



Eynsham Futures Maps

illustrating expected effects of WODC Local Plan changes.

These are the maps we used during the Neighbourhood Plan Day on November 19th to illustrate our understanding of WODC's intentions and compare that with what we think is a better option both for Eynsham and for meeting WODC's requirements.

There are two pairs of maps.

- 1A West of Eynsham, WODC propose 1000 houses and a Link Road between A40 and B4449; we call this the **Maximum Size Western Extension** because it uses every scrap of available land.
- 1B. Our **Suggested Western Extension** has a much less expensive road and does not build over the field south of Chilbridge Road. The link road will only bring minor benefit but building on the field will all but eliminate* a popular circular walk along the old railway line and back via Chilbridge Road pushing the urban village a long way out into the countryside.
- 2A. The **Likely form of Tilgarsley** is based on WODC's Expression of Interest document which, in fairness, does not claim to be the finished article but just indicates the size and typical elements of the development.
- 2B. Our **Suggested form of Tilgarsley** uses exactly the same village outline but adds what everyone tells us is essential, some way of improving the A40. This includes a 'flying junction' to the west and no other junctions for through traffic until it reaches the Eynsham Roundabout. Obviously what happens between there and the A40/A34 link or the Wolvercote Roundabout will have a big influence on the overall outcome but we think WODC should use all the money they collect for Transport Infrastructure to improve the A40 and the Toll Bridge rather than build Link Roads of dubious benefits and contributing serious harm. If they can't find enough money, at least the route of an improved road needs to be protected against unwanted development.

You can find our guide to commenting on WODC's plans here which gives more details of our concerns and suggests [ways for you to comment effectively here](#).

You have until December 23rd to make your voice heard by WODC.

We are interested to hear any other ideas you have and will include them onto the website so others can use them too. Please send your thoughts to richard.andrews@eynsham-pc.gov.uk or eynsham.futures@gmail.com If you have questions try this link first <http://bit.do/ENP-FAQ>.

We will have the maps on display again at the [Eynsham Asks Why](#) event on December 5th.

*you will still be able to walk the route although you will have to cross the Link Road twice and you will simple walk round and between houses or the hedges screening them so you may not want to bother!

Likely form of Tilgarsley

Footpaths may be paved to provide local walking and cycling routes through the village, integrating them into the green infrastructure which links village and countryside.

