



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

*tel 01865 580502*

*Ms Lydia Herbert,  
LTS Team,  
County Hall  
Oxford OX1 1ND*

*7 - Jan - 2017*

Dear Ms Herbert,

Re: A40/Park&Ride Consultation. Response from Transition Eynsham Area (GreenTEA).

The members of Transition Eynsham Area (GreenTEA) thank you for the opportunity to comment on the plans for the A40/Park&Ride project. Our comments correspond to section 3 of the online response:

**A40 general** - The decision to adopt the A40 Park&Ride scheme to solve congestion on the A40 was made prior to the announcement of the Garden Village and other housing developments along the A40 corridor. We think that the figures on which the traffic models are based are out of date and need to be recalculated.

- The journey time benefits as displayed in the exhibition (4min in 2021 and 10min in 2031) seem minimal, therefore we think that the options for a light railway or tram service on the old rail track should be seriously reconsidered. This would create genuine extra capacity.

- The minimum provision should be a bus lane in both directions, a high quality cycle path and the proposed B4044 community path from Eynsham to Botley. <http://b4044path.org>

**Park&Ride** - With A40 flow figures of up to 12,000 east-bound cars per day (2014) the park will need to accommodate at least 1,500 cars if it is to make any difference to current daily figures, let alone to the huge increase due to thousands of new houses for Oxford commuters planned for the A40 catchment area.

- If the Park&Ride is situated west of Barnard Gate it may prevent the current build-up of morning commuter queues between Witney and Eynsham.

**Bus Lanes** - The congestion on the A40 has been recognised for years - as acknowledged by Cllr Hudspeth. The "solution" to the current problem is a bus lane going one way, but stopping short of the city! There are no proposals to meet the demands of ten years of construction, nor of an extra 12,750 households in the A40 catchment area (WODC). As we understand it the emphasis on growth for Oxfordshire is to a large extent driven by national priorities - in which case the road infrastructure should be funded by the government.

- We are in favour of support for buses rather than a dual carriageway. Supporting public transport should allow more people to travel without increasing journey time or pollution.

- How many people would use the bus if the eastbound bus lane only goes as far as Duke's Cut, and there is no westbound bus lane?

- We approve option 2 where the bus lane continues and new foot/cycle way bridges are constructed but we regret that the bus lane stops short of the Wolvercote roundabout.

**Cycle Lane** - We approve of a single cycle lane along the A40, PROVIDED that:

a) it is on the SOUTH side of the A40 so that Eynsham users do not have to cross the A40, and that homecoming cyclists have their backs to homecoming car headlights. Witney cyclists crossing at Eynsham rather than Wolvercote roundabout would be safer.

b) that the north cycle lane is replaced by the B4044 path project along the tollbridge road so that, according to the National Planning Policy Framework para.35, sustainable transport options are not actually cut: <http://b4044path.org>



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**Environment** - We approve reducing the speed limit which will increase safety and reduce energy use and pollution provided it is enforced.

- We welcome the avoidance of disruption to meadows, but moving traffic closer to the verge and reducing its width may cause further damage to wildlife in verges.

**Work/Business** - Your ambition "to improve journeys for people and businesses who rely on this route" would be well-served by an Eynsham western bypass road linking the A40 with the eastern bypass and with the Eynsham Industrial Area. This would also reduce traffic through the village and cope with building on the west of Eynsham.

- The proposed scheme does not meet the needs of the many people travelling to the hospitals, Brookes University and the Headington/Cowley business area. We recommend that the S7 Witney-to-Brookes bus service be extended, taking many cars off the A40.

Thank you for your kind attention.

Yours sincerely,

Rosalind Kent Hon.Sec. Transition Eynsham Area (TEA or GreenTEA)