



# A40/HIF2 Smart Corridor Programme Update

Cassington Parish Council

2<sup>nd</sup> November 2021





# Agenda

**13:00 – 13:05** – Introductions

**13:05 – 13:10** – A40/HIF2 Smart Corridor Programme Update – General

**13:10 – 13:30** – A40 Cassington Junction Future Design

**13:30 – 13:40** – Horsemere Lane

**13:40 – 13:45** – AOB

# Introductions

## OCC

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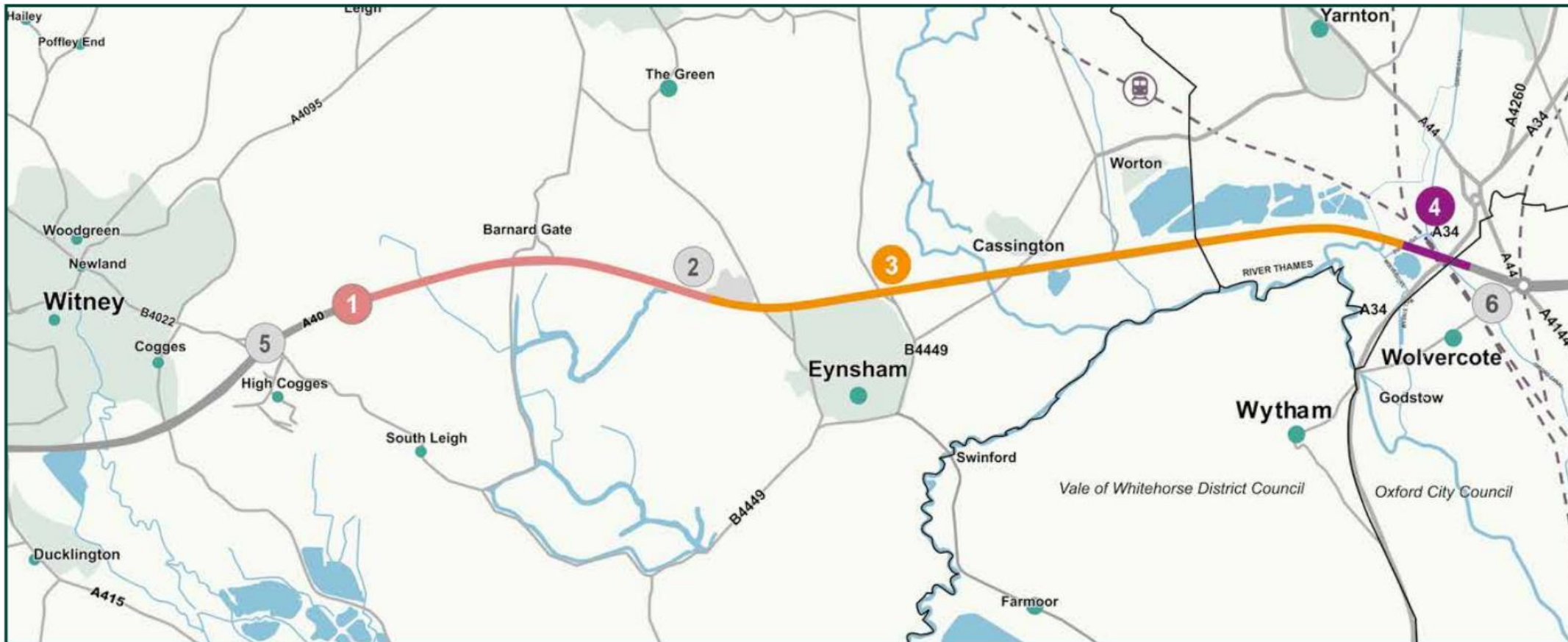
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## AECOM

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# A40 Programme



## 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     |



# A40 HIF2 Smart Corridor

- **Prelim design**

- Public consultation results have been used to inform preferred options designs;
- Flood modelling results Evenlode due early Nov 21;
- GI, GPR and CCTV surveys substantially complete; Some additional surveys may be required to plug gaps in data;
- Design alignments now fixed; Final GAs and 3D designs based on Preferred Options issued for final review and acceptance;
- Archaeological trench surveys commenced 1<sup>st</sup> Nov (6-8 weeks).

