Pell Frischmann

West Eynsham SDA

A40 Access Options Assessment

June 2025

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Prepared for

Oxfordshire County Council

County Hall
New Road
Oxford
OX1 1ND

West Oxfordshire District Council

Council Offices
Witney
OX28 6JH

Prepared by

Pell Frischmann

3rd Floor
Edmund House
12 22 Newhall Street
Birmingham
B3 3AS

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1 Introduction

1.1 Context

Oxfordshire County Council (OCC) and West Oxfordshire District Council (WODC) have appointed Pell Frischmann to undertake an option assessment reviewing, assessing and recommending a preferred access arrangement from the A40 to development at West Eynsham (and Salt Cross).

The West Eynsham Strategic Development Area (SDA) is a key growth site identified in the West Oxfordshire Local Plan, facilitating substantial residential development to the west of Eynsham and south of A40 during the plan period. It is expected to deliver approximately 1,000 new homes, provisions for a new primary school, a local centre for community and small-scale commercial use, and extensive green infrastructure, including a linear park along the Chil Brook.

A plan showing the West Eynsham SDA is provided in **Figure 1.1** below.

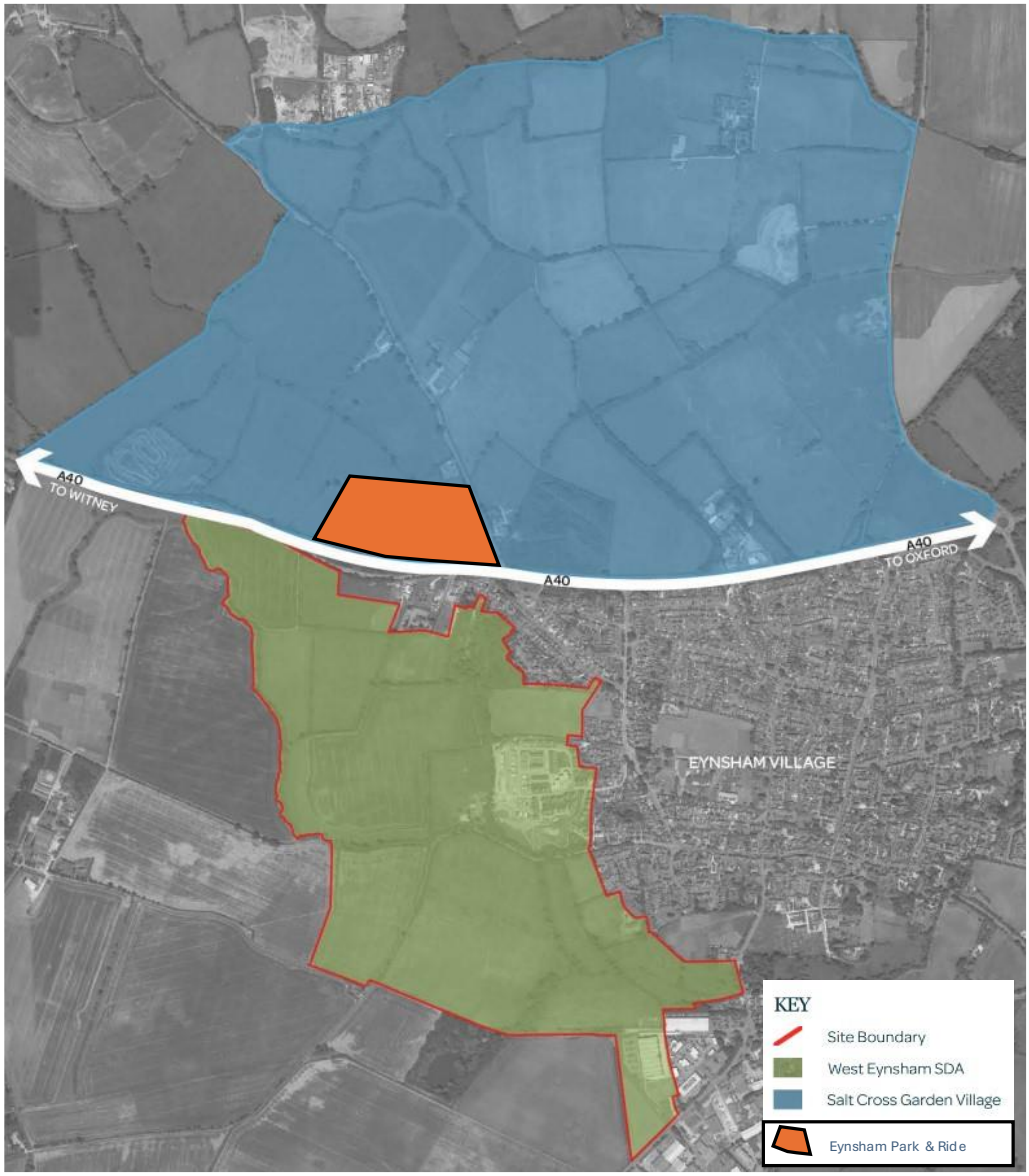


Figure 1.1: Land allocated to West Eynsham SDA and Salt Cross Garden Village[1]

[1] As shown in the West Eynsham Strategic Development Area Masterplan (Approved March 2022)

Figure 1.1 also shows the extents of the land allocated to Salt Cross Garden Village, which is a planned sustainable community located north of the A40 which aims to deliver circa 2,200 homes, schools, a science and technology park, and community facilities, all within a walkable, green environment. It should be noted that the Salt Cross Garden Village development contains the only employment land allocation within both the West Eynsham and Salt Cross sites. It is understood that this employment development is likely to be located to the south-west of the site, close to A40 and associated access junction[2].

Subsequently to the approval of the West Eynsham Strategic Development Area Masterplan, a park and ride site (Eynsham Park & Ride) has been built on the A40 eastbound. The site provides an 850-space park and ride which will connect to the planned A40 bus lanes offering improved journeys by bus for current trips and new development trips. **Figure 1.1** has been updated to show the location of Eynsham Park & Ride in comparison to West Eynsham SDA and Salt Cross Garden Village.

A Masterplan for the West Eynsham SDA was approved by West Oxfordshire District Council in March 2022. The Masterplan for the site is shown in **Figure 1.2**.

[2] Understanding based on the Salt Cross Area Action Plan – Illustrative Framework Plan and Masterplan

Figure 1.2: West Eynsham SDA Masterplan

A previous piece of work undertaken by White Young Green (WYG) in 2020[3] (to inform the West Eynsham SDA Masterplan) considered a number of A40 access options along with a range of internal access configurations at West Eynsham. This current assessment builds on the work undertaken in 2020 by assessing several A40 access options more recently put forward by the developer interests at West Eynsham. These access options have been developed in the context of the change in scope of the A40 Housing Infrastructure Fund 2 (HIF2) scheme which no longer proposes dualling of the A40 between the Park & Ride Site and Witney and now retains the westbound layby at Eynsham.

The outcome of this option assessment will be the identification of a recommended A40 access option to feed into the development of both the West Eynsham SDA and Salt Cross Garden Village sites.

[3] West Eynsham Strategic Development Area – Access Strategy

1.2 A40 Access Junction Options

The options assessed as part of the West Eynsham SDA A40 access options assessment are schematically shown in **Figure 1.3** and are summarised in the text below.

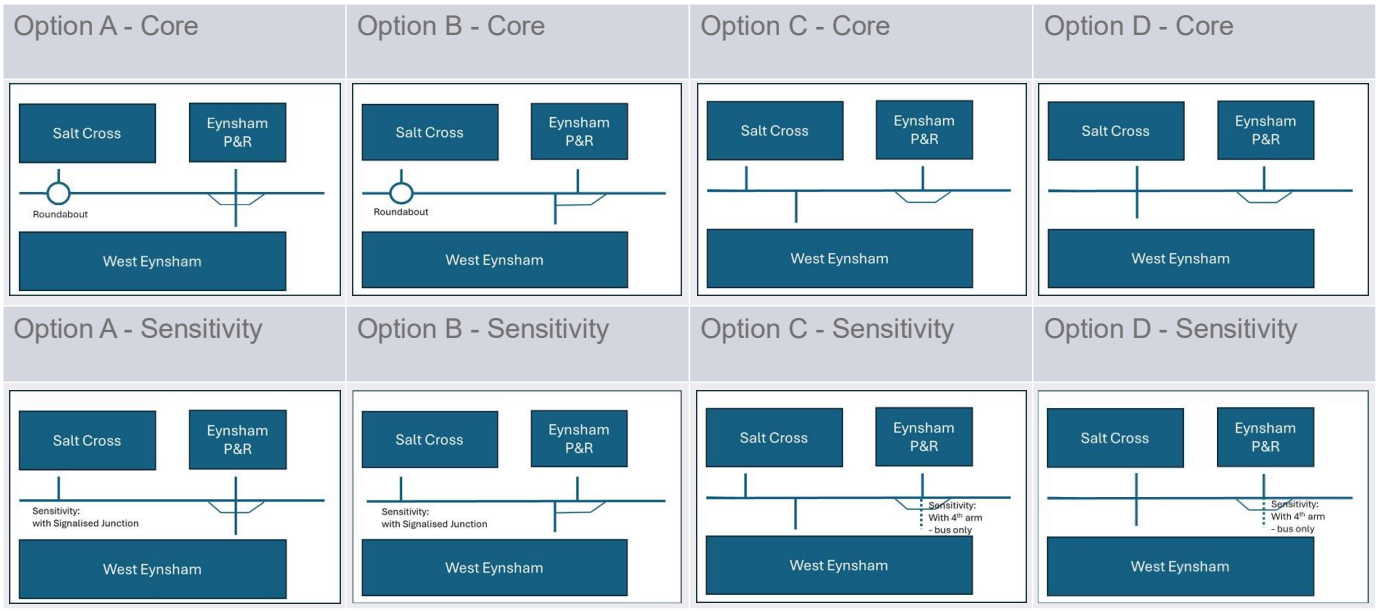


Figure 1.3: Access Arrangement Options

As shown in **Figure 1.3**, eight options have been assessed as part of the West Eynsham SDA A40 access options assessment (four 'Core' options with an additional variant ('Sensitivity') of each 'Core' option).

The core options for A and B propose a roundabout junction at Salt Cross with either a crossroads (Option A) or a staggered layout at the West Eynsham / Park & Ride. The sensitivity options for A and B maintain the same Park and Ride connections from West Eynsham but replace the roundabout with a signalised junction arrangement.

The core options for C and D locate the West Eynsham junction further to the west, given that the location of the Salt Cross Garden Village access is not yet finalised either. Option C proposed a staggered arrangement between the West Eynsham SDA and Salt Cross Garden Village junctions whilst Option D proposed a four-arm crossroads. In the core options, a three-arm signalised junction is proposed at the Eynsham Park & Ride site with the corresponding sensitivity options exploring the addition of a fourth, bus-only arm linking the Park and Ride site directly to West Eynsham.

Design drawings (provided by the various developer interests at West Eynsham SDA) showing the current designs of the A40 access arrangement options are included in the "West Eynsham and Salt Cross A40 Development Access - Options Appraisal Modelling Summary Technical Note" which is appended to this report as **Appendix A**. These drawings have informed the options assessment.

1.3 Report Structure

The subsequent sections of this report are structured as follows:

- Section 2: Methodology
- Section 3: Modelling
- Section 4: Options Assessment
- Section 5: Summary, Conclusions and Next Steps

2 Methodology

2.1 Introduction

This Section sets out the methodology used to assess the A40 access options.

2.2 Methodology Overview

The West Eynsham SDA A40 access options assessment has been undertaken using the following methodology:

- Undertake an update of the project objectives and the related assessment criteria from the West Eynsham SDA Access Strategy (2020) to align with the latest information available (including latest policy documents, current development site context, and updated HIF2 proposals etc…)
- Engage with OCC and WODC officers (as well as the developers of the options) to refine the updated objectives and contextualise the development further.
- Undertake traffic modelling of the options using individual local junction models (LinSig).
- Undertake an initial options assessment based on how closely the options align with the updated project objectives, incorporating results from the LinSig models.
- Using the findings of the initial options assessment, identify the higher scoring variant of each option (i.e. 'Core' or 'Sensitivity') to progress into a shortlist of options retaining the best performing variant of option A, B, C and D.
- Modelling the shortlisted access options within VISSIM.
- Refining the options assessment for the shortlisted options, taking the VISSIM results and stakeholder feedback into account.
- Identify a recommended preferred access option arrangement based on the finalised results of the options assessment.

