



# EYNESHAM PARISH COUNCIL

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## CONNECTING OXFORDSHIRE - IMPROVING TRANSPORT ALONG THE A40 CORRIDOR

### What best describes your opinion of the proposals?

	Like	Do Not Like	No view
A40 Eynsham Park & Ride proposal		✓	
Bus Lane proposal	✓		

### A40 Eynsham Park & Ride site

Eynsham Parish Council does not support the proposed park & ride at its current location. The 'Investing in the A40' consultation responses have been ignored. The proposed park & ride received little support, especially a site at Eynsham. Those who did favour a park & ride considered it should be further to the west, such as Witney, as a better location and this is supported by the Council. If a park & ride is intended to serve commuters to Oxford from Witney and Carterton it makes little sense to site it half-way along their journey. A site closer to where the commute starts would reduce traffic along the Witney to Eynsham A40 route as well.

The proposed Cuckoo Lane junction remains a poor, unsafe and inadequate design. Expecting vehicles to be able to safely turn right, to travel around the proposed roundabout into the park & ride is incredibly hazardous (even at current vehicle volumes).

### A40 Bus Lane

Whilst the details contained in 2.2 'Objectives of the A40 Corridor' are commendable, they are not reflected in the infrastructure designs and could mislead consultees. It states 'this project will... reduce Carbon emissions...' - given the predicted increases in traffic volumes on the A40 in the period to 2031, we would like OCC to substantiate this statement. Similarly, we dispute the statement made on the consultation website 'this plan will... enhance and preserve the environment.' Please provide details of how OCC will meet this aim.

The Council notes that Government requires the modelling to exclude the Garden Village and West Eynsham SDA as set out in WODC's Local Plan 2031, but in doing so, it will negatively impact the community of Eynsham for an extended number of years in the future. Implementing the proposed schemes by 2021 and then updating the infrastructure to reflect development to the west and potentially again thereafter to include the Garden Village construction is at best, a poor co-ordination of infrastructure needs and at worst, a sheer waste of public money.

The proposed Garden Village will include 2,200 homes (with further scope for expansion in the longer term) and a strategic urban extension to the west of 1,000 homes. The Garden Village will require access to the A40 via Cuckoo Lane and Lower Road and possibly direct access to the north side of the A40. Any urban extension to the west of Eynsham will require a new access road to the south of the A40. Aside from widening the approaches of the Eynsham roundabout, the design proposals (including the siting of the park & ride roundabout) make no allowance for the impact of the thousands of extra vehicle journeys a day this development will generate.

OCC predicts the speed of vehicles will essentially remain unchanged by the implementation of the bus lane and other alterations to the road layout. However, given the proposed quantity of horse and pedestrian crossings, pinch-points, a new roundabout and a reduction in the speed limit to 50mph, it remains a concern that traffic will not flow as predicted. Additionally, the 50mph limit is likely to be ignored and exceeded by drivers (if the flow allows). As the only areas where this seems necessary is when there is a shared bus route, the most effective method of speed reduction would be to adjust only bus speeds to 50mph on those stretches.

The retention of the no right turn junction at Witney Road will exacerbate the existing problem of requiring eastbound traffic to rat run through village streets to access the Eynsham roundabout. OCC's Cabinet Capital Governance Approval Document of 21 July 2015 (at p220) says 'Ongoing concern about the junctions onto A40 in the Eynsham area, particularly the traffic signals at Witney Road, indicated that there may be benefits for all traffic if these were re-designed.' This has been ignored.

If the purpose of the dedicated eastbound bus lane and signal controlled bus gates is to increase the flow of commuter buses, in-lane bus stops would be counter-productive, forcing all bus traffic to travel at the speed of the most crowded bus.

The Council is pleased to see retention of the southern cycleway, however funding should be increased to upgrade it and support its continued use in the future (as the preferred side of the A40 specifically for cycling). Similarly, the Council is pleased to see that crossings are available to support the PRoWs and land/river users along the route.

In addition to the proposed bus lane from the park & ride site, a bus lane should be created eastbound from Witney along the A40. Neither phase 1 or phase 2 of these proposals should negatively impact Eynsham's existing bus service provision or existing bus stops. This is particularly relevant to the bus stops opposite The Evenlode public house.

Strong consideration should be given to the installation of soundproofing equipment for residents whose properties back onto the A40.

## **Phase 2 – A40 Strategy Proposals**

A40 Dual Carriageway – It should be noted that the bottleneck will simply be relocated from the current location (at the end of the dual carriage) to the proposed new park & ride roundabout.

The Council considers 10,000 vehicle movements leaving the A40 at the Eynsham roundabout to be incorrect and urges OCC to revisit its data.

We look forward to receiving a copy of the Business Case when it is submitted to the Department for Transport, in due course.

Yours sincerely

Mrs Katherine Doughty  
Clerk to the Council