- **Key Target Dates**

- Preferred Options – Cabinet July 2021 APPROVED
- Planning application – Nov 2021, determination Spring 2022
- Cabinet approval for CPO order making – Dec 2021
- Commence Detailed Design – Dec 2021
- Duke's Cut Wolvercote Bridge Works Commence – Spring 2022
- Detailed Design complete – Early 2023
- All land acquired – Summer 2023
- Main construction works commence – Summer 2023
- Main construction works complete – Late 2024/Early 2025



# A40 - Cassington Signals

- Describe Current Junction Layout
- Key Issues:
  - A40 Westbound queuing back through junction
  - when severe this can prevent Eynsham Rd junction clearing on green signal
- View Drone Footage.

Current green time is 20 seconds,  
red time 100 seconds

Date: 13th Oct 2021

Time: 08:28:47

Eynsham  
Road

A40 to  
Oxford

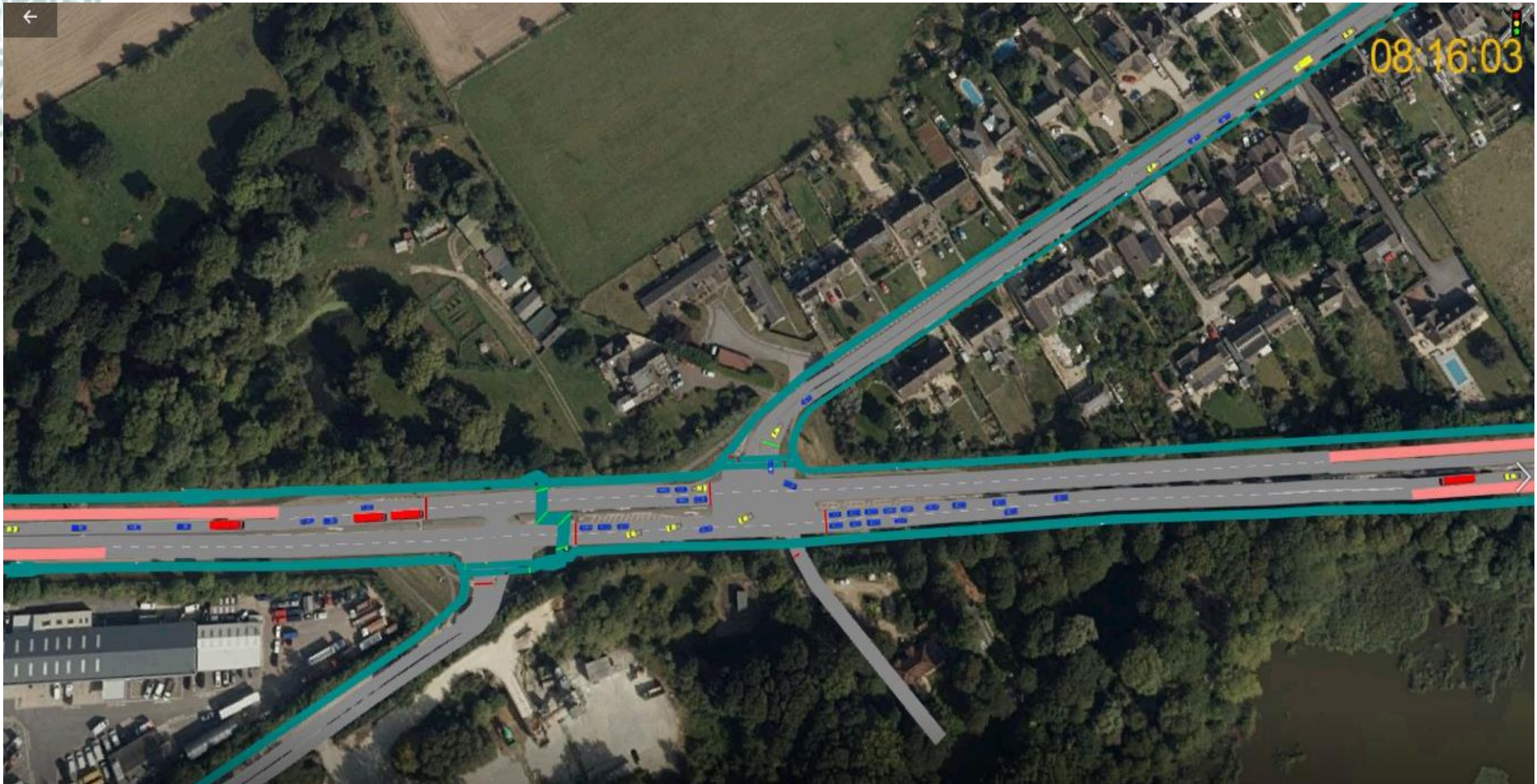
A40 to  
Witney

Cassington  
Road

# Drone Footage



# Cassington Junction: Modelled Simulation of Future Design





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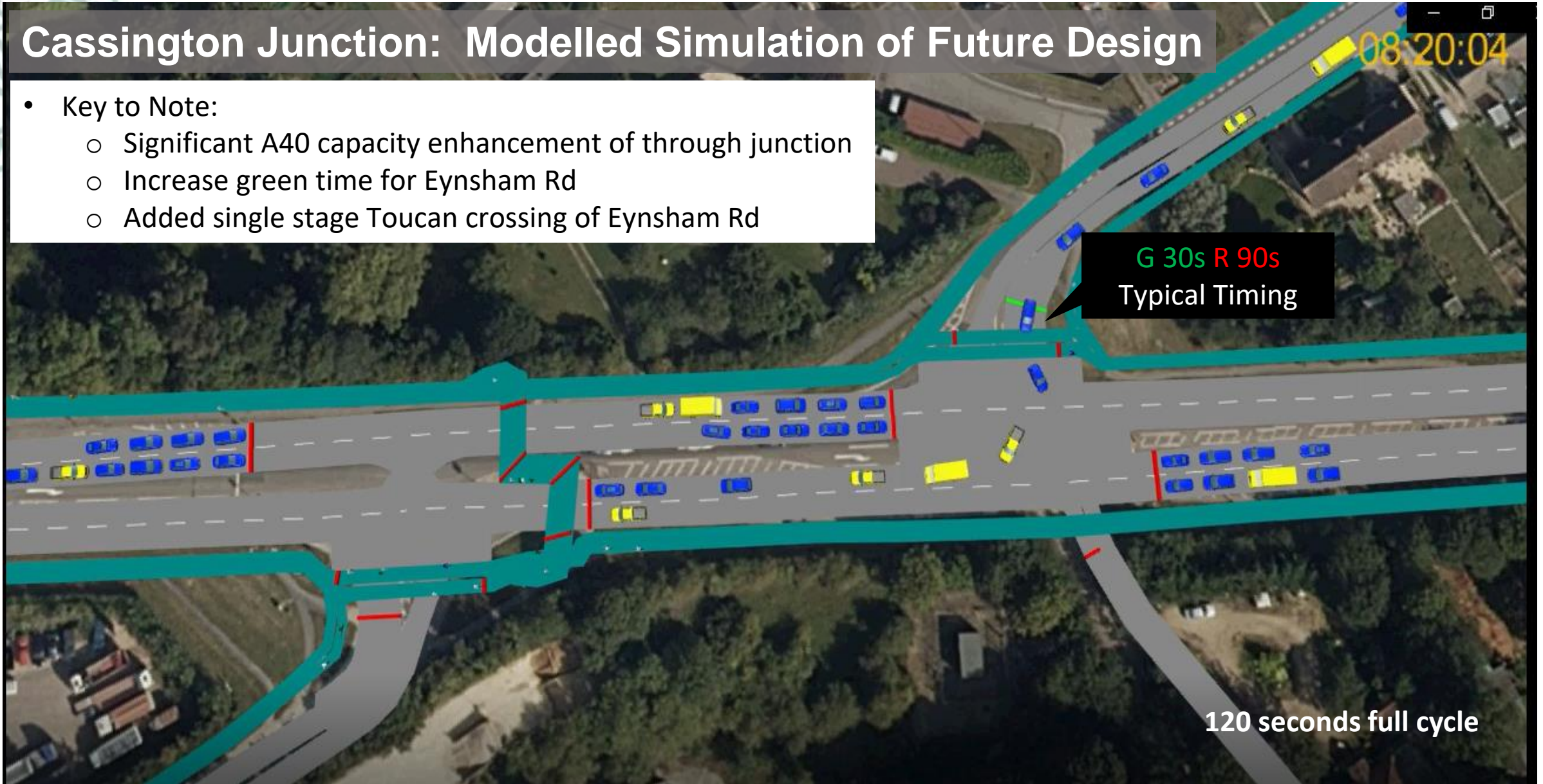
- Key to Note:

- Significant A40 capacity enhancement of through junction
- Increase green time for Eynsham Rd
- Added single stage Toucan crossing of Eynsham Rd

