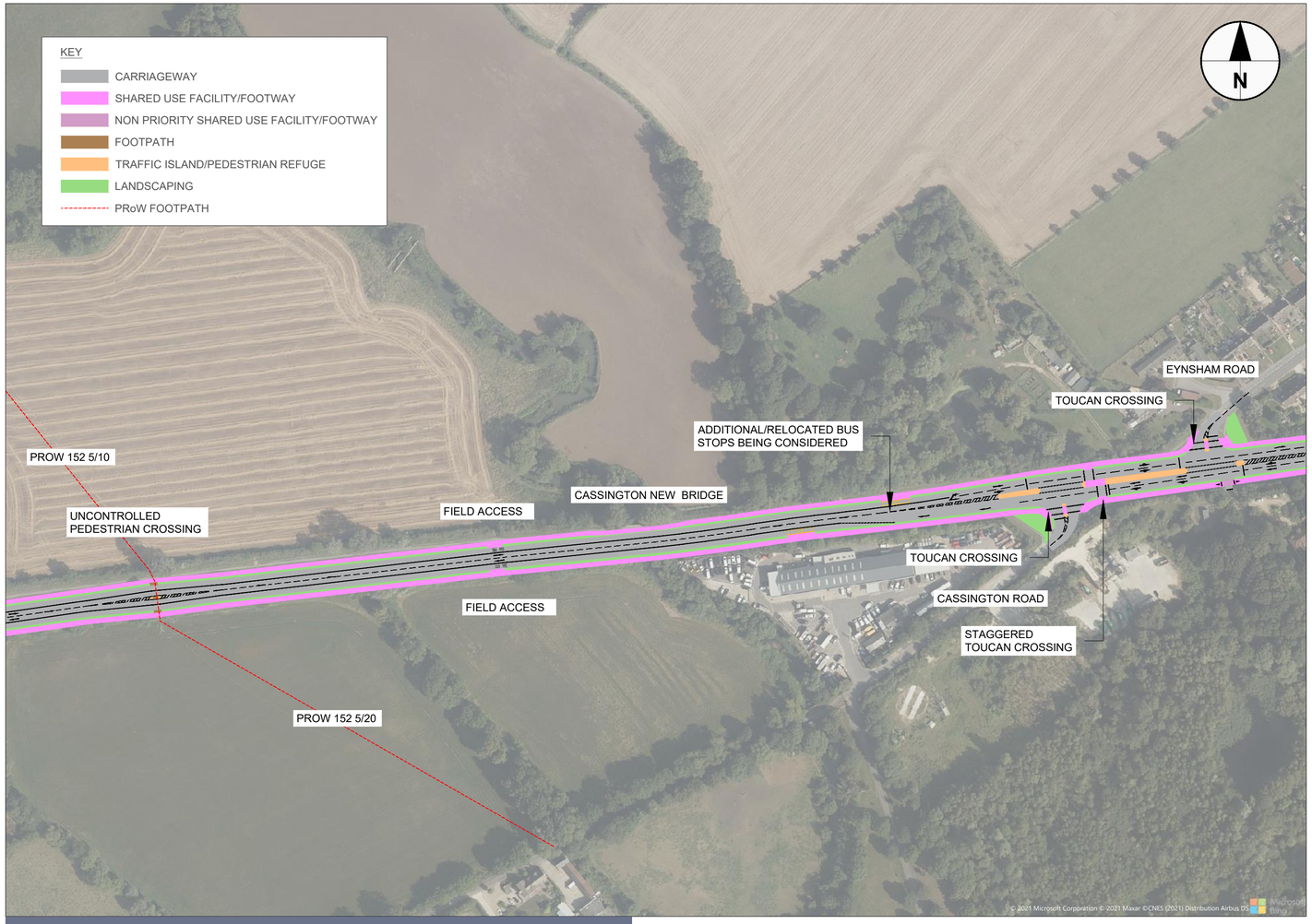
A40 Integrated Bus Lanes Preliminary Design Section 2 of 9

21 Scheme 3: A40 Integrated Bus Lanes



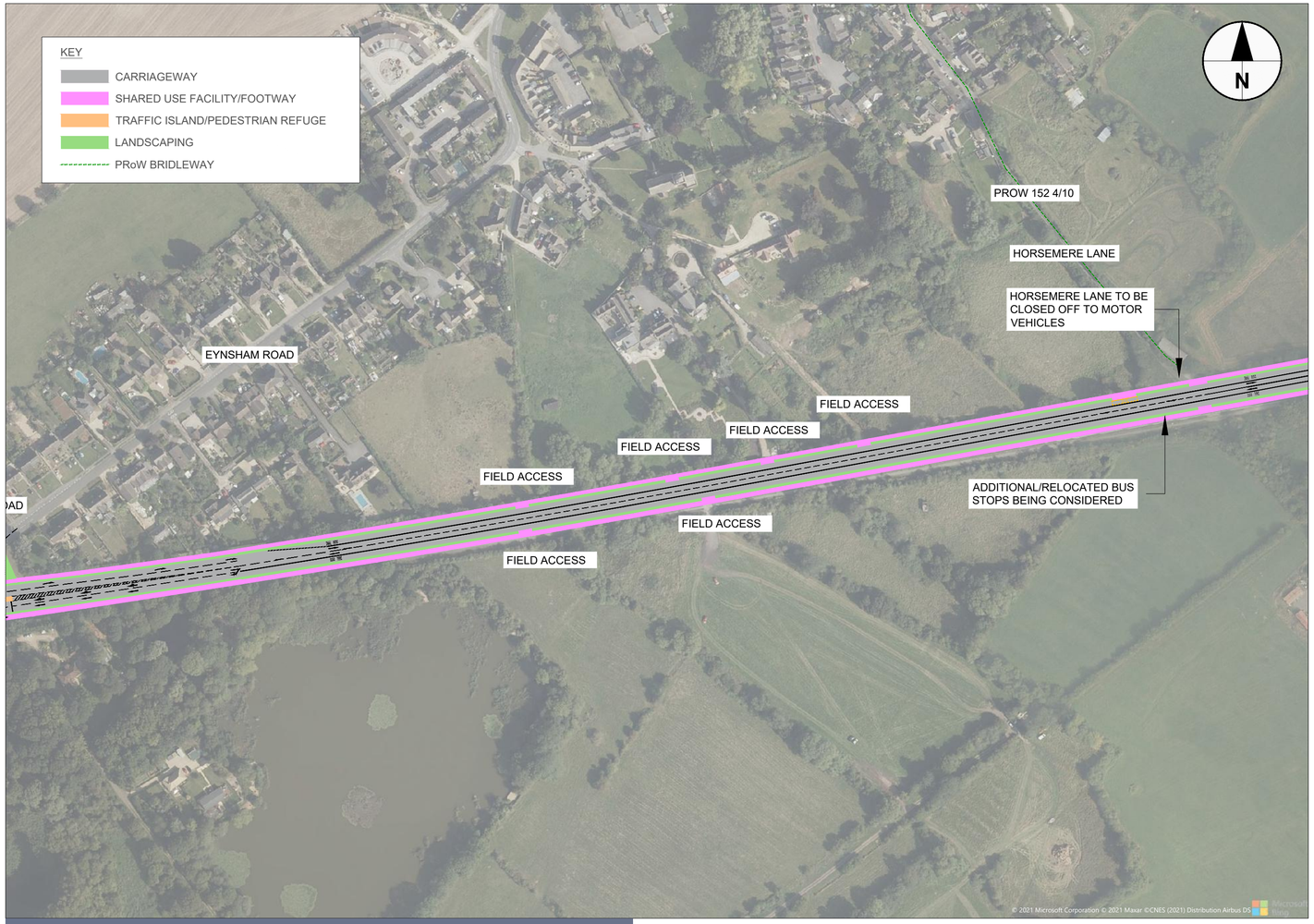
A40 Integrated Bus Lanes Preliminary Design Section 3 of 9

22 Scheme 3: A40 Integrated Bus Lanes



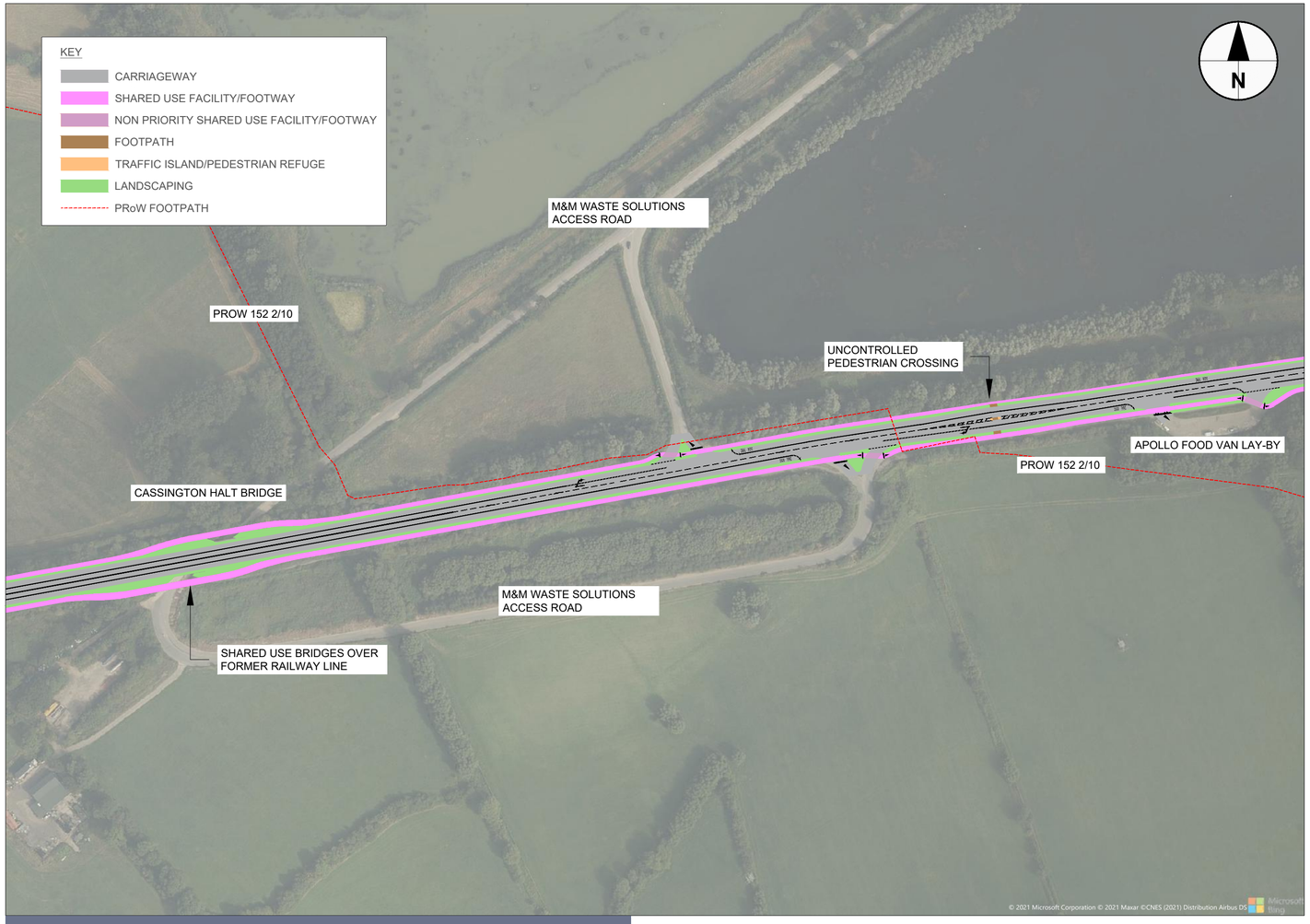
A40 Integrated Bus Lanes Preliminary Design Section 4 of 9