2.3 Updated Assessment Objectives

The project objectives and the related assessment criteria from the West Eynsham SDA Access Strategy (2020) were reviewed against the following local policy documents and updated (where necessary) to ensure they aligned with the identified key drivers and themes:

- Local Transport and Connectivity Plan 2022 – 2050
- Oxfordshire Innovation Framework for Planning & Development
- A40 Route Strategy (2018)
- Freight and Logistics Strategy 2022 – 2050
- Bus Strategy
- Active Travel Strategy
- West Oxfordshire Local Plan 2031
- West Oxfordshire Local Plan 2041 'Your Place, Your Plan' Focussed Consultation: Ideas and Objectives Consultation Summary Report
- Eynsham Neighbourhood Plan
- Eynsham Neighbourhood Plan (Emerging Objectives from 2023 Consultation)
- West Eynsham SDA Masterplan Document
- Salt Cross Garden Village Area Action Plan
- Central Oxfordshire Travel Plan

A full breakdown of the updated policy aims that were reviewed and their correlation with the resulting updated project objectives, sub-objectives and assessment criteria for the West Eynsham SDA A40 access options assessment is provided in **Appendix B**.

Updates to the project objectives were also informed by liaison with OCC and WODC officers who provided latest information around the wider site context (such as details of the latest HIF2 proposals).

2.3.1 Developer Feedback on updated objectives

The updated project objectives, sub-objectives and associated assessment criteria (option assessment framework) were shared with the developers of the different A40 access options for comment via email on 19/02/2025. **Table 2.1** summarises the feedback received from the developers along with how the feedback was incorporated into the updated options assessment framework.

Table 2.1: Developer feedback on options assessment framework

Developer	Summary of Feedback	Response to Feedback
i-Transport (on behalf of Jansons Property)	Supportive of the approach and criteria proposed.	Noted
	Expressed belief that a single, independent assessment needs to be undertaken to avoid further delay to development.	Agreed
	Suggested that specialist flooding input is provided to feed into the options assessment due to National Planning Policy Framework (NPPF) requirements and to gain an early understanding of the costs associated with overcoming the flood risk issues.	It would not be reasonable or proportionate for this strategic/high-level assessment to undertake a more detailed flood risk assessment with specialist flooding input.
	Highlighted that there no binding agreements in place between the various parties and suggested that the assessment of the deliverability of options in this sense should thus not be considered as part of the assessment framework.	Commercial matters around binding agreements between the various parties cannot explicitly and objectively be considered in the assessment so will not be included in the options assessment framework.
	Clarified that Jansons' land remains available to provide access to the SDA and they remain keen to pick up discussions with the other landowners	Noted
Welbeck Land	Requested access to option design drawings.	Although not provided at the time, the junction option drawings are appended to this report within the modelling technical note in **Appendix A**. The developer stakeholders were advised at the time that they were freely able to share information and discuss options between themselves.
	Requested a formal response outlining why the West Eynsham SDA Access Strategy report (2020) did not adequately deliver on its objectives of identifying a preferred access arrangement so that any shortfalls identified can inform the robustness and reliability of the forthcoming study.	Context around the West Eynsham SDA Access Strategy report (2020) and why an updated is required has been provided in **Section 1.1** of this report. The previous option assessment work was undertaken a number of years ago and considered the relevant study context at that time including the site constraints and opportunities, land ownership, the emerging West Eynsham SDA masterplan and development proposals, Salt Cross Garden Village AAP and development proposals, and the HIF2 A40 scheme proposal (including layby changes). Since that work was completed there has been significant change to that context which has resulted in a number of junction options being put forward. As a result, OCC and WODC felt it was appropriate to update the option assessment.
	An additional assessment criteria should be included for Objective D1 which considers Land Availability and Fair Pricing – Confirmation that the land required for each proposed access point is genuinely available and can be secured at a reasonable and fair market price.	Until binding legal agreements are put in place there can be no certainty around this. Pell Frischmann and the Council do not have sight of commercial discussions regarding land acquisition (likely cost and timescales) in relation to land required to deliver any of the A40 junction options or other highway infrastructure. As a result, these commercial matters cannot explicitly and objectively be considered in the assessment.
	An additional assessment criteria should be included for Objective D1 which considers Phasing and Cost Sharing – A thorough review of the phasing strategy and cost-sharing mechanisms, including input from SDA stakeholders, to ensure an equitable and practical financial approach is considered.	Whilst this assessment will consider high-level phasing and cost sharing opportunities, it would not be reasonable or proportionate to undertake a thorough review. This is something that site promoters will need to consider collaboratively once this assessment has been completed.

	An additional assessment criteria should be included for Objective D1 which considers Deliverability (Risk Register) – We consider that a comprehensive and properly completed Risk Register covering all options would be required, ensuring a transparent and well-documented evaluation of risks and mitigation strategies.	Whilst this assessment will consider high-level deliverability risks it would not be reasonable or proportionate to develop a comprehensive risk register for all options.
	New flood maps (scheduled to be released in March 2020) should be considered as part of the assessment.	The latest flood mapping available on the UK Government's website has informed the options assessment.
	Expressed the importance of a coordinated approach to infrastructure funding and delivery and we would concur that this needs to apply to any options assessment.	Noted. Agreed that a coordinated approach to infrastructure funding and delivery is very important. The Council's hope is that this assessment work will help develop and foster a coordinated approach between the various landowners and developers.
Berkeley Group	A fourth assessment criteria should be included for Objective P1 to assess an option's impact on personal security and attractiveness of use.	Additional assessment criteria was incorporated into Objective P1 to assess the extent to which an option promotes personal security.
	A third assessment criteria should be added to Objective P2 to consider the extent to which the access options would secure the comprehensive delivery of the West Eynsham SDA.	Additional assessment criteria was incorporated into Objective P2 to assess the extent to which an option supports the comprehensive delivery of the West Eynsham SDA.
	An additional assessment criteria should be added to Objective D4 that considers the number of land ownerships required to comprehensively deliver the A40 access and the spine road to Stanton Harcourt Road, and associated delivery risks.	The wording of the fourth assessment criteria was updated to include reference to "the number of landownerships" required to deliver A40 access and SDA spine road.
	The policies of the West Oxfordshire Local Plan which have been identified should include the relevant requirements of the West Eynsham SDA site allocation Policy EW2.	The policy review was updated to include the relevant requirements of the West Eynsham SDA site allocation Policy EW2.
	Expressed desire to assess additional sensitivity options for options C and D which includes a roundabout at the West Eynsham and Salt Cross Garden Village access.	Having a four arm roundabout junction as the access arrangement for West Eynsham and Salt Cross Garden Village was considered in the previous option assessment undertaken in 2020 but was not identified as preferable primarily due to it being forecast to increase levels of delay on the A40. It is therefore not considered appropriate to reassess this option as part of the A40 access options assessment.

A summary of the updated objectives, and related supporting sub-objectives, (taking into account developer feedback) is provided below.

Objective 1: Manage impacts on the wider highway network.

This overarching objective is focused upon the need to maintain the efficient operation of the highway network adjacent to the West Eynsham SDA site, being mindful of the traffic sensitivity of the A40, and the impact of access options on laybys which currently serve an important role with regards to freight traffic. This objective also focuses on the potential impact that each option will have on the movement of traffic along the A40 during the construction period. This objective is supported by three sub-objectives:

- H1: Minimise adverse impacts on A40 journey times
- H2: Accommodate existing and forecast freight movements on the strategic road network
- H3: Minimise impacts on A40 during construction

Objective 2: Encourage and enable safe sustainable travel

This objective is based upon supporting policy goals related to sustainable trip making to, from, and within the SDA, with relevance to both its connectivity to the surrounding public transport networks as well as the permeability and safety for active travel road users accessing the site. This objective is supported by the following three sub-objectives:

- S1: Enable improved access to, and use of, public transport
- S2: Maximise permeability through the site for pedestrians and cyclists
- S3: Maintain and enhance safety for all users

Objective 3: Protect and enhance the local environment

This objective is based upon policy goals relating to both the overarching need to deliver development which protects the environment and to also account for the specific environmental and heritage assets relevant to the West Eynsham SDA. This objective is supported by the following sub-objectives:

- E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site

Objective 4: Support positive placemaking

This objective reflects the placemaking aims contained within local policy, with a focus on achieving a high quality, comprehensive and well-integrated access to the West Eynsham SDA. This objective is supported by the following two sub-objectives:

- P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s
- P2: Enable the delivery of comprehensive development

Objective 5: Deliverable and viable to support housing delivery

The final objective focuses on enabling housing delivery through effective access arrangements, supporting phased development, ensuring cost efficiency, and reducing risks related to A40 access and infrastructure delivery. This objective is supported by the following four sub-objectives:

- D1: Provides an access arrangement that unlocks housing
- D2: Provides flexibility for phased delivery
- D3: Cost effective solution
- D4: Minimises risk to delivery of A40 access and housing delivery

2.4 Measurement Criteria

For a comparative assessment of scheme options to be undertaken, a series of assessment criteria for each sub-objective were also identified.

The following figures summarise the main objective, sub-objectives and associated assessment criteria which have been used to assess the different West Eynsham SDA A40 access options.

Objective 1: Manage impacts on the wider highway network.

The assessment criteria related to the ability of A40 access options to support Objective 1 are based upon modelling of the highway network and junction operation, which considers planned growth and development. The impact upon current layby provision is also included, to help consider the function of the A40 and the potential implications relating to the scale of construction of access strategy options.

Objective	Sub-objective	Assessment Criteria
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.

Objective 2: Encourage and enable safe sustainable travel

The assessment criteria for the second project objective are based around the ability of the A40 access options to support and enable sustainable transport movements to and from the West Eynsham SDA. These criteria are based upon the ability of an option, or elements within an option, to make positive connections with surrounding sustainable transport infrastructure, including safe crossing facilities (both existing and planned).

Objective	Sub-objective	Assessment Criteria
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1.Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the P&R site.
		3. Link to Eynsham Park and Ride site.
		4. Links to existing and new bus stops on the A40.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.
		3. Modelled delay to pedestrians at A40 junction.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.

Objective 3: Protect and enhance the local environment

The criteria for the third objective are largely informed by the review of environmental constraints in the area surrounding the A40, considering both the relationship of the access option with the local areas of floodplain and the impact which each access option would have upon local biodiversity.

Objective	Sub-objective	Assessment Criteria
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.
		2. Preserve current biodiversity and promote its expansion.

Objective 4: Support positive placemaking

Assessment criteria for the fourth objective were selected based upon the ability of access options to support positive placemaking, with criteria covering the scale and appropriateness of the access option arrangement, the relationship with adjacent developments (such as Salt Cross Garden Village and Eynsham Park & Ride), and its implications on site accessibility for active mode users.

Objective	Sub-objective	Assessment Criteria
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.
		3. Provision of space for pedestrians and cyclists.
		4. Promotes personal security.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.
		2. Positive relationship with Park and Ride site.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.

Objective 5: Deliverable and viable to support housing delivery

Assessment criteria for the fifth objective focuses on how well access arrangements enable housing delivery by unlocking land, supporting phased development, offering cost efficiency, and minimising delivery risks. Considerations when scoring the access options against these assessment criteria included how the options can impact the timing and flexibility of infrastructure delivery, opportunities to reduce and share costs, and potential challenges such as land ownership, infrastructure constraints, and stakeholder concerns.

Objective	Sub-objective	Assessment Criteria
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.

3 Traffic & Transport Modelling

3.1 Introduction

This Section provides a high-level summary of the modelling undertaken to inform the West Eynsham SDA A40 access options assessment. A more detailed summary of the modelling undertaken is included in the "West Eynsham and Salt Cross A40 Development Access - Options Appraisal Modelling Summary" Technical Note appended to this report as **Appendix A**.

3.2 Approach

3.2.1 LinSig Modelling

All eight access options were modelled using the LinSig software with outputs from the LinSig modelling informing the scores for Objectives H1.1 and S1.1 in the initial scoring. These modelling results were used to determine a shortlist of options identifying either a core or sensitivity option to progress to the shortlist assessment.

3.2.2 VISSIM Modelling

The four shortlisted options were then modelled within the VISSIM microsimulation modelling software, which is able to analyse the impact that each option will likely have on the wider highway network (which the initial LinSig modelling was not able to do). Outputs from the VISSIM modelling were used to update the scoring for Objectives H1.1 and S1.1 in the scoring of the shortlisted options.

3.3 Summary of Findings

Results from both the LinSig and VISSIM modelling indicated that all options work within capacity (except in the 2041 PM peak scenario where the VISSIM model is forecasting some queuing back through these two junctions, impacting on their performance - this is arising from downstream delays in the model) with all options showing similar network performance overall.

Modelled bus journey times across all options are quite similar, although Option A Sensitivity and Option C Core generally result in slightly quicker bus journey times for buses particularly in the AM peak.

The results do show that general traffic journey times along the corridor are forecast to increase by 2041 as development is built out, particularly Eastbound (EB) in the PM Peak. This highlights the importance of the proposed A40 bus lanes between the Park and Ride Site and Wolvercote in ensuring fast and reliable bus journey times. It also highlights that EB buses risk being delayed as they approach the Park and Ride Site / Mobility Hub from the west. Therefore, there would be benefits in providing a bus lane on the A40 EB approach to the Salt Cross junction and onwards up to the Park and Ride access.