G 30s R 90s  
Typical Timing

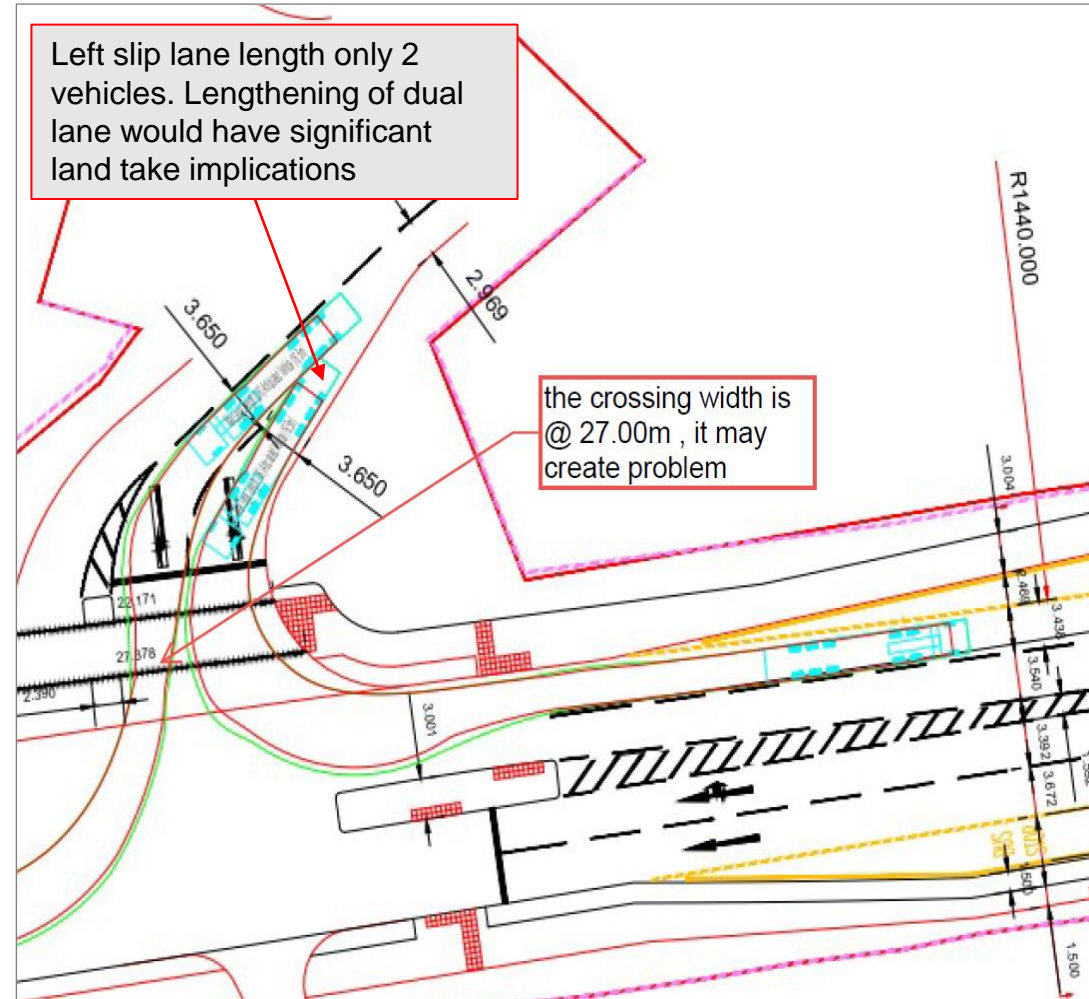
120 seconds full cycle

08:20:04



# Eynsham Junction – Slip Lane Investigation

- With the scheme in place the right turning traffic from Eynsham Rd will always be able to advance onto the A40 westbound carriageway without blocking back and so left turners will also clear Eynsham Road on a green signal.
- An additional lane would make the crossing too wide for a single stage. Disbenefit for active travel.
- A signalled left turn lane would not get any additional green time unless A40 green time is reduced which would impact A40 congestion and increase local emissions.
- If unsignalled then this would leave peds & cyclists at risk and the slip lane would need a merge lane on A40, implying major land take & and conflict with bus lane.