23 Scheme 3: A40 Integrated Bus Lanes



A40 Integrated Bus Lanes Preliminary Design Section 5 of 9

24 Scheme 3: A40 Integrated Bus Lanes

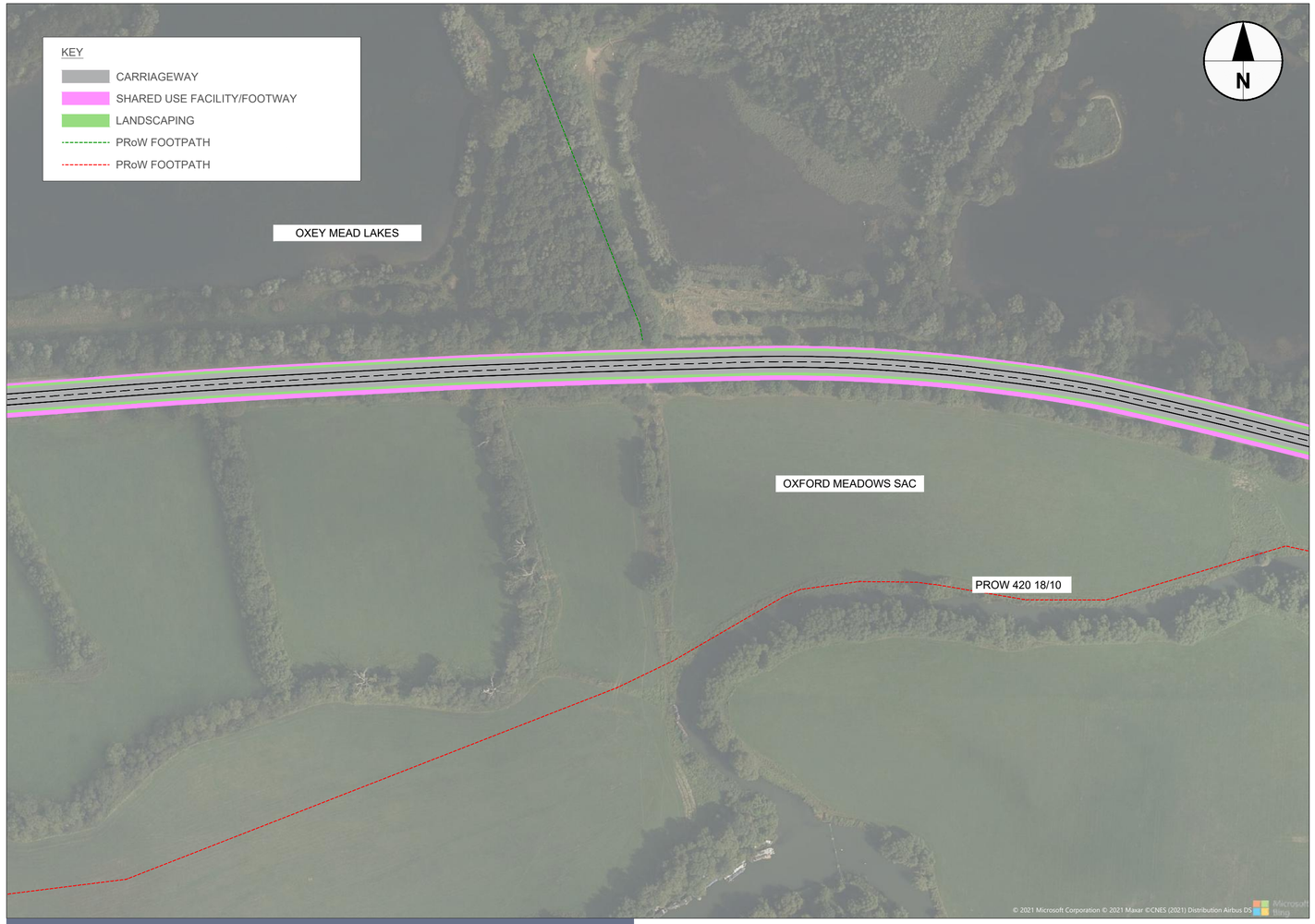


A40 Integrated Bus Lanes Preliminary Design Section 6 of 9

25 Scheme 3: A40 Integrated Bus Lanes

A40 Integrated Bus Lanes Preliminary Design Section 7 of 9

26 Scheme 3: A40 Integrated Bus Lanes



A40 Integrated Bus Lanes Preliminary Design Section 8 of 9

27 Scheme 3: A40 Integrated Bus Lanes

A40 Integrated Bus Lanes Preliminary Design Section 9 of 9

28 Scheme 4: Overview Plan of Duke's Cut

Scheme overview

We are proposing a new eastbound bus lane along a 600m section of the A40 at Duke's Cut which will link up to the A40 Integrated Bus Lanes scheme to the west and the eastbound bus lane which is being delivered as part of the Oxford North scheme to the east. The scheme involves the following proposals:

- New shared use pedestrian and cycle path to connect the A40 to the Oxford Canal tow path which is part of National Cycle Route 5.
- Footpath along the northside and shared cycle and pedestrian path along the southside of the A40.
- Works to Wolvercote Railway Bridge to provide capacity to accommodate the eastbound bus lane.
- Strengthening works to Wolvercote Railway Bridge to accommodate the bus lane.
- The proposed speed limits for the A40 Duke's Cut scheme are shown on board 29.

Objectives

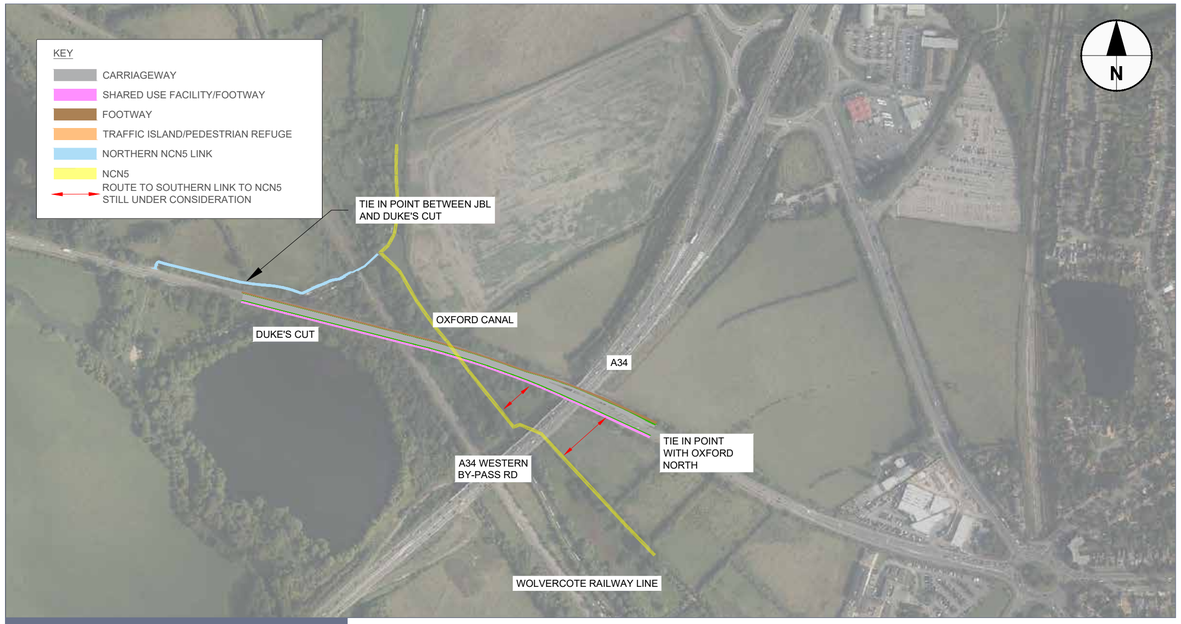
The A40 Duke's Cut proposals aim to improve public transport reliability and frequency by contributing to the creation of a continuous eastbound bus lane between Wolvercote and Eynsham Park and Ride. The improvements to pedestrian and cycle paths aim to make travelling along this route safer, more accessible and enjoyable for all users.

How is it being funded?

The scheme is expected to cost £19m and is entirely funded from Homes England's Housing Infrastructure Fund. OCC has agreed a funding contract with Homes England subject to meeting a series of conditions.