In summary, the modelling did not suggest that there were notable differences between any of the options assessed in terms of their impact to vehicular traffic.

4 Options Assessment

4.1 Introduction

This Section summarises the results of the West Eynsham SDA A40 access options assessment. Full details of the options assessment are provided in **Appendix C**.

4.2 Scoring Methodology

As per the West Eynsham SDA Access Strategy report (2020), each of the options assessed were scored against the updated project objectives' assessment criteria using a five-point Likert scale, ranging from +2 (indicating a major benefit) to -2 (indicating a major disadvantage) for each identified sub-objective. Scoring for all assessment criteria were weighted equally.

4.3 Longlist Options Scoring

Figure 4.1 illustrates the results of the initial assessment of the eight options highlighting the variants of options which scored the highest and were thus shortlisted to undergo further modelling using the VISSIM software.

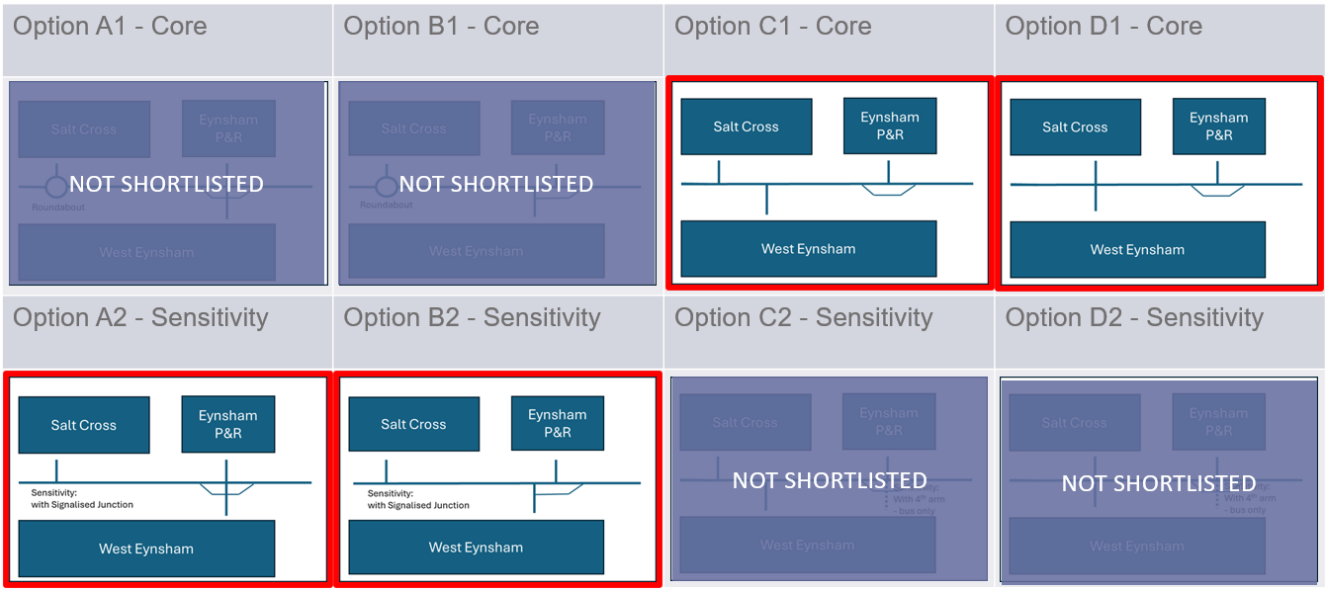


Figure 4.1: Initial options assessment summary

Figure 4.1 shows that options including the roundabout access at Salt Cross Garden Village scored lower than the sensitivity options, which propose a signalised T-junction access instead. This lower scoring is primarily due to the relative scale of delivering a roundabout (in terms of the associated construction, land take and impacts on the wider landscape), as well as the roundabout layout not providing the ability to proactively manage traffic on the A40 Corridor and not offering a consistency with the proposed West Eynsham junction layout (negatively impacting the sense of place between the two developments). In addition, the assessment of the roundabout options were based on the most recent designs included in the Salt Cross Garden Village planning application which made no provision for active travel crossings, negatively impacting its score for the "Encourage and enable safe, healthy and sustainable travel" and "Support positive healthy placemaking" objectives. However, it is acknowledged that it would be possible to incorporate active travel crossing facilities into a roundabout design which would better align to the assessment objectives.

Illustrative schematics showing the indicative locations of the shortlisted West Eynsham SDA A40 access options (including the infrastructure to be delivered as part of each option) are appended to this report as **Appendix D**. These were used to inform the shortlisted option scoring.

To provide further context, **Figure 4.2** illustrates the shortlisted options overlaid on the West Eynsham Masterplan and the main land ownerships.

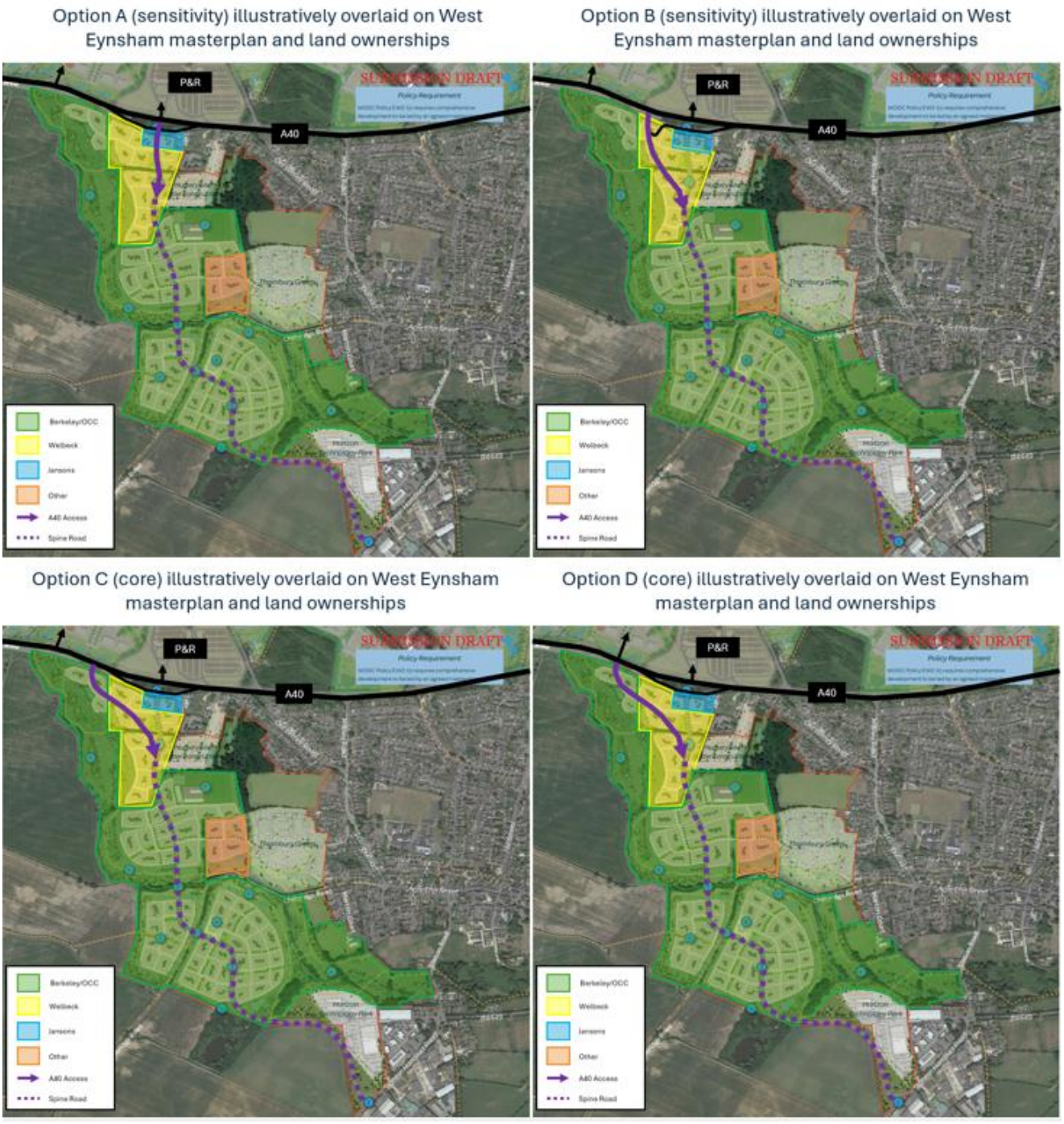


Figure 4.2: Options illustratively overlaid on West Eynsham masterplan and land ownerships

4.4 Shortlist Option Scoring Results Summary

The sections of text below summarise the scoring for the shortlisted access options assessed against the different assessment objectives. The full appraisal and associated scoring notes for all options are provided in **Appendix C**.

4.4.1 Objective 1

The summary appraisal for *Objective 1: Manage impacts on the wider highway network*, is provided in **Table 4.1** below.

Table 4.1 - Appraisal Summary: Objective 1

Objective	Sub-objective	Assessment Critieria	Option A - Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B - Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	2	2	1	1
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	0	0	0	2
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	1	0	0
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	0	0	1	2

The appraisal of options against the first objective was informed by the findings of the VISSIM modelling work summarised in **Section 3** of this report. When considering Sub-objective H1: *Minimise adverse impacts on A40 journey times*, the modelling forecasts slightly less delay on the A40 at the P&R and Salt Cross junctions in the A and B Sensitivity options than in the C and D Core options, although overall network capacity is very similar across all shortlisted options.

When considering criteria H2.1: *Need to relocate lorry parking/layby areas*, all shortlisted options apart from Option D - Core, require either the relocation of, or amendments to the existing laybys. Although it is noted that in relation to the Westbound Layby both Option A - Sensitivity and Option B Sensitivity would allow for some element of the existing facility to be retained.

When being assessed against criteria H2.2: *Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys*, it was found that there is the potential for vehicles to use the laybys to rat-run either to and from West Eynsham or past the Park & Ride junction in all shortlisted options. Option B – Sensitivity scored the highest as it was considered that the ability for vehicles to exit the westbound layby via the West Eynsham A40 access junction provided a more controlled arrangement than in the other options.

When considering sub-objective *H3: Minimise impacts on A40 during construction*, Option A and B Sensitivity options scored the lowest out of the shortlisted options due to the larger scale of construction required for this option, which entails making amendments to both of the existing laybys. Option C – Core scored slightly higher due to the eastbound layby only requiring amendments in this option, whilst Option D – Core scored the highest as it requires the smallest extents of highway works (with both laybys being retained).

4.4.2 Objective 2

The summary appraisal for *Objective 2: Encourage and enable safe, healthy and sustainable travel*, is provided in **Table 4.2** below.

Table 4.2 - Appraisal Summary: Objective 2

Objective	Sub-objective	Assessment Critieria	Option A – Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B – Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C – Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D – Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1.Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	1	2	1
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	0	1	1	1
		3. Link to Eynsham Park and Ride site.	2	1	1	1
		4. Links to existing and new bus stops on the A40.	1	1	1	1
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	0	1	2	2
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	0	1	1	2
		3. Modelled delay to pedestrians at A40 junction.	0	0	1	2
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	1	2	2	2

Appraisal against this second objective, which concentrates on safe and sustainable access, was primarily based upon a qualitative assessment of each option, considering the proximity of each option to existing and planned sustainable transport facilities, including potential crossing locations on the A40.

Table 4.2 shows that the shortlisted options score similarly for sub-objective S1: *Enable improved access to, and increased use of, public transport* with some variation of scores across the different assessment criteria. For instance, when considering assessment criteria S1.1: *Facilitates fast and reliable bus services*, *indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times,* VISSIM modelling indicates that bus journey times across all shortlisted options are quite similar but Option A - Sensitivity and Option C - Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham) than Option B - Sensitivity and Option D - Core.

All shortlisted options apart from Option A - Sensitivity score the same (+1) when addressing assessment criteria S1.2: *Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site*. This is because having a fourth arm at the Park and Ride junction will allow less time in the signal stages for bus movements to access and egress the Park and Ride site, which is critical at the Park and Ride junction as there is likely to be high levels of bus movements accessing and egressing the site.

Option A - Sensitivity scores highest in terms of assessment criteria S1.3: *Link to Eynsham Park and Ride site*, as it is the only shortlisted option that provides direct connections between the Park and Ride Site and West Eynsham for public transport services. All the other shortlisted options provide a staggered connection.

