



***Transition Eynsham Area
12 Abbey Farm Barns, Eynsham
Oxon. OX29 4FA***

tel 01865 580502

A40 consultation response letter

Mrs Odele Parsons,
Senior Transport Planner,
Oxfordshire County Council,
County Hall, New Road,
OXFORD OX1 1ND

4 - Jan - 2019

Re: Improving transport along the A40 corridor

Dear Mrs Parsons,

The members of GreenTEA thank you for the opportunity to respond to the A40 Consultation of December 2018. As you know, GreenTEA (GT) is part of the Transition Towns movement that seeks to decarbonise the economy, building and, in particular, travel and the greenhouse effect of travel, especially cars. This is now critical for our children's future. The latest global warming science is unequivocal. The world must reduce greenhouse gas emissions immediately, and rapidly move to a low impact economy.

Travel is the fastest growing source of greenhouse gases including carbon dioxide. Society, especially highway authorities, must act now to reduce travel, especially car travel, which is dangerous, unproductive, noisy, polluting, wasteful and congestive. Action is required now. The increasing congestion and carbon generation of car travel along the A40 is a test case. The problem will get worse with the proposed housing of Oxford employees at Eynsham (3000+ dwellings), and at East and West Witney and Carterton.

The County Council's overriding objective should be reduction of car traffic on the A40.

This can only be achieved by:

1. managing geographic demand for car travel;
2. encouraging alternative sustainable travel, especially by public transport and cycle;
3. reducing the attractiveness of Oxford for jobs by better land use controls;
4. having more local job opportunities for people living in West Oxfordshire.

GT supports any measures that foster sustainable travel and a better spatial balance of jobs and homes. We understand that car travel would always be necessary for those living in the villages and rural areas without access to a regular bus service. In this context the Park&Ride proposal would be very appropriate. GT supports the principle that bus lanes make bus travel more attractive than the car. Concurrent provision of east and west bound bus lanes is necessary for a major shift from the car, and the best sustainable travel is by scheduled buses from home to destination. Uncongested bus lanes are therefore essential! The most effective plan would be continuous bus lanes, eastbound and westbound, between Witney and Oxford. Also restriction of employment car parks and off-road parking in Oxford would encourage use of buses.



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The proposed eastbound bus lane should not stop at Duke's Cut and must be extended to the Wolvercote Roundabout to maximise the number of car drivers switching to the bus. Also there should be unfettered bus priority at the junction crossings and roundabouts to make a smooth fast journey between Witney and Oxford. Much of the A40 traffic going east branches north to the A34, therefore the Council should provide a link road to remove eastbound traffic before the Wolvercote Roundabout.

The proposed Park&Ride must be able to intercept sufficient car traffic to make an appreciable difference to morning and afternoon congestion, and to give convenient bus access to jobs and services (for example, hospitals and employment areas) as well as to shops. New A40 accesses will have to be provided for the proposed Garden Village, business park and western Eynsham development. These should be planned with the A40 improvements and sustainable travel proposals.

A dual carriageway from the end of the Witney bypass to Eynsham would be poor value for money, would not solve the congestion problem and would encourage more car journeys. Bus lanes between Eynsham and Witney would be a better use of the money.

The proposed B4044 cycle and walk way between Eynsham and Botley should be part of Phase I. This scheme offers good value for money and would encourage a shift from car to sustainable healthy safe travel. The County Council should examine the opportunities for better bus and cycle passage between the A40, Eynsham and the Toll Bridge, which has major morning congestion. We think that a cycle link from the Siemens' roundabout to the A40 would be better value than a separate river bridge.

GreenTEA also wishes to emphasise the importance of trees and shrubs alongside the roads. These form a sound barrier for adjacent houses and, importantly, a 'carbon sink' where CO₂ and pollutant gases are removed from the atmosphere. They should be zealously protected and, if any trees or shrubs have to be removed to widen the road, it is most important that they are replaced and multiplied to amplify their benefits.

We thank you for giving us the opportunity to comment and would be grateful if you would let us know please when our comments have been put into your system.

A Happy New Year to you all!

With best wishes..... Rosalind Kent, Sec., Transition Eynsham Area (GreenTEA)