Timetable

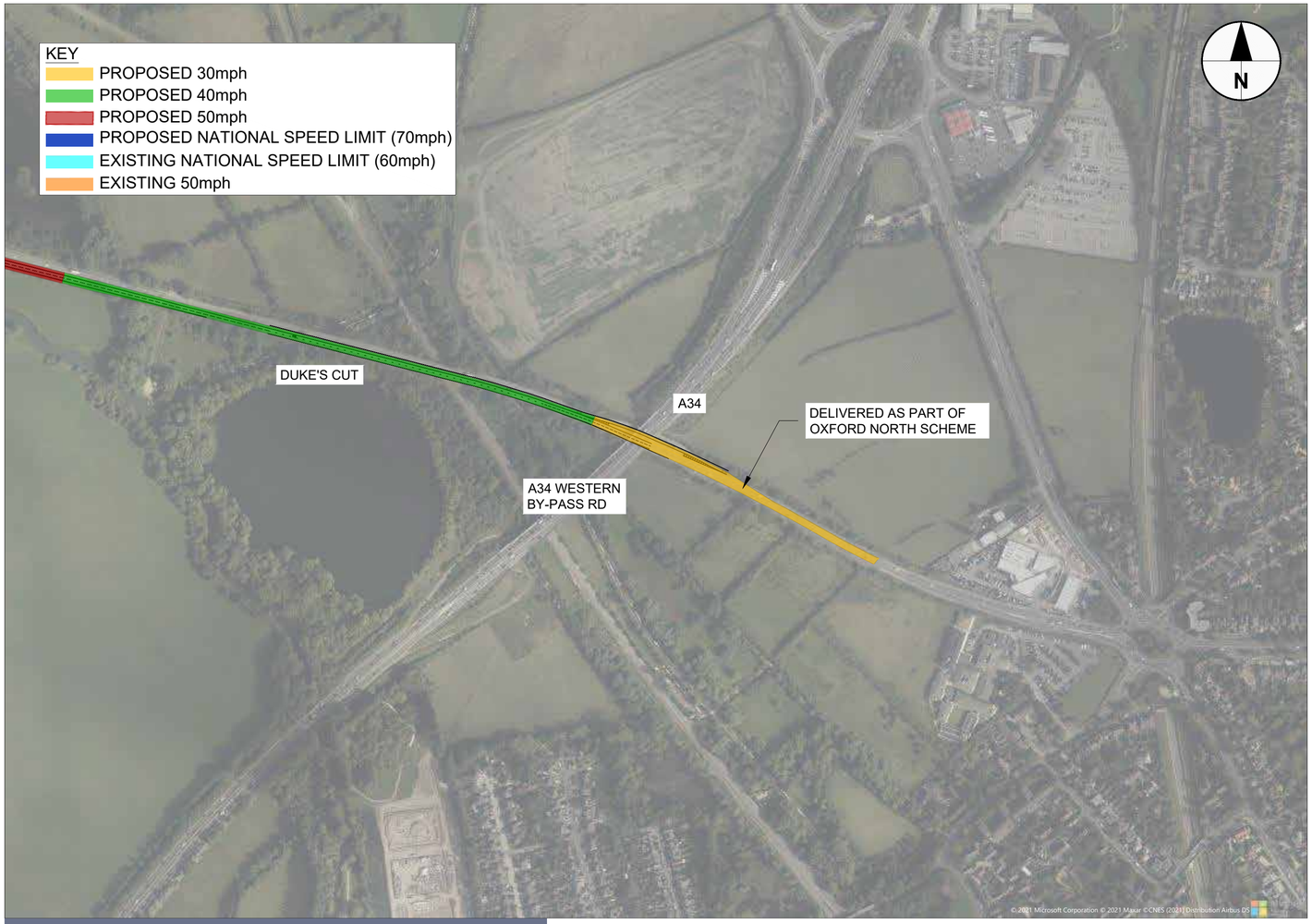
Subject to planning approval, construction is expected to start in late 2022 and complete in March 2024.



Overview Plan of Duke's Cut

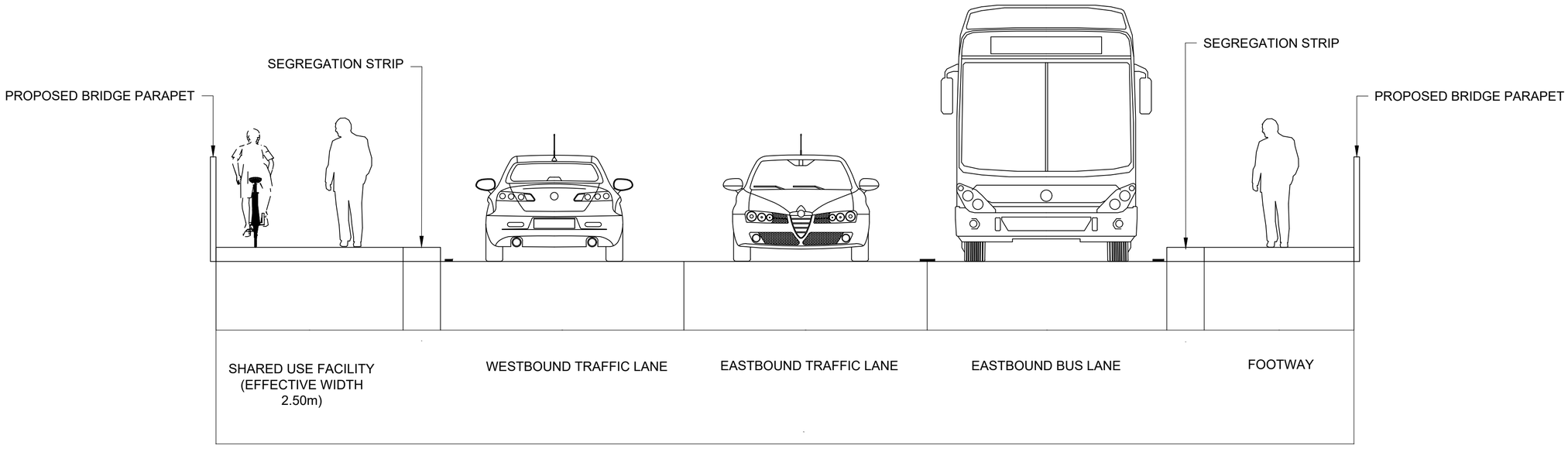
Artists impression of the proposed eastbound bus lane at Duke's Cut

29 Scheme 4: A40 Duke's Cut



A40 Duke's Cut Proposed Speed Limits Sheet 1 of 1

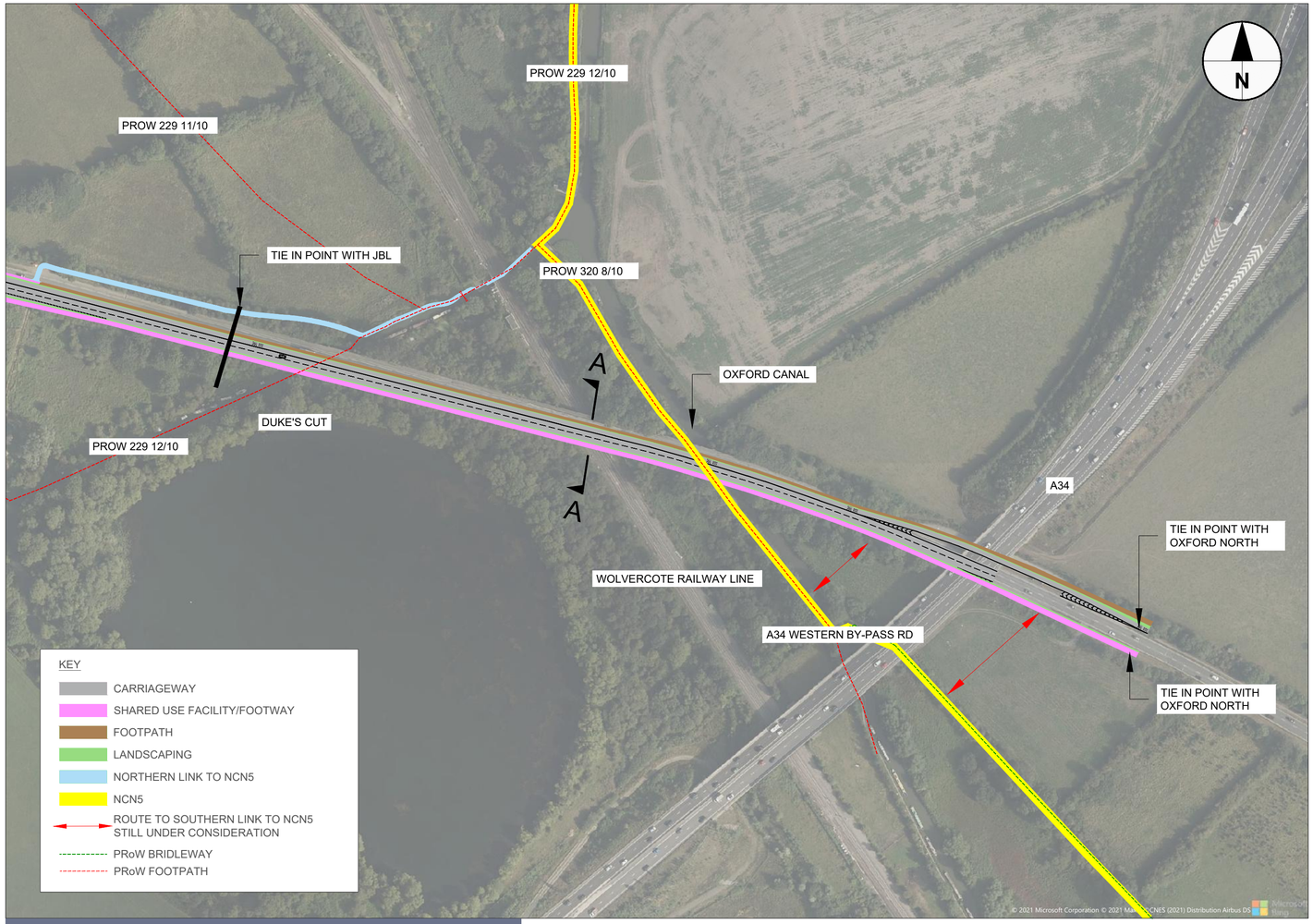
30 Scheme 4: A40 Duke's Cut



DUKE'S CUT SECTION A - A
PROPOSED WOLVERCOTE BRIDGE
SCALE: N.T.S

Proposed A40 Duke's Cut Cross Section A-A

31 Scheme 4: A40 Duke's Cut



A40 Duke's Cut Preliminary Design Section 1 of 1

32 A40 HIF2 Smart Corridor - Active Travel

Planning for High Growth in Active Travel

Active travel includes walking, cycling, scooting and skating, and other forms of human powered transit. Increasing travel by active modes is fundamental to Oxfordshire's strategy for a sustainable, equitable and inclusive mobility future.