Assessing the options against sub-objective S2: *Maximise permeability through the site for pedestrians and cyclists,* Option D – Core scored the highest on the various assessment criteria primarily due to the active mode connections that this option provides between West Eynsham and Salt Cross Garden Village. Option A – Sensitivity scored the lowest due to having longer, staggered active mode connections between West Eynsham and Salt Cross Garden Village as well as requiring active mode users of the Spine Road to cross the westbound layby, which all negatively impact the active mode user experience of the option (although it is noted that all options will still require westbound active travel between Elm Place and P&R junction to cross the westbound layby-entry junction).

The appraisal of sub-objective S3: *Maintain and enhance safety for all highway users*, was broadly consistent and positive across the shortlisted options. Option A – Sensitivity, scores lower as provides two north-south crossings at the A40 junctions which is less than the other shortlisted options which provide three.

4.4.3 Objective 3

The summary appraisal for *Objective 3: Protect and enhance the local environment*, is provided in **Table 4.3** below.

Table 4.3 - Appraisal Summary: Objective 3

Objective	Sub-objective	Assessment Critieria	Option A - Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B - Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	2	2	1	0
		2. Preserve current biodiversity and promote its expansion.	-1	0	1	2

The appraisal of options against the third overarching objective, which assessed the potential impact that the options could have on the wider environment, was a qualitative assessment based on the latest information available.

When scoring assessment criteria E1.1: *Impact on Floodplain*, Options A and B Sensitivity score the highest out of the shortlisted options because the West Eynsham access (and thus Spine Road) is located further away from the modelled flood zone, whereas Option D – Core scores the lowest out of the shortlisted options, as the West Eynsham access is located further to the west, closer to the modelled flood zone.

The appraisal of options against assessment criteria: E1.2: *Preserve current biodiversity and promote its expansion* were based on a qualitative assessment of the scale of construction and land take for each option (taking into account an option's impact to the existing laybys). It was determined that Option A – Sensitivity would likely have the greatest impact to biodiversity due to the scale of land take required to accommodate the option as well as the requirement to amend both laybys (which will likely require the loss of trees screening the existing laybys) whereas Option D – Core would have the least impact due to the requirement for less land take and the fact that there will be no loss of trees/vegetation around the westbound layby in this option.

4.4.4 Objective 4

The summary appraisal for *Objective 4: Support positive healthy placemaking*, is provided in **Table 4.4** below.

Table 4.4 - Appraisal Summary: Objective 4

Objective	Sub-objective	Assessment Critieria	Option A - Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B - Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	1	1	1	2
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	1	2	1
		3. Provision of space for pedestrians and cyclists.	2	2	2	2
		4. Promotes personal security.	-1	-1	-1	1
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	0	1	1	2
		2. Positive relationship with Park and Ride site.	1	1	1	1
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	0	0	1	2

The appraisal of options against the fourth overarching objective focuses on the place-making role of the access option and is based upon qualitative assessments. These accounted for the relationship of the site with surrounding areas of development and its ability to support the comprehensive delivery of the West Eynsham SDA, as well as its role in creating an attractive and proportionate gateway into the Eynsham area and wider Eynsham strategic development sites.

Appraisal of the shortlisted options against sub-objective P1: *Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s* found that Option D – Core scored the highest primarily due to it providing a singular gateway junction access for both the Salt Cross and West Eynsham development sites promoting personal security through encouraging increased street-level usage and natural surveillance. Option B - Sensitivity and Option C - Core score lower primarily due to these options providing separate (more disjointed) accesses to the West Eynsham and Salt Cross development areas and the Park & Ride site leading to more spread-out street level usage which limits natural surveillance, negatively impacting personal security. Option A – Sensitivity scores lower due to the ability for active mode and vehicle users to access West Eynsham through the layby, which undermines the attractiveness of the signalised crossroads junction proposed at West Eynsham as a gateway into the development and has a negative impact on feelings of personal security.

Appraisal of the shortlisted options against sub-objective P2: *Enable delivery of comprehensive development* found that, Option D – Core scored highest primarily due to providing better connections between West Eynsham and Salt Cross Garden Village then the other shortlisted options. It was judged that the larger scale of works associated with delivering the Option A and B Sensitivity options and the lower opportunity to share the cost of delivering the junction with the Salt Cross developers, will likely result in a higher delivery cost which

may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc…).

4.4.5 Objective 5

The summary appraisal for *Objective 5: Deliverable and viable to support housing delivery*, is provided in **Table 4.5** below.

Table 4.5- Appraisal Summary: Objective 5

Objective	Sub-objective	Assessment Critieria	Option A - Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B - Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	0	0	0
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	2	2	2	1
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	0	0	1	2
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-2	0	-1	-1

The appraisal of options against the objective of being deliverable and viable to support housing delivery considered the extent to which access arrangements could unlock development land, support phased and timely delivery of developments and minimise costs. Key risks were reviewed, including land ownership complexity, flood risk, and stakeholder concerns, to determine how these might impact the overall deliverability and viability of the West Eynsham SDA.

All options were awarded a score of 0 regarding sub-objective D1: *Provides an access arrangement that unlocks housing*, as all options were judged to have the ability to unlock the full housing allocations at both West Eynsham and Salt Cross (subject to the risks associated with that option being addressed and/or mitigated, appropriate collaboration between the developers and commercial matters being agreed / affordable).

In terms of the scoring for sub-objective D2: *Provides flexibility for phased delivery*, all junction options could potentially be delivered in a phased manner to support delivery at both West Eynsham and Salt Cross (and to support an early phase of development at the northern end of the West Eynsham SDA). Again, this would be subject to the risks associated with each option being addressed and/or mitigated, appropriate collaboration between the developers and commercial matters being agreed / affordable. Option D - Core was judged to score slightly lower than the other shortlisted options as delivering a single signalised crossroads junction

serving both West Eynsham and Salt Cross offers slightly less flexibility for phased junction delivery than a staggered junction layout, although it is noted that phasing is still possible (see **Appendix G** for design drawings which show how the delivery of the junction could be phased).

When considering Sub-objective D3: *Cost effective solution*, Option D – Core was assessed to score the highest out of the shortlisted options due to the likely lower cost associated with not impacting the existing laybys and the fact that there is a strong opportunity to share the cost of the access junction with the Salt Cross developer as both developments share the same junction in this option. Option A and B Sensitivity options scored the lowest out of the shortlisted options due to the likely higher delivery costs (due to layby amendments) and the limited opportunity to cost share with Salt Cross development due to the disparate nature of the West Eynsham and Salt Cross junctions providing access to the developments.

The scoring of the final sub-objective assessed in the appraisal process (sub-objective D4: *Minimises risk to delivery of A40 access and housing*), shows that there are risks associated with delivering all the shortlisted options. Option A – Sensitivity scored the lowest out of the shortlisted scheme options due to deliverability risks around the option requiring the West Eynsham Spine Road to route through land with at least three different land owners/interested parties (which is more than the other shortlisted options) and stakeholder concerns around the option's impact to the layby. Option B - Sensitivity potentially has the lowest risk associated with delivery of a first phase of development to the north of West Eynsham SDA. As indicated in **Figure 4.2** it could be delivered within a single land ownership to unlock early housing delivery, although there may be stakeholder concerns around the option's impact to the westbound layby and it is noted that delivery of the full spine road and further phases of housing as envisaged in the masterplan would still require collaboration between developers in this option.

Option C - Core and Option D - Core both have delivery risk associated with routing through land with two different land owners/interest parties, potentially impacting on early housing delivery at the north of the West Eynsham SDA if the parties cannot collaborate. These options are located in close proximity to the modelled flood zone area which may raise concerns with the Environment Agency. There may also be some concerns around the proximity of HGVs egressing the westbound layby in close proximity to the access junction and risks associated with vehicles turning right out of the layby.

4.4.6 Summary

Following the appraisal of the shortlisted options against the agreed project objectives and sub-objectives, a total score was assigned to each access option. Although it is noted that there are opportunities to modify the design of each option to improve their performance against the assessment objectives, it should be recognised that the options assessment is based on the design proposals put forward by each of the developers at the time of writing.

The overall scores per option are shown in **Table 4.6** below.

Table 4.6: Access Option Appraisal Summary

Objective	Option A - Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B - Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Manage impacts on the wider highway network	2	3	2	5
Encourage and enable safe, healthy and sustainable travel	6	8	11	12
Protect and enhance the local environment	1	2	2	2
Support positive healthy placemaking	4	5	7	11
Deliverable and viable to support housing delivery	0	2	2	2
Total	**13**	**20**	**24**	**32**

Table 4.6 shows that access options located further to the west on average score higher than those located to the east with Options C and D scoring notably better in terms of sustainable travel and placemaking. Option D – Core was assessed to score the highest.

4.5 Stakeholder Feedback on Options Assessment

A summary of the methodology undertaken to assess the different A40 access options and the results of the option assessment was presented to the following stakeholders via Microsoft Teams meetings on 21/05/25 and 22/05/25 with the aim of capturing feedback on the assessment methodology and results:

- West Oxfordshire District Councillors;
- Eynsham Parish Council; and
- Landowners / Developers who attend the monthly Eynsham Developer Forums.

A copy of the slides presented at the stakeholder meetings is appended to this report as **Appendix E**.

The text below summarises the main points of interest raised during the stakeholder meetings.

4.5.1 West Oxfordshire District Councillors

The main feedback provided by the WODC Councillors related to some concerns around the proximity of vehicles egressing the westbound layby to the West Eynsham access junction and their ability to turn right out of the layby in Option C and D Core and queried whether these options could incorporate the westbound layby connecting to the Spine Road, as per in Option B.

4.5.2 Eynsham Parish Council

Feedback from the Eynsham Parish Council Councillors is summarised as follows:

- Parish Councillors expressed their concerns around access options that could facilitate further development to the west of West Eynsham SDA. This is primarily because they regard Chil Brook as a natural boundary to Eynsham and are concerned that if the access junction was located to the west, developers may be more likely to explore the opportunity for further westward expansion.
- Similarly to the WODC Councillors, Parish Councillors expressed some concerns around the proximity of vehicles egressing the westbound layby to the West Eynsham access junction and their ability to turn right out of the layby in Option C and D Core. They also expressed concerns about the risk of rat

running through the westbound layby in all options to avoid any queuing at the Park and Ride junction and / or to access the West Eynsham SDA spine road.

- They did not oppose relocating and/or altering existing layby arrangements noting the importance of enabling the development of West Eynsham SDA and Salt Cross Garden Village to deliver approximately 3,000 homes.
- Parish Councillors expressed their desire for the Spine Road (and associated A40 access junction) to be built early on in the development of the West Eynsham SDA so that traffic for the SDA does not route through Eynsham Village.
- Parish Councillors expressed the importance for the different landowners involved in the developments to cooperate with one another to ensure the comprehensive delivery of the development. They expressed a desire that the option assessment and ongoing work with the developers should be focussed on delivery of a high quality solution for all users and the local community, rather than being constrained by current land ownership arrangements. They felt that as much as possible there should be a focus on delivering the vision as set out in the West Eynsham SDA masterplan.

4.5.3 Eynsham Developer Forum

Feedback from the Eynsham Developer Forum is summarised as follows:

- Developers were generally in agreement that regardless of the eventual preferred option, a coordinated approach to infrastructure funding and delivery is required, accounting for the various landowners and developers with an interest in the SDA and the varying timescales for delivery between different development parcels. In particular, they agreed that infrastructure burdens associated with the delivery of the sites would need to be fairly and proportionally shared between different development parcels (without ransom). Discussions around drafting and agreeing a Heads of terms (HoTs) between the different developers was initiated.
- Queries were raised regarding the level of engagement that has been undertaken with the Environment Agency (EA), particularly around the proximity of Options C and D Core to the modelled flood zone area. The developer of Options C and D Core confirmed that engagement with the EA had been undertaken during the development of these options and developers agreed that further engagement is required closer to the time of determining a preferred option.
- Queries were raised around the likelihood of cost sharing opportunities between West Eynsham and Salt Cross Garden Village as West Eynsham is likely to be delivered well in advance of Salt Cross Garden Village.
- The developer of Option D – Core confirmed that the construction of this option could be phased to support delivery and would provide design drawings demonstrating this potential.

Subsequent to the Eynsham Developer Forum, further feedback around additional considerations for the options assessment was provided by Welbeck Land via email which are summarised as follows:

- Suggested that access designs need to be extended to show at least the first c100m of the Spine Road to better understand which landholdings may be required to deliver an initial phase of development.
- Queries around whether the council is going to cost up each of the design options and, if so, a suggestion that it should be done independently.
- Queries around Berkeley's Flood Map Challenge.

4.5.4 Subsequent Feedback

Following the engagement sessions held with the stakeholders (as summarised above), a draft of the West Eynsham SDA A40 Access Options Assessment (Version 2.0) was shared with the various stakeholders for comment. Version 3.0 of the West Eynsham SDA A40 Access Options Assessment has been updated to incorporate the feedback received with **Appendix F** providing further details around how the feedback has been addressed.