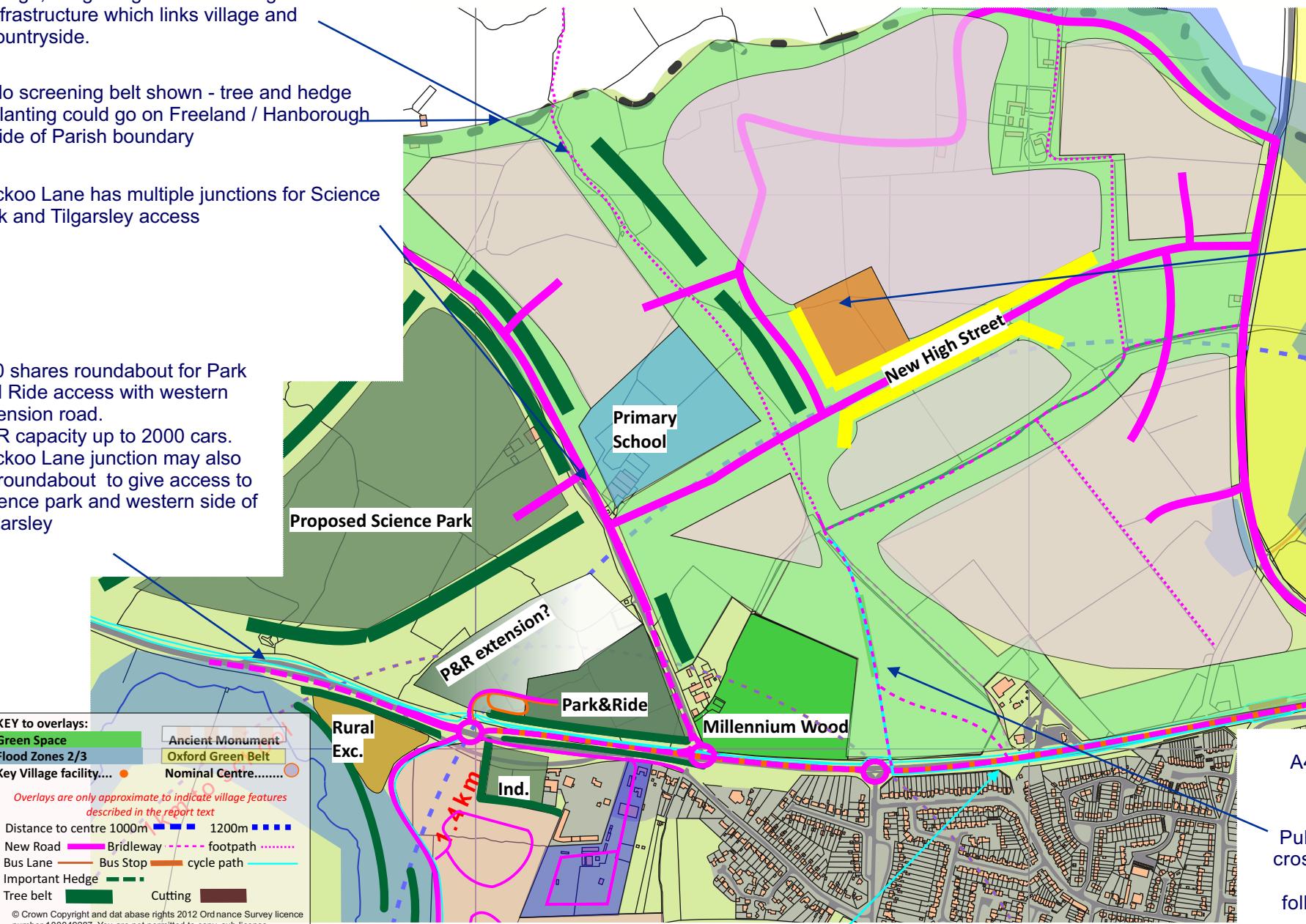
No screening belt shown - tree and hedge planting could go on Freeland / Hanborough side of Parish boundary

Cuckoo Lane has multiple junctions for Science park and Tilgarsley access

A40 shares roundabout for Park and Ride access with western extension road.

P&R capacity up to 2000 cars. Cuckoo Lane junction may also be roundabout to give access to Science park and western side of Tilgarsley

compatible with aims of the Eynsham Neighbourhood Plan but with minimal change to the A40. This is how Tilgarsley is likely to be built, even if land is set aside for future A40 improvements. It seems unlikely that development will be able to fund both A40 and new village facilities.



Drawing of village form is only indicative. EFSG apologises to anyone whose home or business has been drawn over - this is not a firm proposal!

High Street and 'civic buildings' should include shops, halls, health care and treatment centre, pubs, eating places, etc as appropriate for a local 'service centre', similar to Eynsham - replacing Long Hanborough in that role.

Alignment of Lower Road unchanged, perhaps widened for extra traffic

A40 continues east with east and west-bound bus lanes

Public paths (and cycle routes) cross the A40 at light-controlled crossings. Otherwise paths follow roughly the same routes through the green-spaces dividing up the village locations.

A40 unchanged except for eastbound bus lane

Suggested form of Tilgarsley

Footpaths may be paved to provide local walking and cycling routes through the village, integrating them into the green infrastructure which links village and countryside.