Whilst having experienced steady growth over recent years, levels of active travel in West Oxfordshire remain low. However they have the potential to increase substantially.

Ensuring much improved provision for walking and cycling for local trips (0-4km) and for intermediate length journeys (5-15km) is a primary objective of the A40 Improvements. Our initial estimates show that a 5-fold increase in cycling could potentially be achieved along the A40.

Designing for Active Travel

The A40 HIF2 Smart Corridor Project is premised on the following active travel design principles:

- **Cohesion.** Connectivity to a range of destinations.
- **Direct.** Short, fast routes without detours.
- **Safety.** Routes guarantee safety of shared path users.
- **Comfort.** Minimise stops. Quality, well maintained paths.
- **Attractive.** Green, quiet, clean air, well lit.

Upgraded Connections

Between Witney and Eynsham and east of Eynsham the A40 runs through rural environment and cyclists make up the vast majority of pathway users.

The proposed new pathways will be a shared use bidirectional route upgraded on most sections to 3m wide (current path typically 1m) allowing safe passing and avoiding unnecessary impact on cycling speeds.

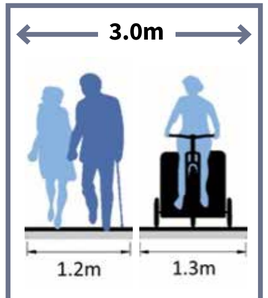
From Witney moving east, pedestrians and cyclists can use the north side pathway which will be ungraded from the Hill Farm overbridge running alongside the A40 to Eynsham and onwards to Cassington.

Along the south side of the A40, a new pathway will be built running from the proposed Salt Cross Garden Village access roundabout all the way eastwards to connect with Oxford North and Wolvercote Roundabout.

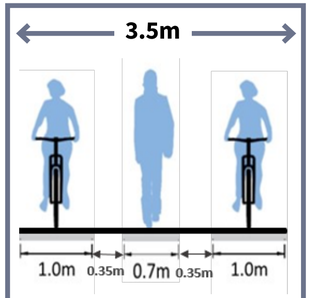
At Duke's Cut bridges the proposed shared pathway will link to the National Cycle Network (NCN5) off road pathway and the Oxford Canal tow path allowing users a direct and traffic free / low traffic route into Oxford.

The planned housing and employment development alongside the A40 at Eynsham will (over time) generate significantly higher volumes of local trips by pedestrians and cyclists. To ensure a good level of provision for all users, the south side pathway through the Eynsham section will be 3.5m wide.

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



Future A40 3m wide shared pathway, allowing unhindered 2-way flow for cyclists and pedestrians



3.5m shared pathway planned for short section through Eynsham enabling 2-way cycling flow safely alongside pedestrians

33 A40 HIF2 Smart Corridor - Active Travel

Active Travel Crossing Points

The A40 is a busy major road with future speed limits proposed at 40mph (semi-urban) and 50mph (rural). The A40 HIF2 Smart Corridor Project seeks to achieve continuous, direct and safe travel for pedestrians and cyclists.

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

Side Road Crossings

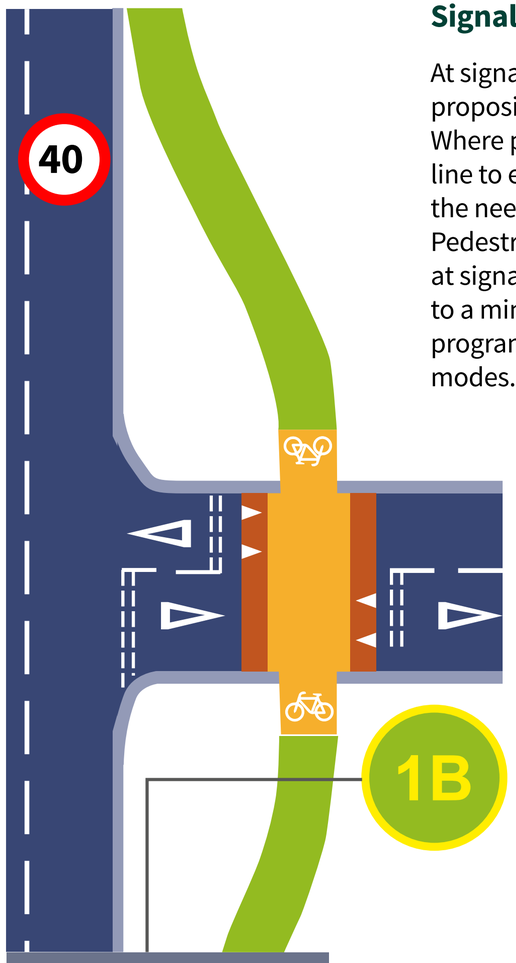
At uncontrolled side road crossings, the proposals seek to ensure maximum visibility, reduced traffic speeds and increased priority for shared path users

Where the pathway can be 'bent-out' and the side road crossing is set back 5m or more from the A40, priority will be given to shared path users (see image to the right).

Where the required set back from the A40 at side roads cannot be achieved, safety considerations imply that priority to shared path users cannot always be achieved. However, the design will be future-proofed to ensure that full priority to shared path users is possible.

All shared path crossings at side roads will include:

- Tight turn radius geometry.
- On raised table.
- Warning markings for road users & shared path users.
- Colouring / surfacing to continue through crossing with no road kerbing.



Crossing bent out/set back

Signalised Crossings

At signalised crossings we are proposing Toucan crossings. Where possible, these will be in-line to ensure directness and avoid the need for cyclists to dismount. Pedestrian and cyclist wait times at signalised crossings will be kept to a minimum using technology programmed to prioritise active modes.

34 A40 HIF2 Smart Corridor - Improvements at Eynsham

A40 at Eynsham and Public realm

The future A40 section at Eynsham will have important public realm and amenity considerations that need full recognition and careful planning. There are many factors to balance in achieving an optimal design and public realm.

It must be a safe and inviting environment for pedestrians and cyclists alongside and across the A40, whilst ensuring a rapid route for public transport and retaining the function of a major A road. OCC will continue to engage with key stakeholders and critically assess examples, set new standards and embed best practice to achieve the range of outcomes required.

A40 Crossings at Eynsham

With planned developments north and west of Eynsham and policy encouraging future local trips to be made by active travel, the volume of pedestrians and cyclists crossing the A40 will increase substantially over the coming years.

Funding for the A40 HIF2 Smart Corridor Project allows for additional controlled crossings of the A40 at Eynsham that align with the public rights of way.

Grade Separated Crossing

West Oxfordshire District Council has commissioned an investigation into appropriate locations and options for grade separated crossings. The study identified two locations, at Hanborough Road and Old Witney Road as potential sites. The recommendation, taking account of the emerging master planning and the siting of future schools in Salt Cross Garden Village, was to progress the design of an A40 pedestrian and cyclist underpass linking Old Witney Road and Cuckoo Lane.

To be fit for purpose the underpass must offer gentle gradients, direct sight lines and good lighting. It will need to be an attractive landmark that becomes the natural choice for pedestrians and cyclists. Drainage and flood risk are key considerations that are an integral part of the ongoing design process. The image to the right shows an initial impression of the underpass.

The initial design stages for the underpass have been incorporated into the A40 HIF2 Smart Corridor Project. This is to ensure costs can be minimised and designs are optimally integrated. The grade separated crossing will be developer funded.

Artist impression of potential underpass between Eynsham and Eynsham Park and Ride

35 A40 HIF2 Smart Corridor - Public Transport

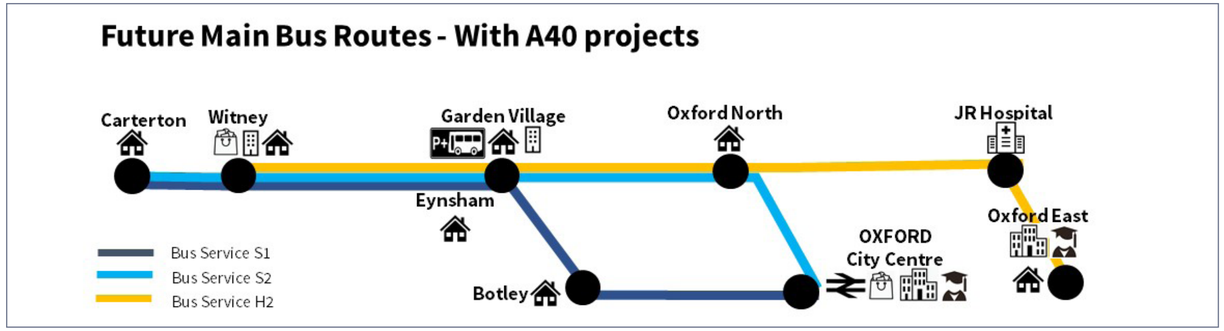
Current Bus Services

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

Future Bus Connections

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

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



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

36 A40 HIF2 Smart Corridor - Landscaping Strategy

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

Design Principles

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

Indicative landscape designs

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

Proposed habitat types

Amenity Grass

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

Species Rich Grassland

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

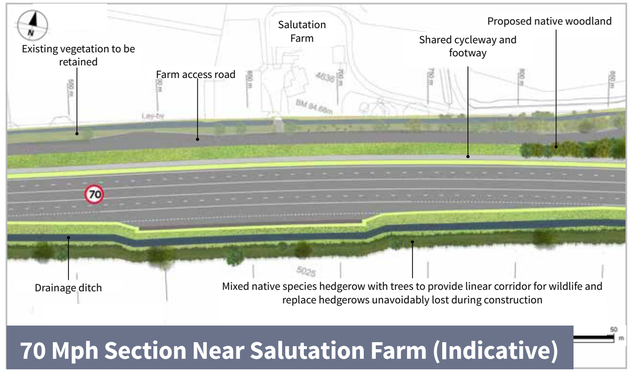
Mixed Native Hedgerows

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

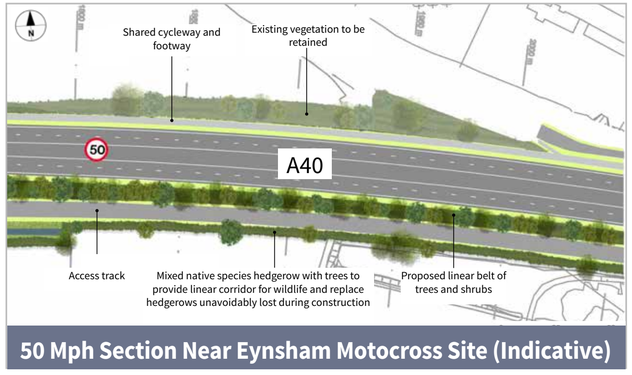
Woodland

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

Barnad Gate Roundabout (Indicative)