5 Summary, Conclusion and Next Steps

This West Eynsham SDA A40 Access Options Assessment report sets out the approach undertaken to assess the different access arrangements from the A40 to development at West Eynsham (and Salt Cross) put forward by the developers in the context of the change in scope of the A40 Housing Infrastructure Fund 2 (HIF2) scheme. Whilst the assessment is considered comprehensive and proportionate to the stage of development, it should be noted that the assessment was a strategic option assessment based on the information available (and made available) at the time. As such, although aspects such as land ownership, cost, deliverability, and viability were reviewed at a high level, it was not possible to explore some of the related commercial matters in detail.

The assessment found that access Options C - Core and Option D - Core scored better overall, particularly in terms of sustainable and active travel and placemaking. Option D - Core was identified as the highest scoring option, having additional placemaking benefits arising from providing a more compact access arrangement that would act as a single gateway serving both West Eynsham and Salt Cross. This arrangement could also provide opportunities to cost share. It is therefore recommended that Option D – Core is progressed as the preferred access arrangement from the A40 to development at West Eynsham (and Salt Cross).

There are delivery risks associated with each of the access options which in turn present a risk to housing delivery at West Eynsham SDA. Option B - Sensitivity potentially has the lowest risk associated with accelerating delivery of a first phase of development to the north of West Eynsham SDA. However, there are clearly opportunities to mitigate the delivery risks associated with all the options, particularly through positive collaboration between the site promoters.

The findings from the Option Assessment process outlined throughout this report should be used to guide the ongoing progression of the West Eynsham SDA and Salt Cross Garden Village developments and their A40 access arrangements. This will need to be informed by evolving discussions between the Councils, stakeholders and developers regarding potential further design improvements and ways to mitigate risks to delivery. The objectives and selected criteria should be used by the developers to collaborate towards the most cost effective, lowest risk and best placemaking solution.

West Eynsham and Salt Cross A40 Development Access Options Appraisal Modelling Summary

Technical Note

Pell Frischmann

A40 Corridor

Modelling Technical Note

Draft-01

A

30th May 2025

Introduction

Oxfordshire County Council (OCC) and West Oxfordshire District Council (WODC) appointed Pell Frischmann to undertake an option assessment reviewing, assessing and recommending a preferred access arrangement from the A40 to development at West Eynsham (and Salt Cross). A previous piece of work undertaken by WYG in 2020 considered A40 access options along with a range of internal access configurations at West Eynsham. This current assessment builds on the work undertaken in 2020 - assessing several A40 access options more recently put forward by the developer interests at West Eynsham.

These latest options have all been developed in the context of the change in scope of the HIF2 scheme e.g. removal of the proposed dualling of the A40 between the Park & Ride Site and Witney and retention of the WB layby at Eynsham.

Part of the scoring assessment of the Options includes the performance for general traffic, buses and sustainable modes. Therefore, the Options have been assessed using LinSig initially to sift the Options to four to take forward for more detailed wider assessment within the A40 Corridor VISSIM model.

Report Ref.	**West Eynsham Modelling Summary Technical Note.Docx**
File Path	P:\Data\105218 - A40 Further Modelling\4 Int Data\4.7 West Eynsham\WIP\Documents\Reports\West Eynsham Modelling Summary Technical Note.docx

Rev	Suit	Description	Date	Originator	Checker	Approver
1		Initial Draft	30-May-2025	MH	HQ	MH
2		Updated following comments	10-Jun-2025	MH	HQ	MH

Ref. reference. Rev revision. Suit suitability.

Options Assessed

Four options with sensitivity tests were initially assessed in the junction capacity software, LinSig. The options are shown in Figure 1 and are described below. The drawings for each Option are also provided in Appendix A which were provided by the Developers for each relevant Option. Note that two lanes in each direction are provided between Salt Cross and the P&R in all Options.

Option A

Retains the same layout as the core HIF2 scheme, i.e. a roundabout at Salt Cross and signalised cross-roads at the P&R junction. The sensitivity test removes the roundabout at Salt Cross to be replaced with a signalised T-junction.

Option B

Is the same as Option A at Salt Cross but introduces a staggered layout at the P&R junction with the southern developer arm to West Eynsham offset to the west of the P&R junction. The sensitivity test is consistent with Option A in that it removes the roundabout at Salt Cross to be replaced with a signalised T-junction.

Option C

The Salt Cross junction is a staggered signalised arrangement with the southern developer arm to West Eynsham offset to the east. The P&R junction is reverted to a signalised T-junction. The sensitivity test restores the southern arm at the P&R junction as a bus only link.

Option D

Is similar to Option C but the Salt Cross junction is a signalised cross-roads. The sensitivity test also restores the southern arm at the P&R junction as a bus only link.

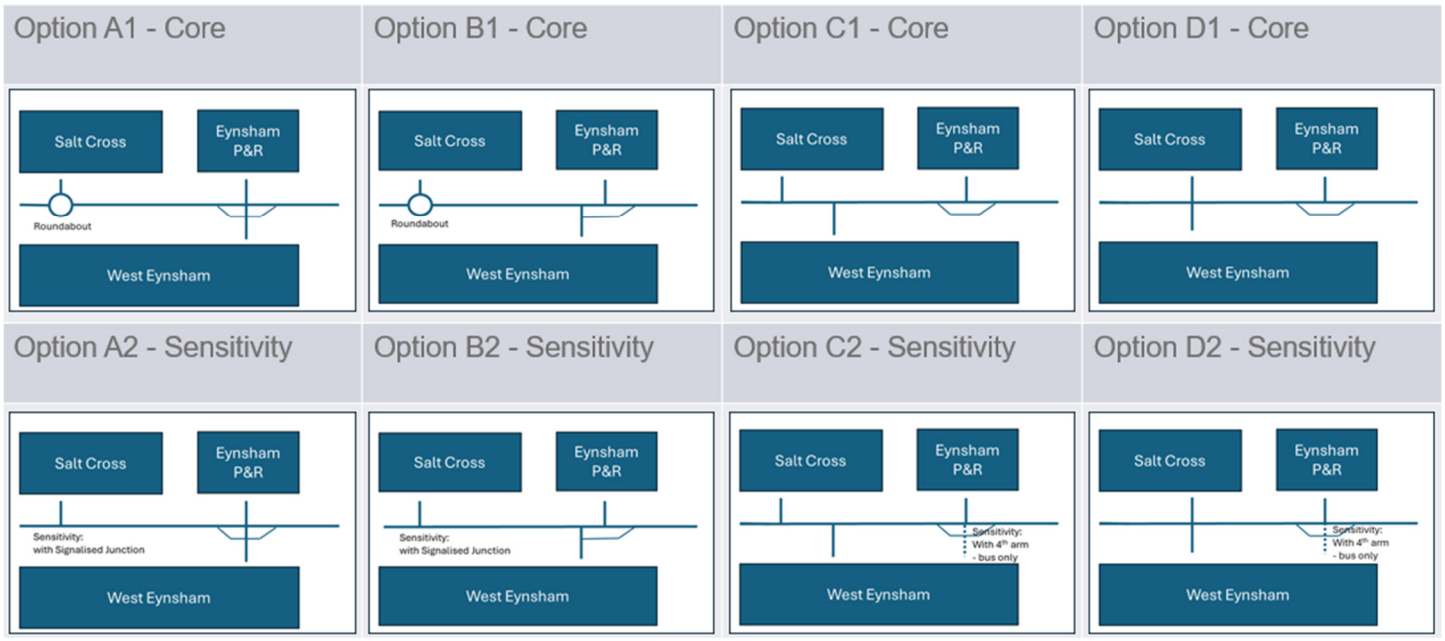


Figure 1 – Options Assessed – Indicative Layouts

LinSig Model Assessment

The Options were initially assessed using LinSig. LinSig calculates the capacity of junctions under different signalised and non-signalised layouts. The Options have been coded into LinSig based initially on models provided to OCC by the developers. These models have been adjusted for consistency and coded with the appropriate changes for each option. The model results were then used to determine which four Options to carry through to more detailed wider assessment in VISSIM.

The traffic flows used in the models are based on the latest A40 VISSIM model flows for 2028 and 2041 being used to assess the revised HIF2 scheme ('Core Do Something Scenario'). These flows include forecast development demand in 2028 and 2041 at West Eynsham SDA and Salt Cross Garden Village. The 'Core Do Something Scenario' is the same as Option A and assumes a 3 arm- roundabout serving Salt Cross and a 4-arm junction serving the Eynsham Park and Ride and West Eynsham SDA. The vehicle flows were converted to Passenger Car Units (PCUs) as required in LinSig. The flows are consistent throughout all Options with the only differences between reassignment of flows to cater for the position of the southern developer access to West Eynsham.

Note that Options C and D consisted of two versions, low and high capacity versions. Initial testing showed that the low capacity did not operate satisfactorily, so the high version with two lanes has been retained for all assessment.

2028 Results

The results of the 2028 AM and PM peaks in terms of the Practical Reserve Capacity (PRC) and total delay in PCU/hours for each junction and overall, are shown in Tables 1 and 2 below for the AM and PM peaks respectively.

Table 1 – LinSig Results Summary - 2028 AM Peak

Location/ Controller	Measure	2028 AM						
		Opt A	Opt B	Opt B Sens	Opt C	Opt C Sens	Opt D	Opt D Sens
P&R	PRC %	40%	40%	40%	40%	41%	31%	40%
Main	Delay pcu/hrs	13.29	8.21	8.21	9.71	7.82	9.7	12.67
P&R	PRC %	39%	37%	37%	37%	39%	37%	39%
Bus-Gate	Delay pcu/hrs	2.9	2.79	2.79	2.79	2.9	2.79	2.9
Salt Cross	PRC %	-	96%	96%	41%	41%	43%	43%
Controller 2	Delay pcu/hrs	-	6.27	6.27	8.02	7.82	15.45	15.29
Salt Cross	PRC %	-	-	81%	-	-	-	-
Controller 3	Delay pcu/hrs	-	-	8.95	-	-	-	-
Overall	**PRC %**	**39%**	**37%**	**37%**	**37%**	**39%**	**31%**	**39%**
	Delay pcu/hrs	**21.26**	**22.11**	**28.48**	**21.51**	**24.51**	**29.54**	**32.59**

Table 2 – LinSig Results Summary - 2028 PM Peak

Location/ Controller	Measure	2028 PM						
		Opt A	Opt B	Opt B Sens	Opt C	Opt C Sens	Opt D	Opt D Sens
P&R	PRC %	50%	44%	44%	44%	50%	44%	50%
Main	Delay pcu/hrs	23.64	13.18	13.18	14.31	23.25	13.12	23.26
P&R	PRC %	46%	42%	42%	42%	46%	42%	46%
Bus-Gate	Delay pcu/hrs	2.56	2.53	2.53	2.53	2.56	2.53	2.56
Salt Cross	PRC %	-	123%	125%	55%	55%	48%	49%
Controller 2	Delay pcu/hrs	-	5.28	5.28	7.70	7.54	13.65	13.54
Salt Cross	PRC %	-	-	55%	-	-	-	-
Controller 3	Delay pcu/hrs	-	-	10.38	-	-	-	-
Overall	**PRC %**	**46%**	**42%**	**42%**	**42%**	**46%**	**42%**	**46%**
	Delay pcu/hrs	**32.05**	**26.04**	**33.98**	**25.85**	**35.05**	**31.31**	**41.79**

The results of the 2028 models show that:

- All Options work within capacity with positive PRC;
- Option B sensitivity test has more delay than the core scenario, due to the signalisation of Salt Cross; and,
- Options C and D sensitivity tests have a higher PRC but also higher delay than the core scenarios.

2041 Results

The results of the 2041 AM and PM peaks in terms of the PRC and total delay in PCU/hours for each junction and overall, are shown in Tables 3 and 4 below for the AM and PM peaks respectively.