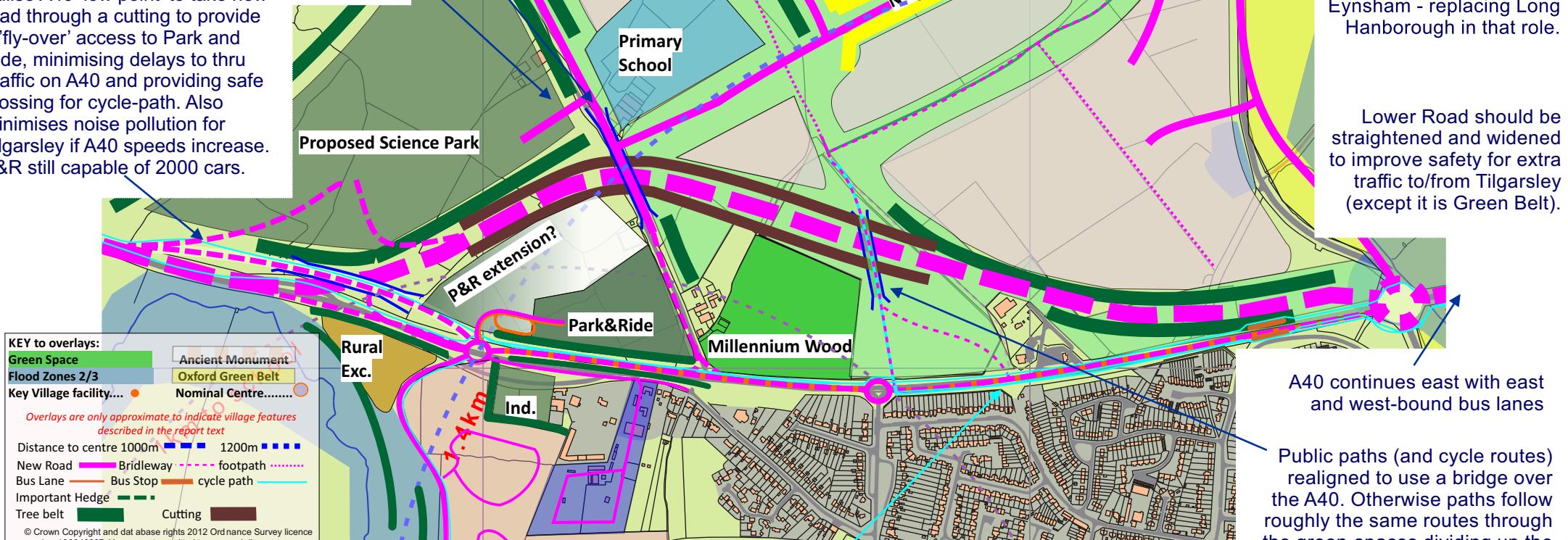
No screening belt shown - tree and hedge planting could go on Freeland / Hanborough side of Parish boundary

Cuckoo Lane crosses new A40 via a bridge over cutting to minimise delays to through traffic

Science Park accessed to/from westbound A40 via Cuckoo Lane past P&R. Roads shown dashed are ENP suggestions to minimise A40 delays, NOT OCC proposals.

Utilise A40 'low point' to take new road through a cutting to provide a 'fly-over' access to Park and Ride, minimising delays to thru traffic on A40 and providing safe crossing for cycle-path. Also minimises noise pollution for Tilgarsley if A40 speeds increase. P&R still capable of 2000 cars.

compatible with aims of the Eynsham Neighbourhood Plan but with a new route for the A40. Even if this route cannot be afforded immediately (though why not, with so much new building dependent on it, is a mystery) the land should be kept available for a future road improvement.



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High Street and 'civic buildings' should include shops, halls, health care and treatment centre, pubs, eating places, etc as appropriate for a local 'service centre', similar to Eynsham - replacing Long Hanborough in that role.

Lower Road should be straightened and widened to improve safety for extra traffic to/from Tilgarsley (except it is Green Belt).

A40 continues east with east and west-bound bus lanes

Public paths (and cycle routes) realigned to use a bridge over the A40. Otherwise paths follow roughly the same routes through the green-spaces dividing up the village locations.

Old A40 only has local traffic and buses; foot and cycle access via pedestrian crossings.

KEY to overlays:
 Green Space Ancient Monument
 Flood Zones 2/3 Oxford Green Belt
 Key Village facility... Nominal Centre.....
 Overlays are only approximate to indicate village features described in the report text
 Distance to centre 1000m 1200m
 New Road Bridleway footpath
 Bus Lane Bus Stop cycle path
 Important Hedge Tree belt
 Cutting

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