70 Mph Section Near Salutation Farm (Indicative)



50 Mph Section Near Eynsham Motocross Site (Indicative)

37 A40 HIF2 Smart Corridor - Landscaping Strategy

Indicative landscape designs

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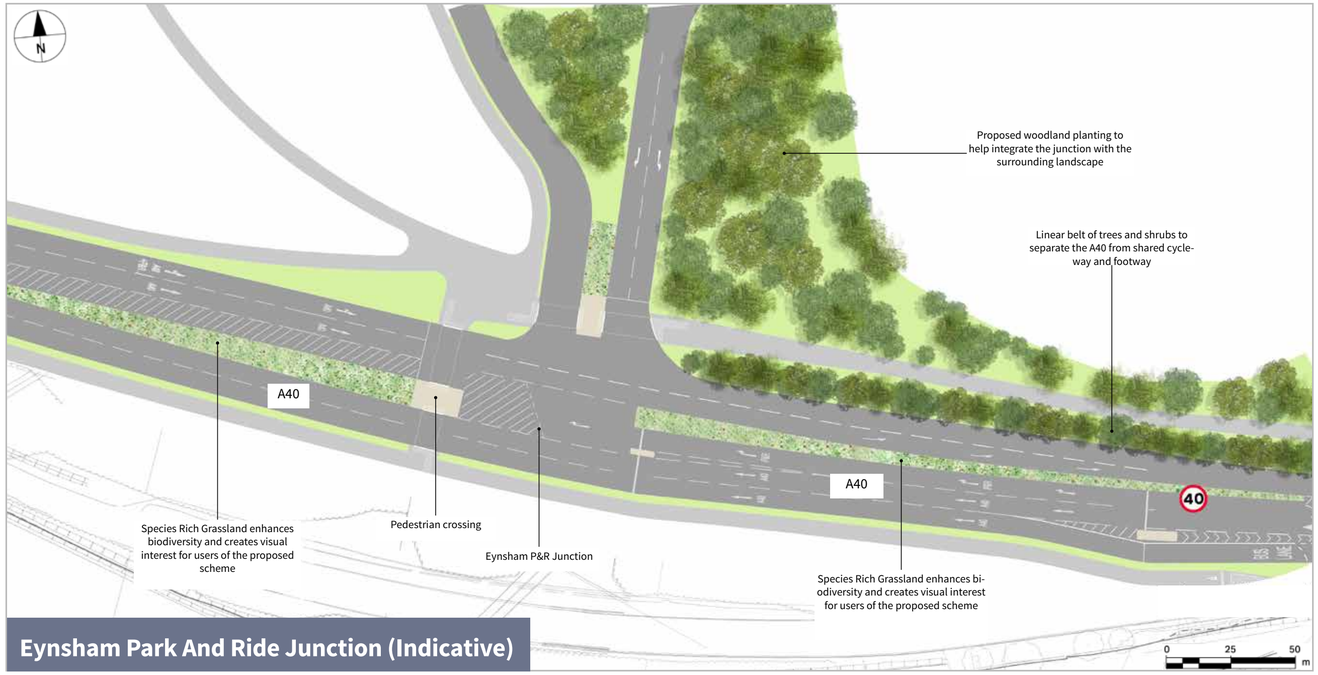
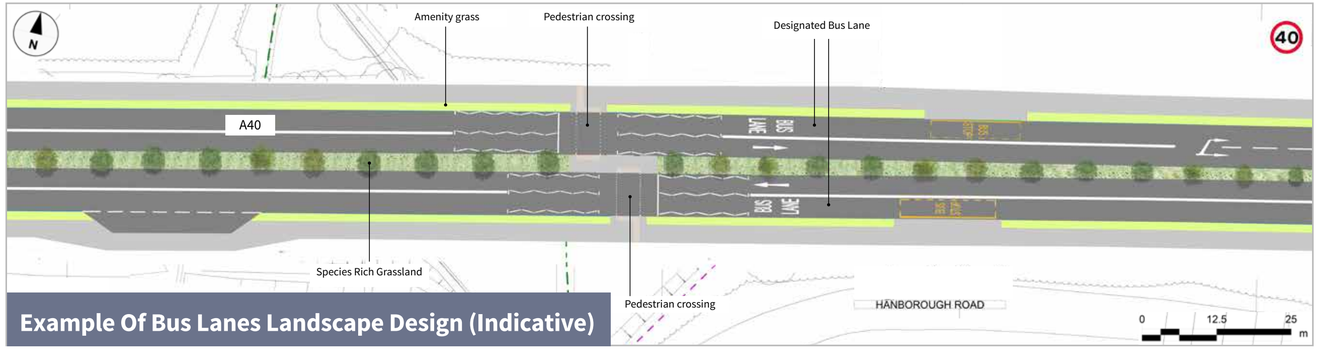


Eynsham Park And Ride Junction (Indicative)



Example Of Bus Lanes Landscape Design (Indicative)

38 A40 HIF2 Smart Corridor - Flood risk and drainage strategy

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

Drainage Design Principles

Discharge Rates

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

Attenuation

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

Sustainability

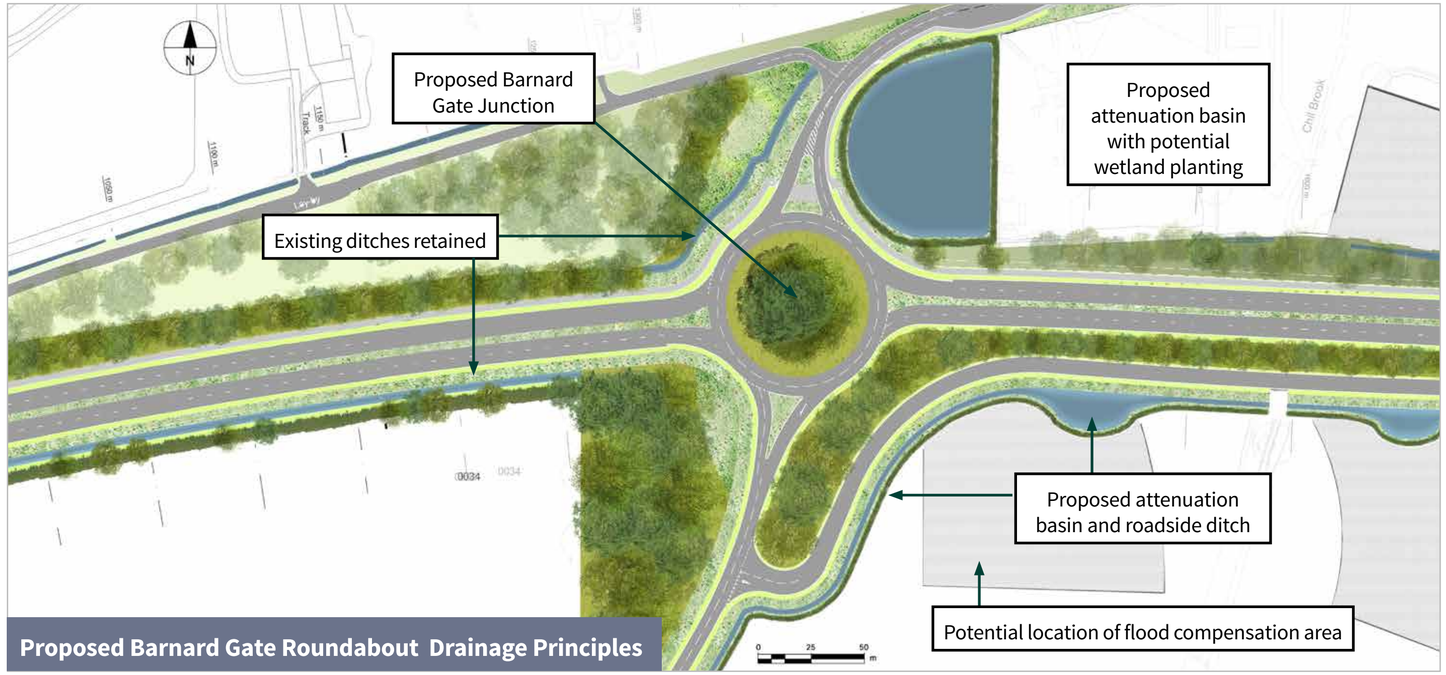
The Sustainable Drainage System (SuDS) potential of these drainage features will be maximised through considered design and coordination with landscaping to ensure benefits in biodiversity and water quality are realised alongside their primary attenuation requirements.

Existing ditches

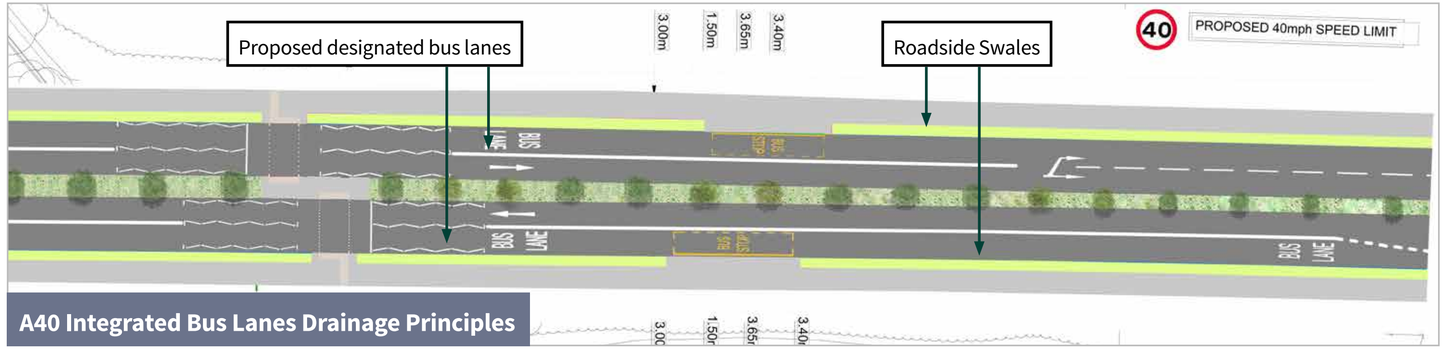
Existing roadside ditches to be maintained wherever possible.