Table 3 – LinSig Results Summary - 2041 AM Peak

Location/ Controller	Measure	2041 AM						
		Opt A	Opt B	Opt B Sens	Opt C	Opt C Sens	Opt D	Opt D Sens
P&R	PRC %	24%	51%	50%	32%	28%	21%	19%
Main	Delay pcu/hrs	26.94	13.12	13.13	12.46	18.27	12.2	17.87
P&R	PRC %	83%	84%	84%	84%	86%	83%	86%
Bus-Gate	Delay pcu/hrs	2.08	1.93	1.93	1.93	2.07	1.93	2.07
Salt Cross	PRC %	-	53%	53%	31%	29%	17%	19%
Controller 2	Delay pcu/hrs	-	19.19	19.19	15.97	15.67	25.01	24.78
Salt Cross	PRC %	-	-	53%	-	-	-	-
Controller 3	Delay pcu/hrs	-	-	9.25	-	-	-	-
Overall	**PRC %**	**24%**	**51%**	**50%**	**31%**	**28%**	**17%**	**19%**
	Delay pcu/hrs	**34.29**	**39.44**	**46.03**	**31.68**	**37.59**	**40.98**	**46.82**

Table 4 – LinSig Results Summary - 2041 PM Peak

Location/ Controller	Measure	2041 PM						
		Opt A	Opt B	Opt B Sens	Opt C	Opt C Sens	Opt D	Opt D Sens
P&R	PRC %	20%	17%	17%	21%	20%	21%	20%
Main	Delay pcu/hrs	28.57	14.37	14.37	14.35	25.18	14.35	25.17
P&R	PRC %	18%	15%	15%	15%	18%	15%	18%
Bus-Gate	Delay pcu/hrs	3.86	4.1	4.1	4.1	3.86	4.1	3.86
Salt Cross	PRC %	-	26%	26%	26%	29%	21%	21%
Controller 2	Delay pcu/hrs	-	10.31	10.29	11.55	11.23	18.93	18.72
Salt Cross	PRC %	-	-	40%	-	-	-	-
Controller 3	Delay pcu/hrs	-	-	11.43	-	-	-	-
Overall	**PRC %**	**18%**	**15%**	**15%**	**15%**	**18%**	**15%**	**18%**
	Delay pcu/hrs	**37.77**	**33.95**	**43.02**	**31.36**	**41.95**	**39.57**	**50.27**

The results of the 2041 models show that:

- All Options work within capacity with positive PRC;
- Option B sensitivity test has more delay than the core scenario, due to the signalisation of Salt Cross; and,
- Options C and D sensitivity tests have a higher PRC but also higher delay than the core scenarios.

Summary

In summary there is not much to choose between the Options in terms of capacity, but in terms of the performance in tandem with the initial assessment scoring exercise the following Options were selected to be assessed further in VISISM:

- Option A Sensitivity;
- Option B Sensitivity;
- Option C Core; and,
- Option D Core.

VISSIM Model Assessment

VISSIM is a microscopic traffic flow simulation model based on car following and lane change logic. VISSIM can analyse vehicular traffic including bus / tram, pedestrian and bicycle operations under constraints such as lane configuration, traffic composition, traffic signals, and bus/tram stops. VISSIM does not follow the conventional link / node modelling system, but utilises a link / connector system that enables complex geometry to be modelled. The link / connector system also permits different traffic controls (signal, give way or stop) to be utilised anywhere in the model. VISSIM is also capable of modelling vehicle actuation traffic control utilising the Vehicle Actuated Programming (VAP) module. Therefore, it is the most appropriate tool for the modelling of complex geometry and traffic controls (give way and traffic signal) operating within the study area.

The A40 corridor model was first developed by AECOM for the original HIF2 scheme application. It has subsequently been updated by Pell Frischmann to remove issues and inconsistencies identified in a model audit. The revised model was recalibrated and revalidated to a base year of 2020. Revised forecast models were then developed for 2028 and 2041. For these scenarios, in order to provide more realistic forecast scenarios additional modelling has been undertaken in the A40 SATURN strategic highway model to reflect the revised HIF2 Scheme proposals and effectively only add in specific and relevant committed development site traffic (including at West Eynsham SDA and Salt Cross) and not include any NTEM background growth (supported by historic traffic volume data which demonstrates no evidence of daily or peak period traffic growth along the A40 corridor in the last 15 - 20 years due to the constrained nature of the route between Witney and Oxford and particularly through Oxford North, Wolvercote and Cutteslow).

The resulting growth within the VISSIM cordons has now reduced in both 2028 and 2041, more so in 2028, compared to the previous unconstrained versions. The 2041 trip matrices do still incorporate significant additional trip growth associated with the large strategic development sites located at Witney and Eynsham (allocated in the adopted West Oxfordshire Local Plan 2031).

To assess and compare the performance of various A40 access options only a single 2028 and 2041 demand scenario has been used. However, given the uncertainty around these future year demand scenarios and in the context of the Council's transport vision for the A40 corridor (focused on promoting public transport and active travel) it will be important for the site promoters to undertake further traffic modelling (in their Transport Assessment work) of any 'preferred' A40 access arrangement using a range of development demand scenarios.

The A40 VISSIM Do Something models have been used as the starting point to develop the new Options. The demand for each scenarios remains unchanged but as the network is changed in each Option the models had to be reconverged and thus the assignment between each Option will be slightly different.

The signal timings from the LinSig models have been used within the VISSIM models at the Salt Cross and P&R junctions as appropriate.

The models have been coded with the geometry for each Option as per the drawings provided (see Appendix A) and outputs in terms of junction performance and journey time sections have been extracted and compared.

Junction Performance Results

The junction performance results are presented in Table 5 below for the 2028 AM peak for the four key junctions by hour in terms of average queue length (metres), delay (seconds) and the LOS. The LOS is an American concept derived from their Highway Capacity Manual (2016) and rates junction performance based upon delay thresholds on an A to F grading as follows:

- LOS A - 0 to 10 seconds;
- LOS B - 10 to 20 seconds (10 to 15 seconds for unsignalised);
- LOS C - 20 to 35 seconds (15 to 25 seconds for unsignalised);
- LOS D - 35 to 55 seconds (25 to 35 seconds for unsignalised);
- LOS E - 55 to 80 seconds (35 to 50 seconds for unsignalised); and,

- LOS F - Over 80 seconds (over 50 seconds for unsignalised).

A LOS of A-D indicates the junction is within capacity, E indicates at capacity and F indicates the junction is over capacity.

Table 5 – Junction Performance Results Comparison – 2028 AM Peak

			Avg Q Length (m)					Delay (s)					LOS				
Hour	Node	Description	DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D
7:00-8:00	1007	A40/Witney Road	9	***8***	9	9	9	20	***19***	20	20	20	B	***B***	B	B	B
	1224	A40/Cuckoo Lane	***0***	***0***	***0***	0	***0***	6	***6***	7	7	7	A	***A***	A	A	A
	31330	A40/P&R	6	***6***	8	10	10	19	***18***	22	19	18	B	***B***	C	B	B
	31357	A40/Salt Cross	***1***	2	3	3	7	12	9	***8***	14	16	B	A	***A***	B	B
		HOURLY TOTALS	24	***19***	26	28	28	35	***32***	36	37	38	C	***C***	D	D	D
8:00-9:00	1007	A40/Witney Road	12	***10***	12	11	12	23	***21***	22	22	22	C	***C***	C	C	C
	1224	A40/Cuckoo Lane	1	1	***1***	1	***1***	9	***9***	10	10	10	A	***A***	B	A	A
	31330	A40/P&R	***9***	9	10	18	17	18	***18***	24	23	22	B	***B***	C	C	C
	31357	A40/Salt Cross	***1***	4	4	4	14	18	11	***11***	17	19	C	B	***B***	B	B
		HOURLY TOTALS	11	***10***	13	14	15	27	***25***	29	28	29	D	***C***	D	D	D
9:00-10:00	1007	A40/Witney Road	9	***8***	11	9	10	20	***20***	21	20	20	B	***B***	C	B	C
	1224	A40/Cuckoo Lane	0	***0***	0	0	0	***9***	9	10	10	10	***A***	A	B	A	A
	31330	A40/P&R	7	***7***	8	15	15	18	***17***	23	22	21	B	***B***	C	C	C
	31357	A40/Salt Cross	***1***	3	4	4	12	15	***10***	***10***	16	18	B	***A***	***A***	B	B
		HOURLY TOTALS	15	***12***	15	16	17	27	***26***	28	28	28	C	***C***	C	C	C

The results show that all Options perform similarly and all within capacity, but Option A Sensitivity test performs the best at the P&R junction and Options A/B Sensitivity test at Salt Cross. Across the entire network (beyond the four key junctions), Option A Sensitivity test performs the best in all hours (as shown in the Hourly Totals), but the differences are marginal.

The junction performance results are presented in Table 6 below for the 2028 PM peak for the four key junctions by hour.

Table 6 – Junction Performance Results Comparison – 2028 PM Peak

			Avg Q Length (m)					Delay (s)					LOS				
Hour	Node	Description	DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D
16:00-17:00	1007	A40/Witney Road	***16***	16	21	21	21	***21***	22	23	23	23	***C***	C	C	C	C
	1224	A40/Cuckoo Lane	2	***1***	1	1	1	***13***	13	13	16	15	***B***	B	B	C	C
	31330	A40/P&R	12	12	***11***	27	27	24	***22***	27	35	35	C	***C***	C	C	C
	31357	A40/Salt Cross	***1***	5	6	6	19	19	13	***12***	19	24	C	B	***B***	B	C
		HOURLY TOTALS	***63***	73	97	89	90	***36***	36	37	38	38	***D***	D	D	D	D
17:00-18:00	1007	A40/Witney Road	***13***	14	17	16	17	***23***	24	25	24	25	***C***	C	C	C	C
	1224	A40/Cuckoo Lane	2	***1***	2	2	2	14	***14***	15	19	17	B	***B***	B	C	C
	31330	A40/P&R	13	13	***11***	28	28	25	***24***	28	35	36	C	***C***	C	D	D
	31357	A40/Salt Cross	***3***	5	6	6	19	21	13	***12***	18	24	C	B	***B***	B	C
		HOURLY TOTALS	***52***	98	126	113	121	37	***37***	39	40	39	D	***E***	E	E	E
18:00-19:00	1007	A40/Witney Road	***9***	10	11	11	12	***19***	19	20	19	20	***B***	B	B	B	B
	1224	A40/Cuckoo Lane	***0***	1	1	1	1	10	***10***	11	13	13	B	***A***	B	B	B
	31330	A40/P&R	8	***8***	***8***	19	19	23	***23***	26	33	34	C	***C***	C	C	C
	31357	A40/Salt Cross	***1***	3	3	3	10	14	10	***9***	15	18	B	A	***A***	B	B
		HOURLY TOTALS	***56***	110	141	124	134	***37***	38	38	38	38	***D***	D	D	D	D

The results show that all Options perform similarly and all within capacity, but Option A Sensitivity test generally performs the best at the P&R junction and Option B Sensitivity test at Salt Cross. Across the entire network (beyond the four key junctions), Option A Sensitivity test performs the best in all hours, but the differences are marginal.

The junction performance results are presented in Table 7 below for the 2041 AM peak for the four key junctions by hour.

Table 7 – Junction Performance Results Comparison – 2041 AM Peak

Hour	Node	Description	Avg Q Length (m)					Delay (s)					LOS				
			DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D
7:00-8:00	1007	A40/Witney Road	293	14	15	***13***	14	114	21	21	***21***	21	F	C	C	***C***	C
	1224	A40/Cuckoo Lane	1	***0***	0	0	0	11	***9***	9	10	9	B	***A***	A	A	A
	31330	A40/P&R	15	15	11	***10***	10	28	27	25	16	***15***	C	C	C	B	***B***
	31357	A40/Salt Cross	***1***	6	5	12	20	***11***	16	13	32	35	***B***	B	B	C	D
		HOURLY TOTALS	177	137	136	***133***	140	76	58	***57***	58	59	E	E	***E***	E	E
8:00-9:00	1007	A40/Witney Road	294	20	21	***17***	21	125	25	25	***24***	25	F	C	C	***C***	C
	1224	A40/Cuckoo Lane	8	***0***	1	1	***0***	19	13	13	14	***12***	C	B	B	B	***B***
	31330	A40/P&R	44	27	***13***	16	15	42	33	29	19	***17***	E	C	C	B	***B***
	31357	A40/Salt Cross	25	10	***9***	16	35	24	19	***16***	33	41	C	B	***B***	C	D
		HOURLY TOTALS	238	***158***	159	164	163	149	80	***79***	81	80	F	F	***F***	F	F
9:00-10:00	1007	A40/Witney Road	326	19	139	***18***	20	132	23	203	***23***	24	F	C	F	***C***	C
	1224	A40/Cuckoo Lane	12	***1***	46	2	1	22	12	86	13	***12***	C	B	F	B	***B***
	31330	A40/P&R	38	23	40	***14***	***14***	39	32	94	18	***18***	E	C	F	B	***B***
	31357	A40/Salt Cross	29	***7***	81	13	27	23	***16***	39	31	36	C	***B***	D	C	D
		HOURLY TOTALS	360	***207***	278	222	209	202	78	113	85	***77***	F	E	F	F	***E***

The results show that all Options perform similarly and all within capacity, but Option D performs the best at the P&R junction and Option B Sensitivity test at Salt Cross with the exception of the final hour where Option A Sensitivity test performs the best. Across the entire network (beyond the four key junctions), Option B Sensitivity test performs the best in all but the final hour where Option D is the best, but the differences are marginal except for the final hour.

The junction performance results are presented in Table 8 below for the 2041 PM peak for the four key junctions by hour.