# Cassington Junction Model Simulation

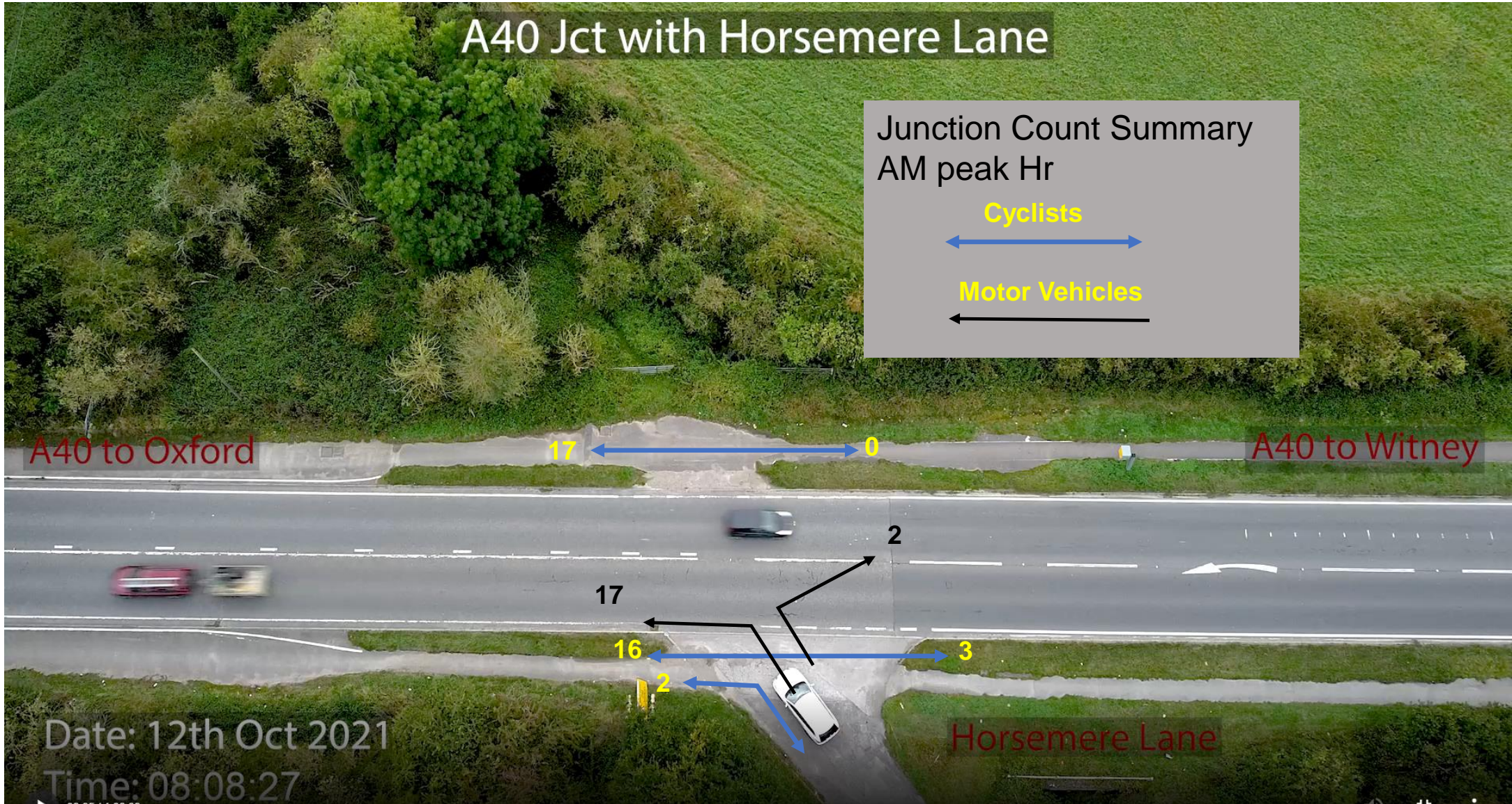
## IMPORTANT NOTES

- The simulation videos have been extracted from 2031 Do Something Scenarios for AM and PM peak hours.
- The Vissim models include the forecast demand predicted by the A40 Highway Corridor strategic model, which includes.
  - Proposed A40 Smart Corridor Schemes – Including the Horsemere Lane closure;
  - Committed Schemes in the area;
  - Committed developments from Oxfordshire 2031 Local Plan
- The videos show the different road users included in the microsimulation models
  - General Traffic – represented by blue vehicles
  - Light Good Vehicles (LGV) – represented by yellow vehicles;
  - Heavy Goods Vehicles (HGV) – represented by red vehicles;
  - Public Transport services (Bus) – represented by purple and green vehicles, and;
  - Non-Motorised users (pedestrian and cyclists) – defined in black in the models.
- The video runs faster than real-time, the simulation time is included in the top right corner.
- The junction operation includes the peak hour demand flows for the AM and PM periods and the maximum clearance time for pedestrian and cycle crossings, representing a worst-case scenario. The level of priority for the pedestrian crossings and the length of the clearance time required could be refined and updated during the detail design stage.
- **The videos show the predicted operation of the A40 / Cassington Rd junction without considering blocking back from queues generated in other parts of the network, such as Oxford North junction or Wolvercote roundabout.**