Flood Risk Principles

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



Proposed Barnard Gate Roundabout Drainage Principles



A40 Integrated Bus Lanes Drainage Principles

39 A40 HIF2 Smart Corridor - Environment

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

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

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

Progress

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

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

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

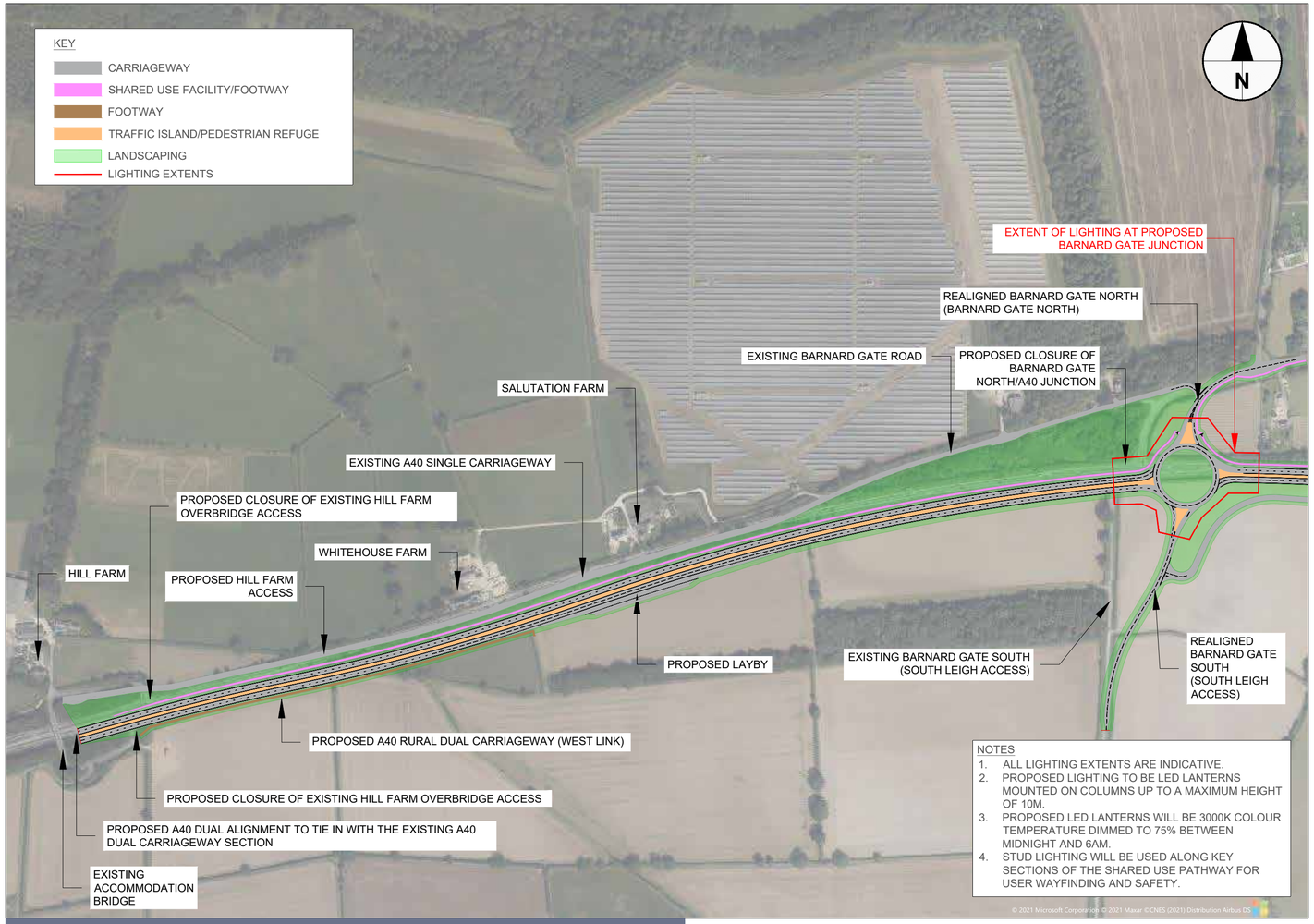
Discussions with potential partners, including local landowners, are ongoing about biodiversity enhancements on third party land. The scheme has a target of 10% Biodiversity Net Gain in line with planning policy.

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

Next steps

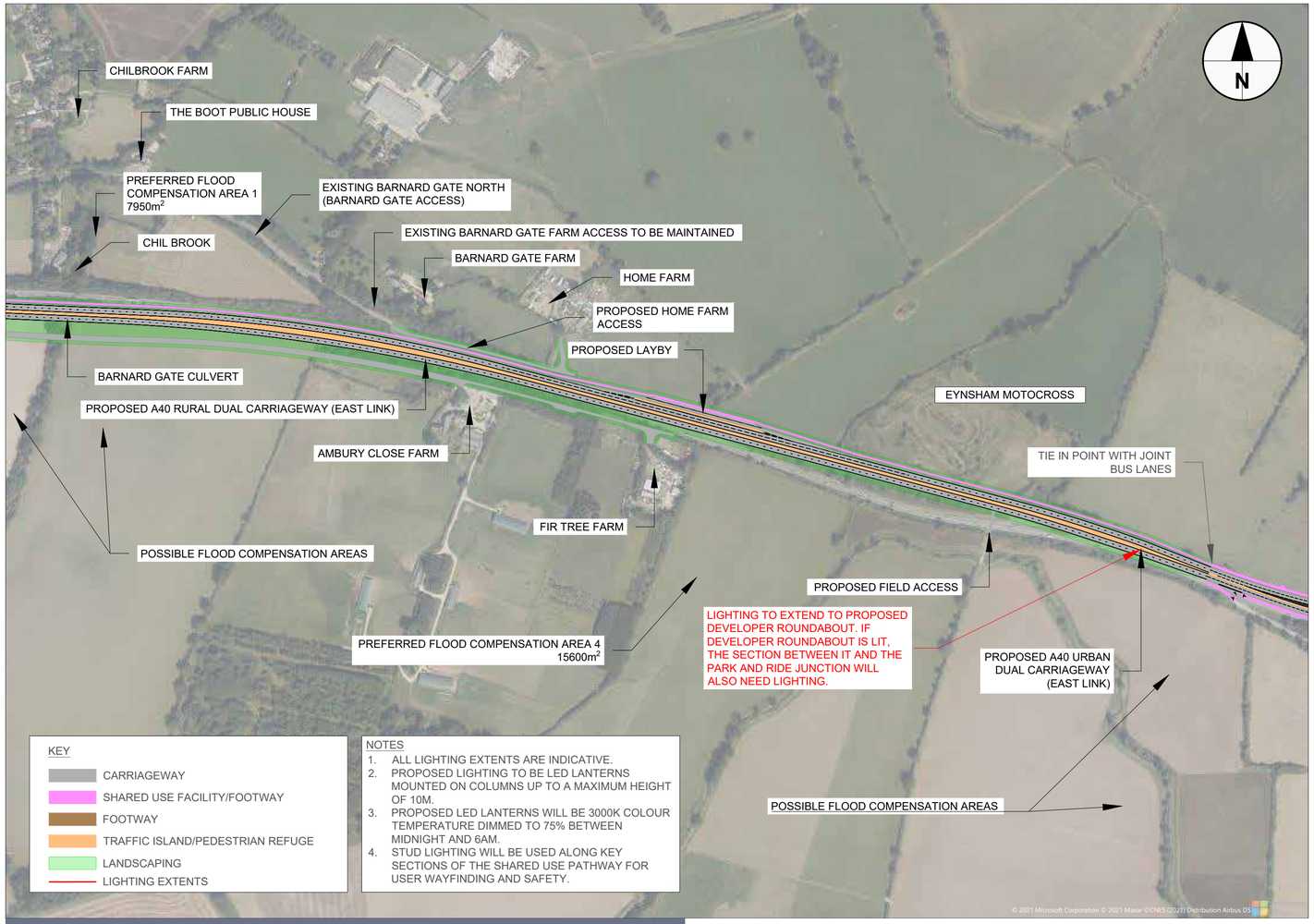
- Ecology surveys have been on-going since 2020 and further protected species surveys are taking place in 2021.
- Air quality and noise baseline surveys are underway and when completed will inform the assessment undertaken in the EIA.
- Viewpoints have been selected and agreed with the OCC landscape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