Table 8 – Junction Performance Results Comparison – 2041 PM Peak

Hour	Node	Description	Avg Q Length (m)					Delay (s)					LOS				
			DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D
16:00-17:00	1007	A40/Witney Road	***59***	84	88	88	85	***32***	38	39	38	37	***C***	D	D	D	D
	1224	A40/Cuckoo Lane	***23***	50	115	85	72	***21***	30	37	37	35	***C***	D	E	E	E
	31330	A40/P&R	***35***	82	39	71	52	***38***	67	62	51	45	***D***	E	E	D	D
	31357	A40/Salt Cross	***6***	20	28	41	63	***24***	31	32	44	43	***C***	C	C	D	D
		HOURLY TOTALS	***119***	161	169	166	169	***60***	66	66	70	68	***E***	E	E	E	E
17:00-18:00	1007	A40/Witney Road	***109***	112	115	110	112	58	59	61	***55***	57	E	E	E	***E***	E
	1224	A40/Cuckoo Lane	105	***105***	215	149	150	***51***	54	63	58	60	***F***	F	F	F	F
	31330	A40/P&R	111	156	***97***	139	102	***83***	125	128	94	90	***F***	F	F	F	F
	31357	A40/Salt Cross	287	***280***	287	281	307	***97***	183	185	177	140	***F***	F	F	F	F
		HOURLY TOTALS	***264***	292	296	282	294	***98***	112	111	109	105	***F***	F	F	F	F
18:00-19:00	1007	A40/Witney Road	112	231	118	112	***111***	54	118	53	49	***48***	D	F	D	D	***D***
	1224	A40/Cuckoo Lane	***106***	119	243	165	165	***53***	75	62	60	59	***F***	F	F	F	F
	31330	A40/P&R	119	164	114	153	***111***	***85***	145	149	96	93	***F***	F	F	F	F
	31357	A40/Salt Cross	384	***357***	387	357	377	***111***	238	229	223	146	***F***	F	F	F	F
		HOURLY TOTALS	***333***	385	370	351	348	***101***	130	115	113	104	***F***	F	F	F	F

The four junctions are all affected by downstream congestion in all scenarios. The results show that all Options perform similarly, but the Core DS performs the best both junctions. Across the entire network the Core DS also performs the best, closely by Option D in the final two hours.

Journey Time Section Results

Figure 2 below shows the defined journey time routes that were coded in the VISSIM model for general traffic and buses. Route 5 follows the length of the A40 scheme and finishes just before the Wolvercote roundabout, Route S1 is for buses only.

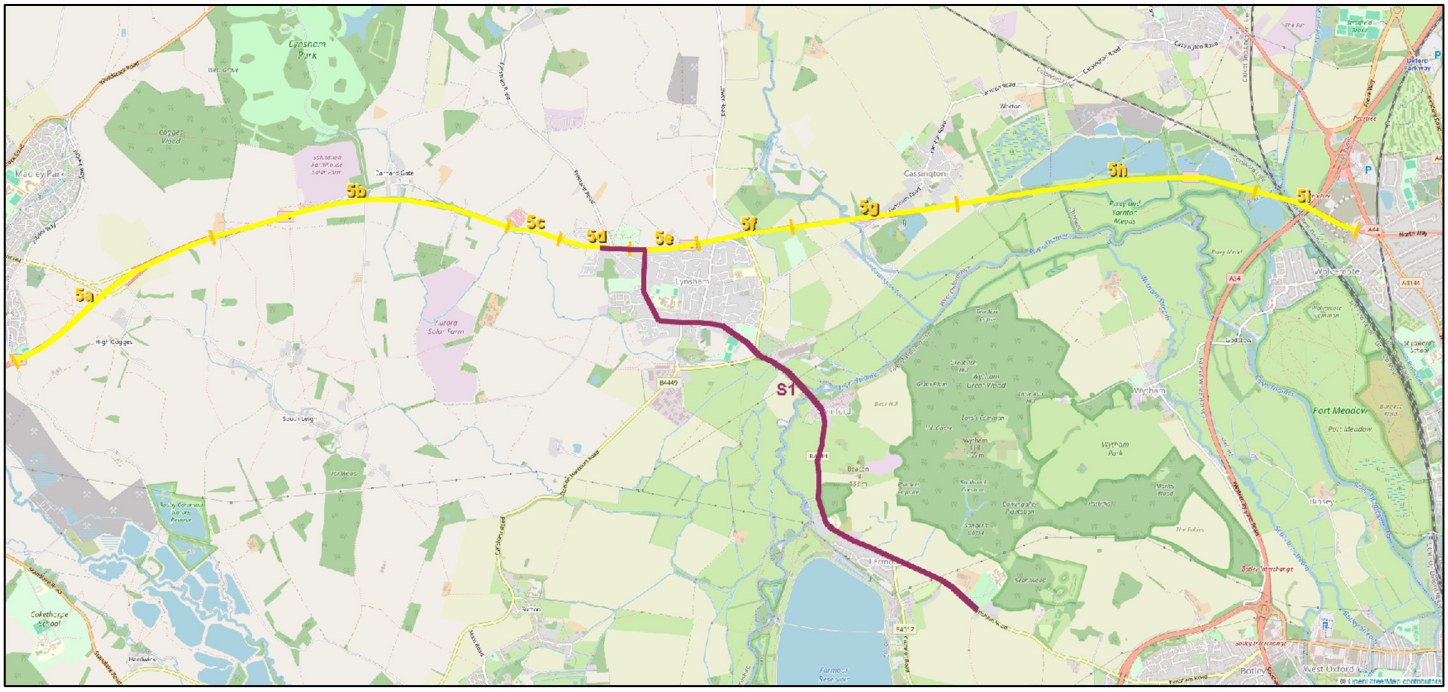


Figure 2 – Journey Time Routes

Tables 9 and 10 show the summary of the journey times for general traffic in the AM peak hours in 2028 and 2041 respectively.

Table 9 – Journey Times General Traffic 2028 AM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
5	EB	16:47	***16:24***	16:47	16:56	16:54
	WB	16:25	18:25	18:39	***16:17***	16:34

Table 10 – Journey Times General Traffic 2041 AM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
5	EB	***40:37***	42:41	43:08	43:07	42:08
	WB	***18:03***	19:31	19:25	18:06	18:22

The results show that in 2028 Option A Sensitivity test performs the best in the EB direction with Option C the best in the WB direction. In 2041 the Core DS performs the best in both directions, with Option D the best of the Options in the EB direction and Option C in the WB direction.

Tables 11 and 12 show the summary of the journey times for buses in the AM peak hours in 2028 and 2041 respectively.

Table 11 – Journey Times Buses 2028 AM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
S1	EB	16:48	16:48	16:49	***16:47***	16:52
	WB	14:54	***14:47***	14:55	14:52	14:57

Table 12 – Journey Times Buses 2041 AM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
S1	EB	17:21	17:35	17:41	***17:13***	17:46
	WB	15:22	***15:20***	15:31	15:33	17:06

The results in 2028 for the S1 route show that Option C performs the best in the EB direction and Option A Sensitivity test in the WB direction.

In 2041, the results for the S1 route show that Option C also performs the best in the EB direction and Option A Sensitivity test in the WB direction.

Tables 13 and 14 show the summary of the journey times for general traffic in the PM peak hours in 2028 and 2041 respectively.

Table 13 – Journey Times General Traffic 2028 PM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
5	EB	17:16	***17:02***	17:31	17:58	18:01
	WB	17:17	19:17	19:38	***17:16***	17:25

Table 14 – Journey Times General Traffic 2041 PM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
5	EB	***37:48***	45:52	47:31	42:54	43:34
	WB	18:42	20:35	20:26	***18:03***	18:18

The results show that in 2028 Option A Sensitivity test performs the best in the EB direction with Option C the best in the WB direction. In 2041 the Core DS performs the best in the EB direction with Option C the best in the WB direction.

Tables 15 and 16 show the summary of the journey times for buses in the PM peak hours in 2028 and 2041 respectively.

Table 15 – Journey Times Buses 2028 PM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
S1	EB	***15:27***	15:32	16:21	16:05	16:05
	WB	***14:41***	14:47	14:51	14:46	14:49

Table 16 – Journey Times Buses 2041 PM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
S1	EB	***15:46***	16:03	16:20	16:16	15:47
	WB	***16:15***	18:10	18:14	17:52	17:49

The results for the S1 route show that the Core DS performs the best in both directions, but is closely followed by Option A Sensitivity in the EB direction and all of the Options in the WB direction.

In 2041, again the Core DS performs the best in both directions with Option D only marginally slower in the EB direction.

Summary and Conclusion

The results show that in both the LinSig and VISSIM model assessment there is no Option that is clearly better than the others in terms of capacity performance with all showing similar performance overall.

All options operate within capacity (with the exception of 2041 PM where downstream congestion impacts on the local junctions operation).

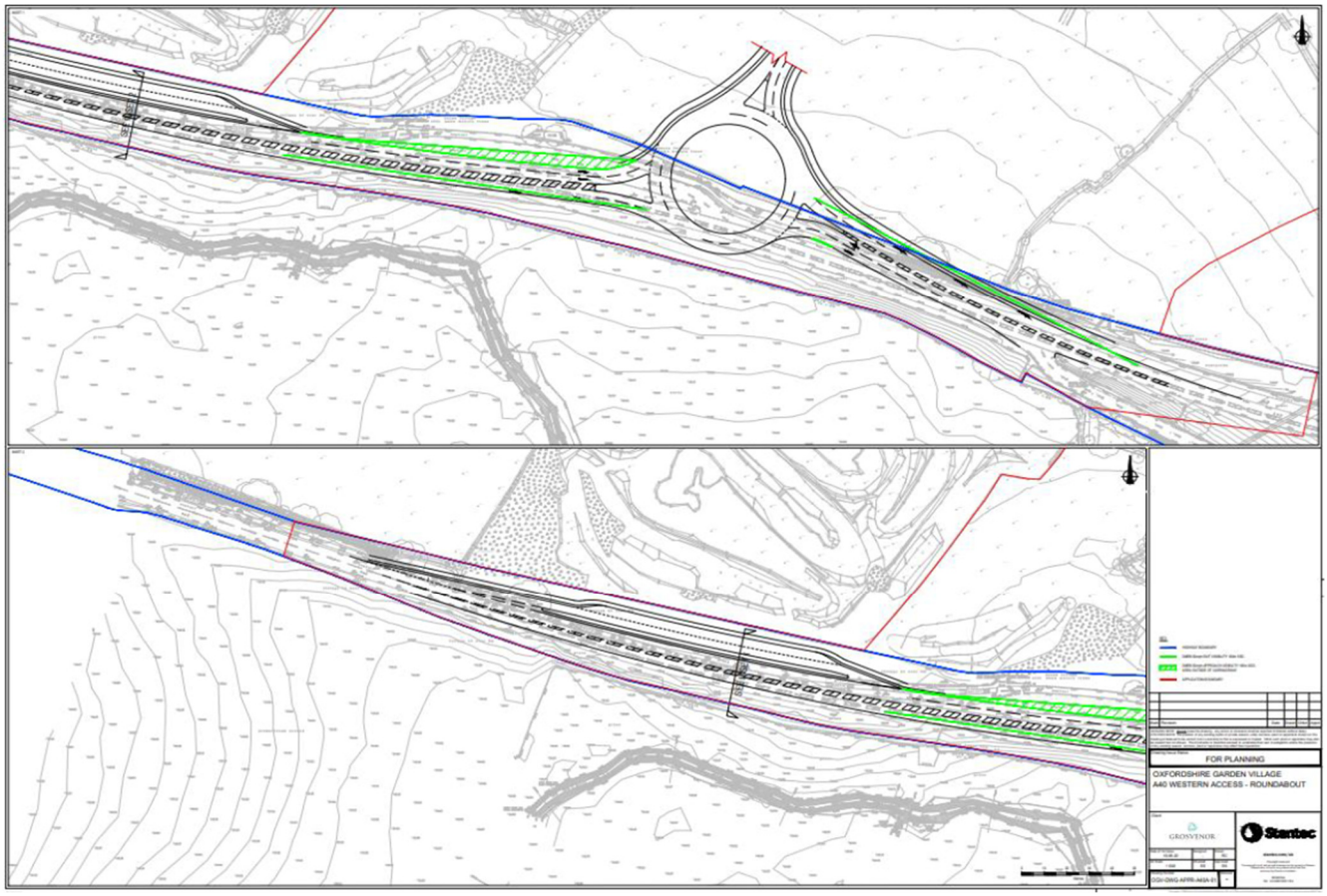
Modelled bus journey times across all Options are quite similar, although Option A Sensitivity and Option C generally result in slightly quicker bus journey times for buses particularly in the AM peak.