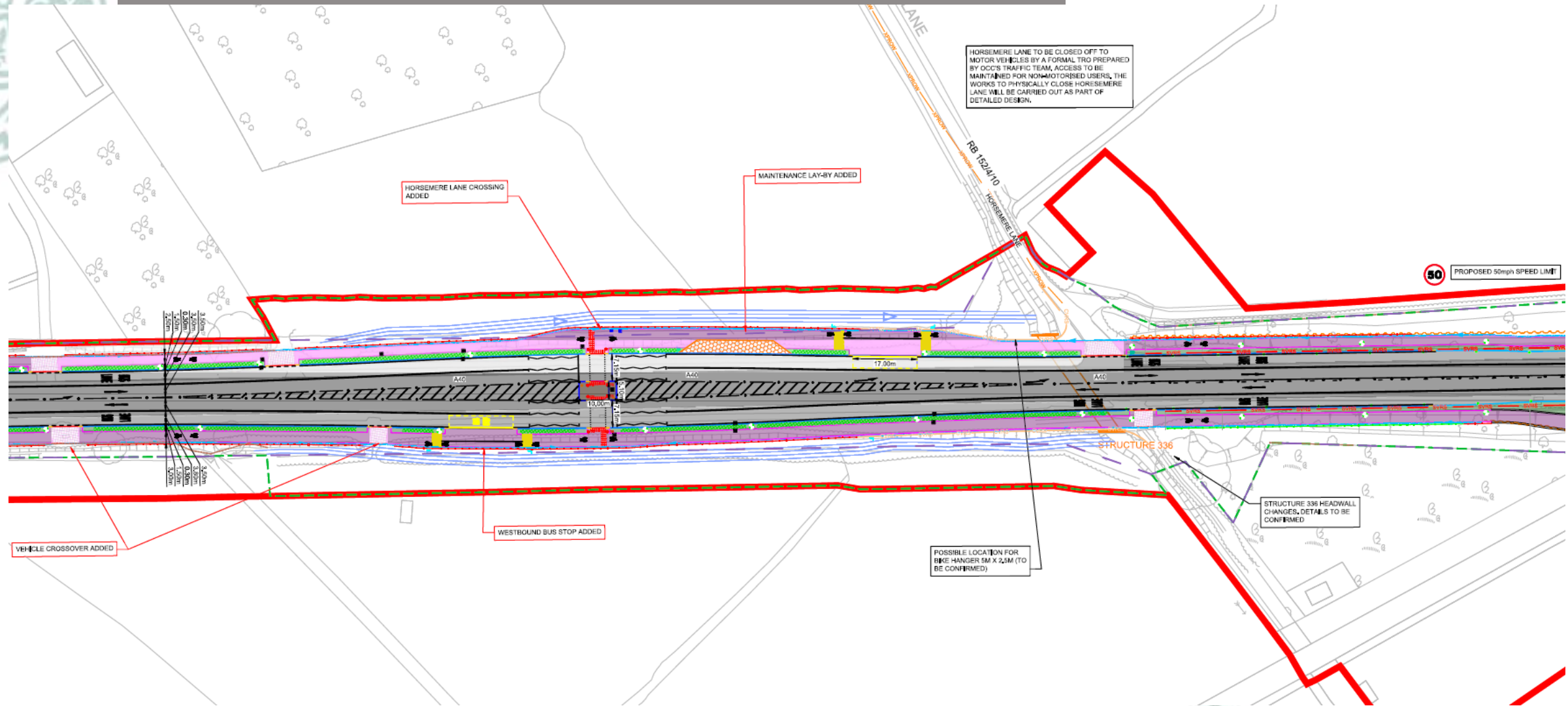
# A40 Horsemere Lane Byway: Current Junction





# Drone Footage

# A40 at Horsemere Lane Byway: Future Layout







# Resources

- Contact us – [A40corridor@Oxfordshire.gov.uk](mailto:A40corridor@Oxfordshire.gov.uk)
- Webpage - [A40 improvements | Oxfordshire County Council](#)