40 A40 HIF2 Smart Corridor - Lighting strategy



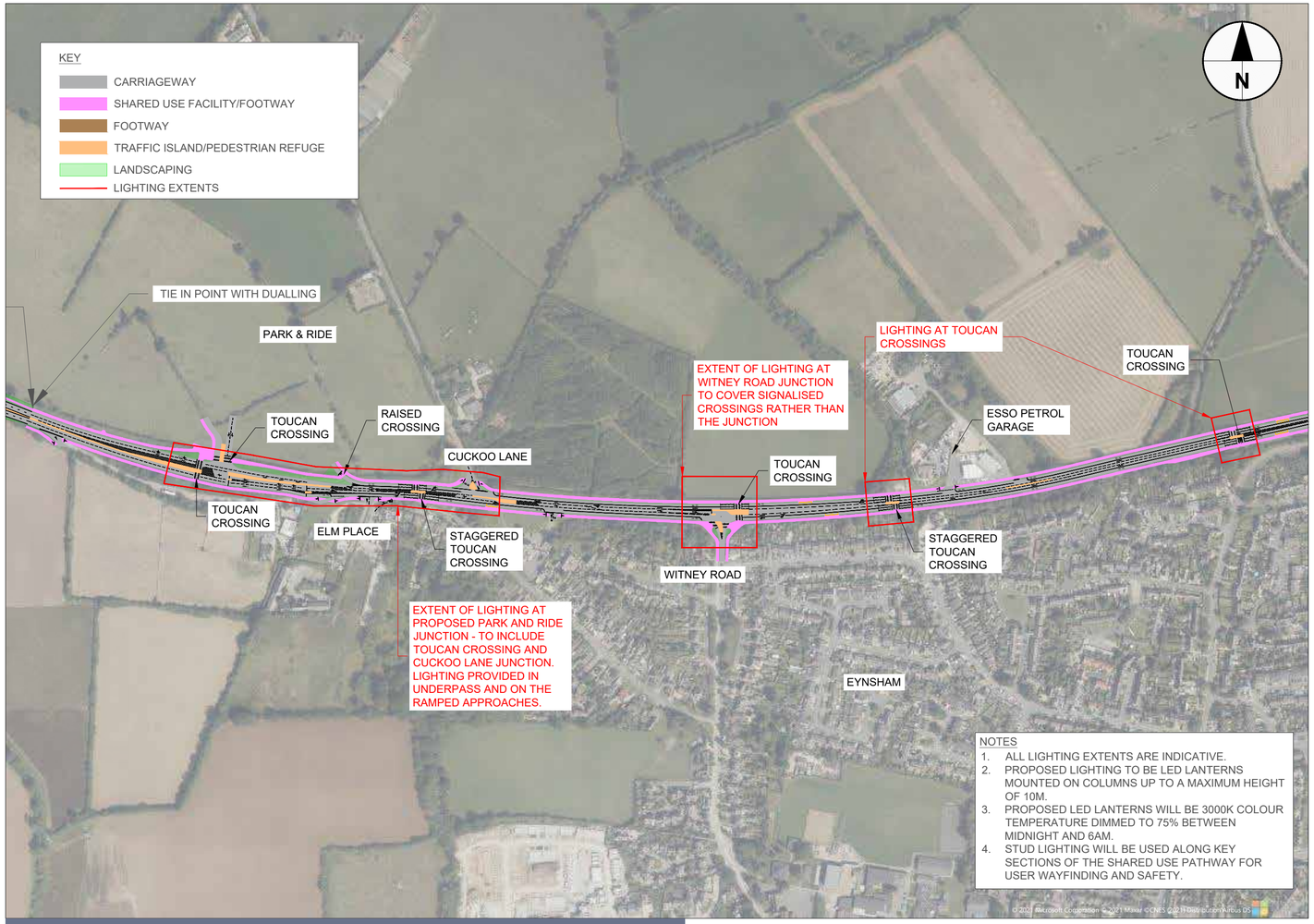
A40 HIF2 Smart Corridor Proposed Lighting Strategy Sheet 1 of 7

41 A40 HIF2 Smart Corridor - Lighting strategy



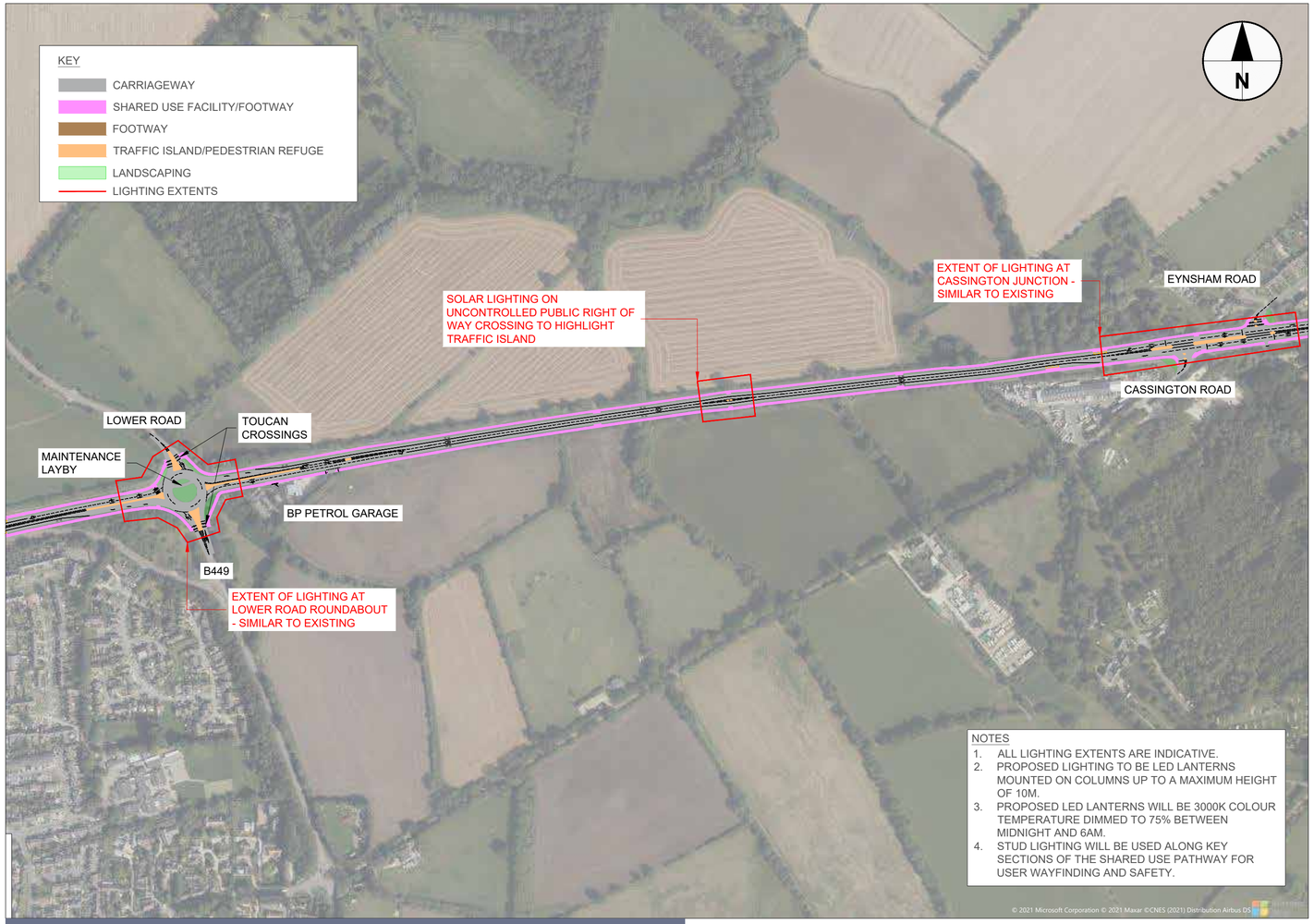
A40 HIF2 Smart Corridor Proposed Lighting Strategy Sheet 2 of 7

42 A40 HIF2 Smart Corridor - Lighting strategy



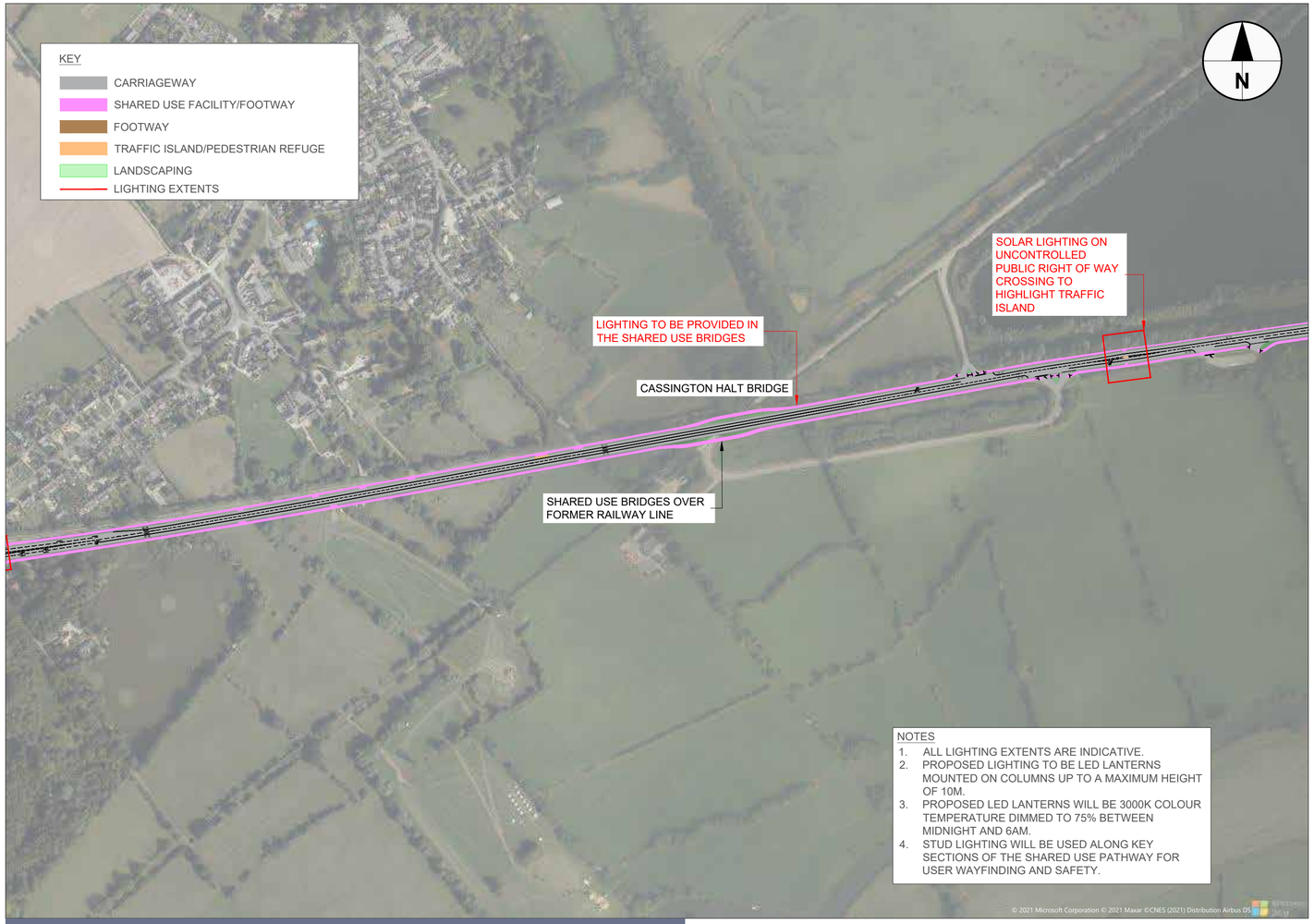
A40 HIF2 Smart Corridor Proposed Lighting Strategy Sheet 3 of 7

43 A40 HIF2 Smart Corridor - Lighting strategy



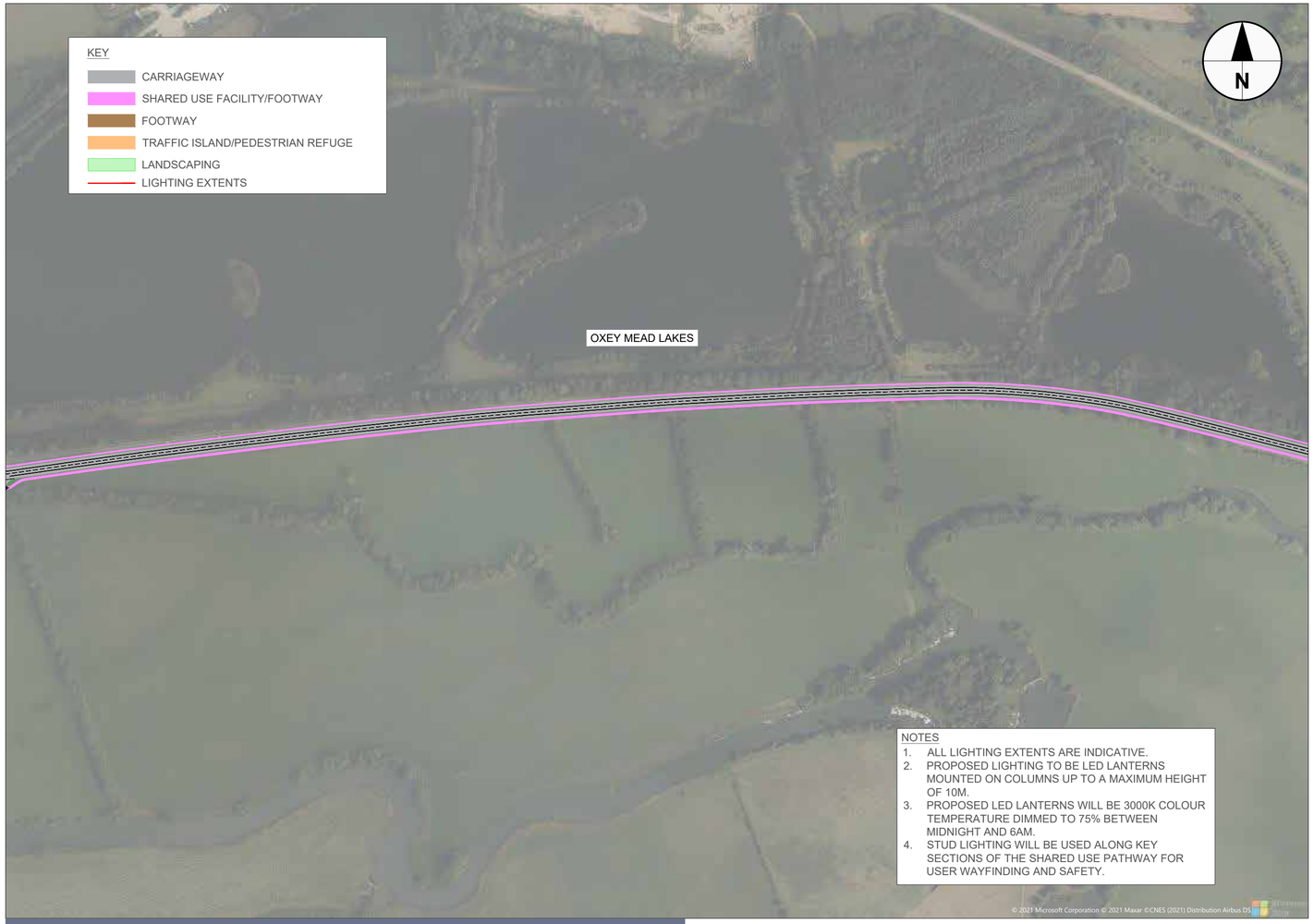
A40 HIF2 Smart Corridor Proposed Lighting Strategy Sheet 4 of 7

44 A40 HIF2 Smart Corridor - Lighting strategy



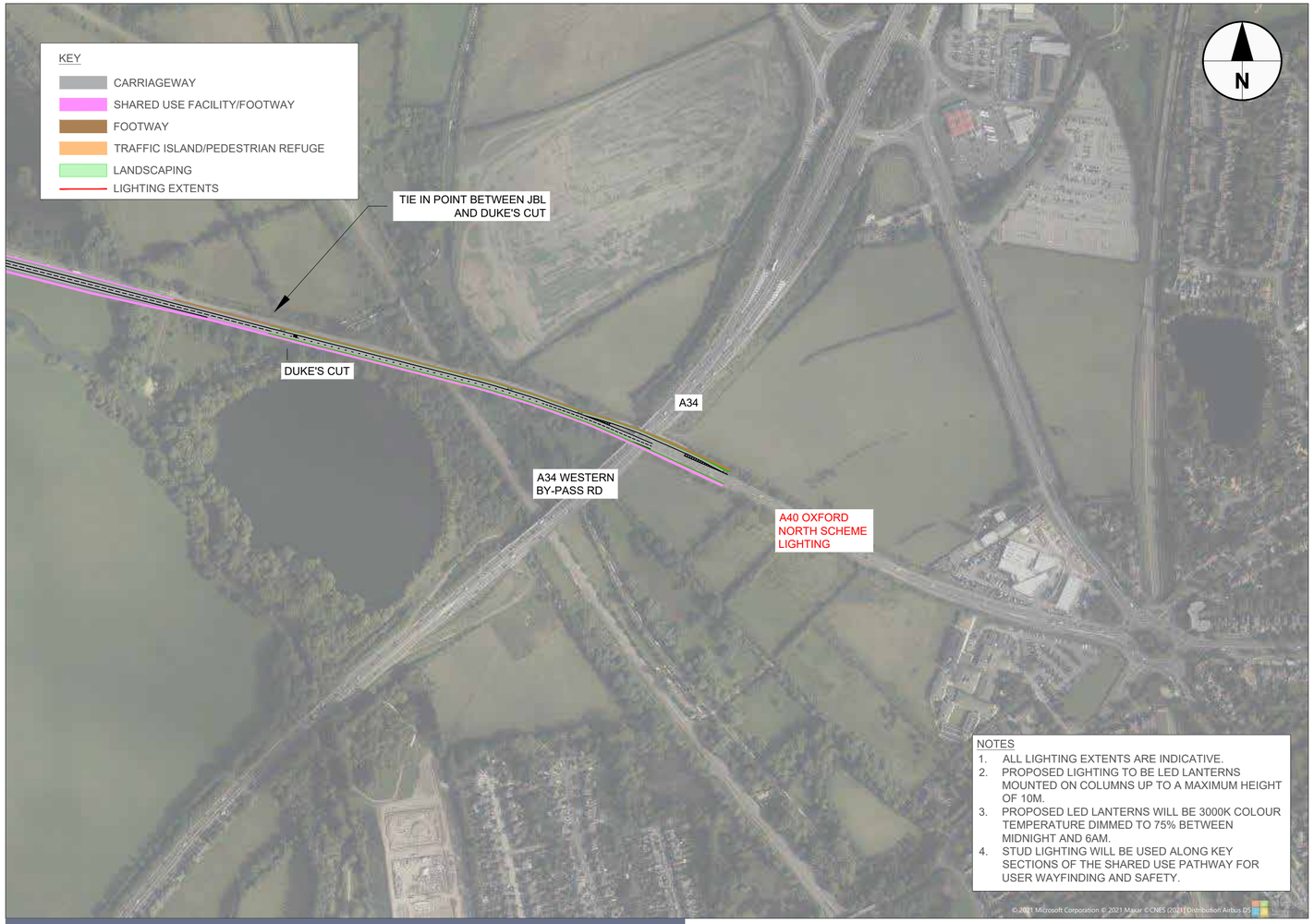
A40 HIF2 Smart Corridor Proposed Lighting Strategy Sheet 5 of 7

45 A40 HIF2 Smart Corridor - Lighting strategy



A40 HIF2 Smart Corridor Proposed Lighting Strategy Sheet 6 of 7

46 A40 HIF2 Smart Corridor - Lighting strategy



A40 HIF2 Smart Corridor Proposed Lighting Strategy Sheet 7 of 7

47 Have your Say and Next Steps

Have Your Say

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

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

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

The closing date for comments is **23.59 on Sunday 30th May 2021.**

All comments received by 30th May will be considered by the project team before the planning application is submitted in September 2021. Once the planning application has been submitted, Oxfordshire County Council will carry out a formal consultation where you will have the opportunity to review and comment on the refined designs. We anticipate that a decision on the planning application will be made by the end of this year.

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

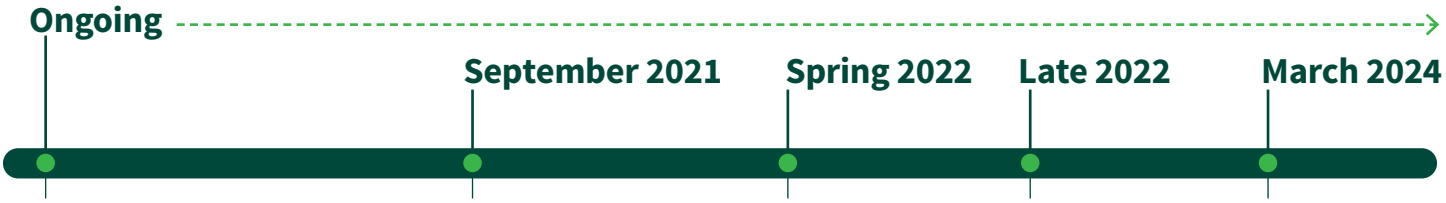
If you have further questions about these proposals, we will be holding two live online webinars where you will have the opportunity to submit your questions to members of the project team. You can sign up to receive an invite to the webinar events using your email address below:

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

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

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

Next Steps



Next stages of scheme design, including consideration of comments received through this exhibition and further survey work

Planning application submission including statutory consultation

Planning application decision

Construction to start

Construction to end

Other current exhibitions

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

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

Stantec AECOM