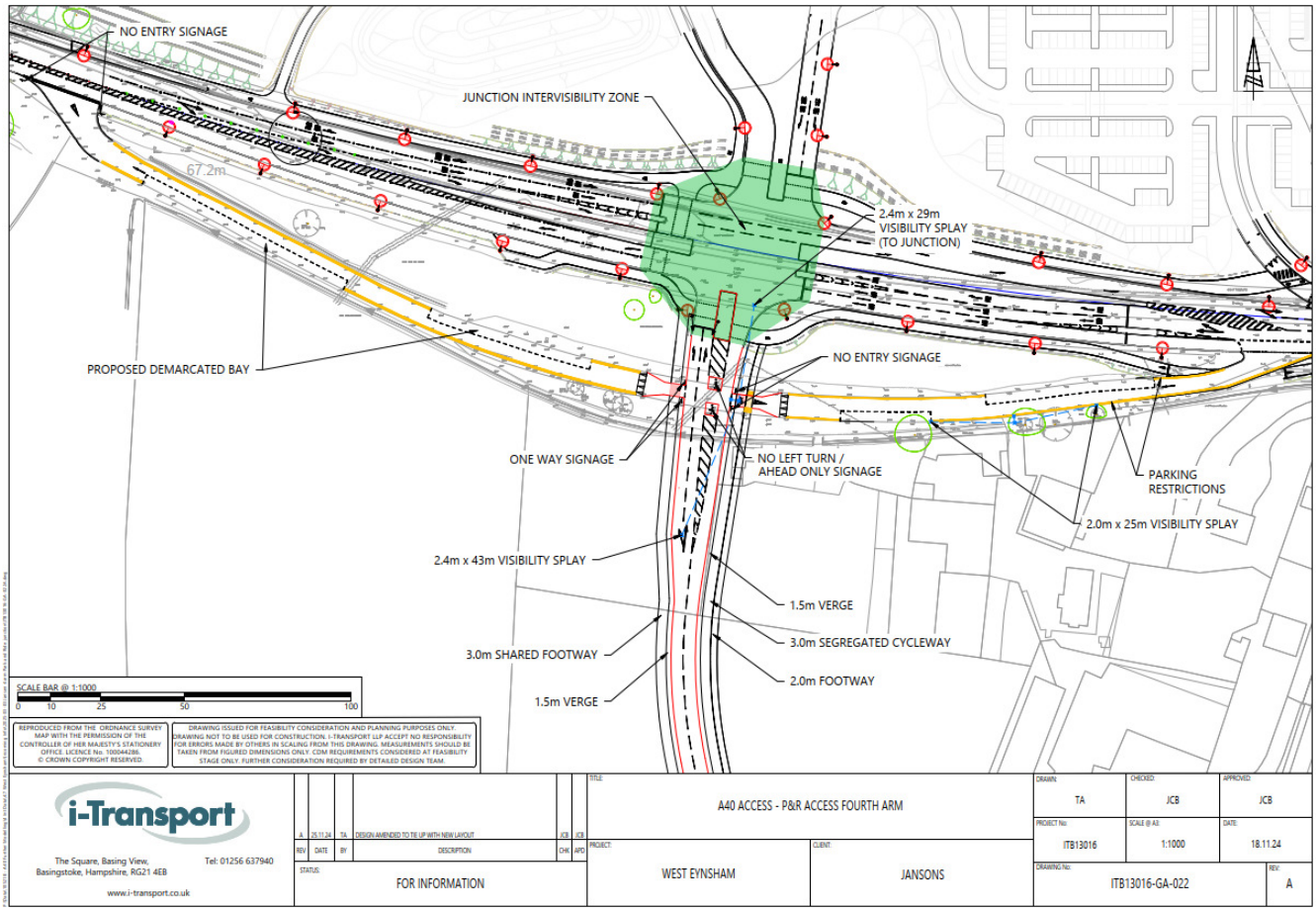
The results do show that general traffic journey times along the corridor are forecast to increase by 2041 as development is built out, particularly Eastbound (EB) in the PM Peak. This highlights the importance of the proposed A40 bus lanes between the Park and Ride Site and Wolvercote in ensuring fast and reliable bus journey times. It also highlights that EB buses risk being delayed as they approach the Park and Ride Site / Mobility Hub from the west. Therefore, there would be benefits in providing a bus lane on the A40 EB approach to the Salt Cross junction and onwards up to the Park and Ride access.

The results from the modelling will be fed into the overall assessment scoring to determine the best overall option, taking into account all of the assessment criteria.

Appendix A Option Drawings

Option A


FOR PLANNING
OXFORDSHIRE GARDEN VILLAGE
A40 WESTERN ACCESS - ROUNDABOUT
GROSVENOR
Stantec


NO ENTRY SIGNAGE
JUNCTION INTERVISIBILITY ZONE
67.2m
2.4m x 29m
VISIBILITY SPLAY
(TO JUNCTION)
PROPOSED DEMARCATED BAY
NO ENTRY SIGNAGE
ONE WAY SIGNAGE
NO LEFT TURN /
AHEAD ONLY SIGNAGE
PARKING
RESTRICTIONS
2.0m x 25m VISIBILITY SPLAY
2.4m x 43m VISIBILITY SPLAY
1.5m VERGE
3.0m SHARED FOOTWAY
3.0m SEGREGATED CYCLEWAY
2.0m FOOTWAY
1.5m VERGE
SCALE BAR @ 1:1000
0 10 25 50 100
REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044288.
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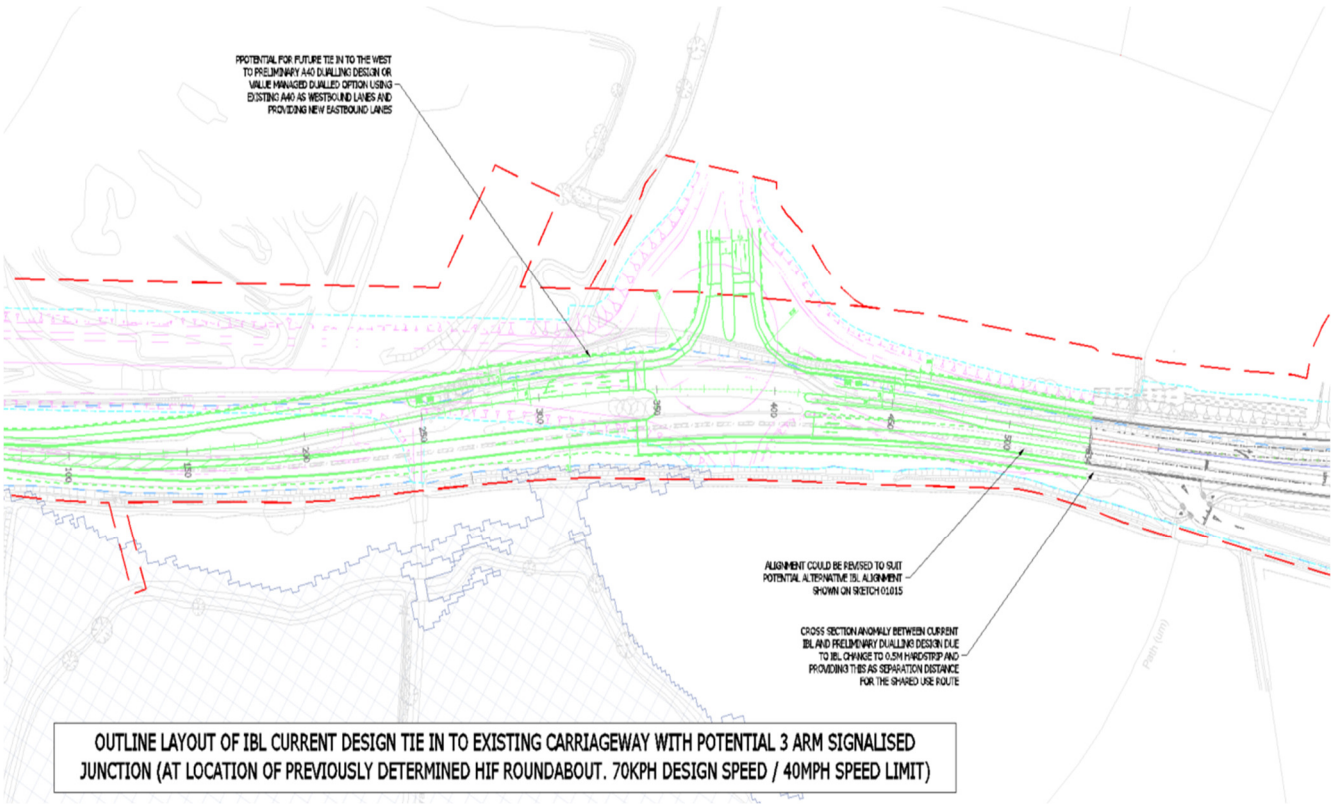
PROJECT: WEST EYNSHAM
CLIENT: JANSONS
DRAWN: TA
CHECKED: JCB
APPROVED: JCB
PROJECT No: ITB13016
SCALE @ A1: 1:1000
DATE: 18.11.24
DRAWING No: ITB13016-GA-022
REV: A

Option A – Sensitivity Test



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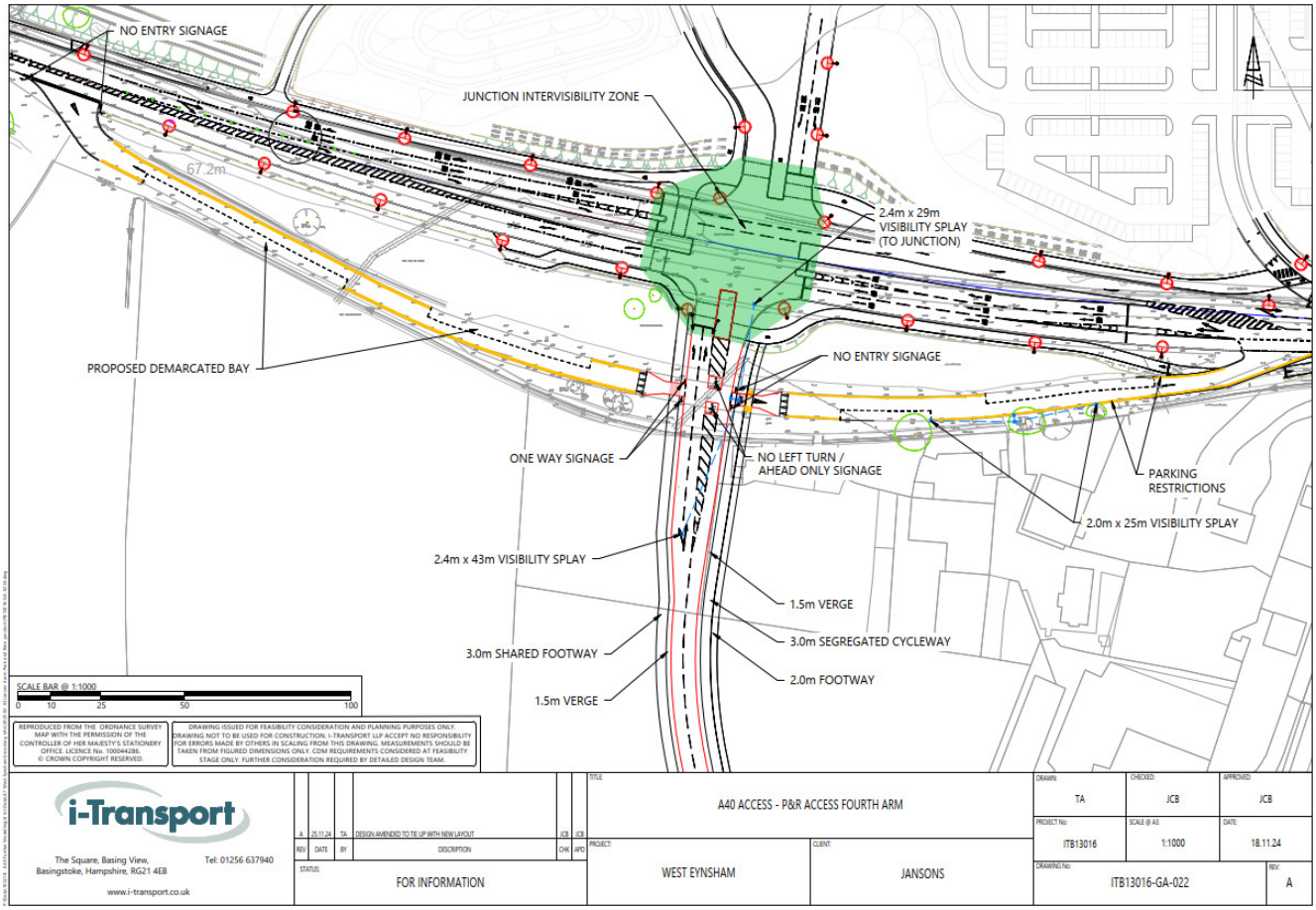
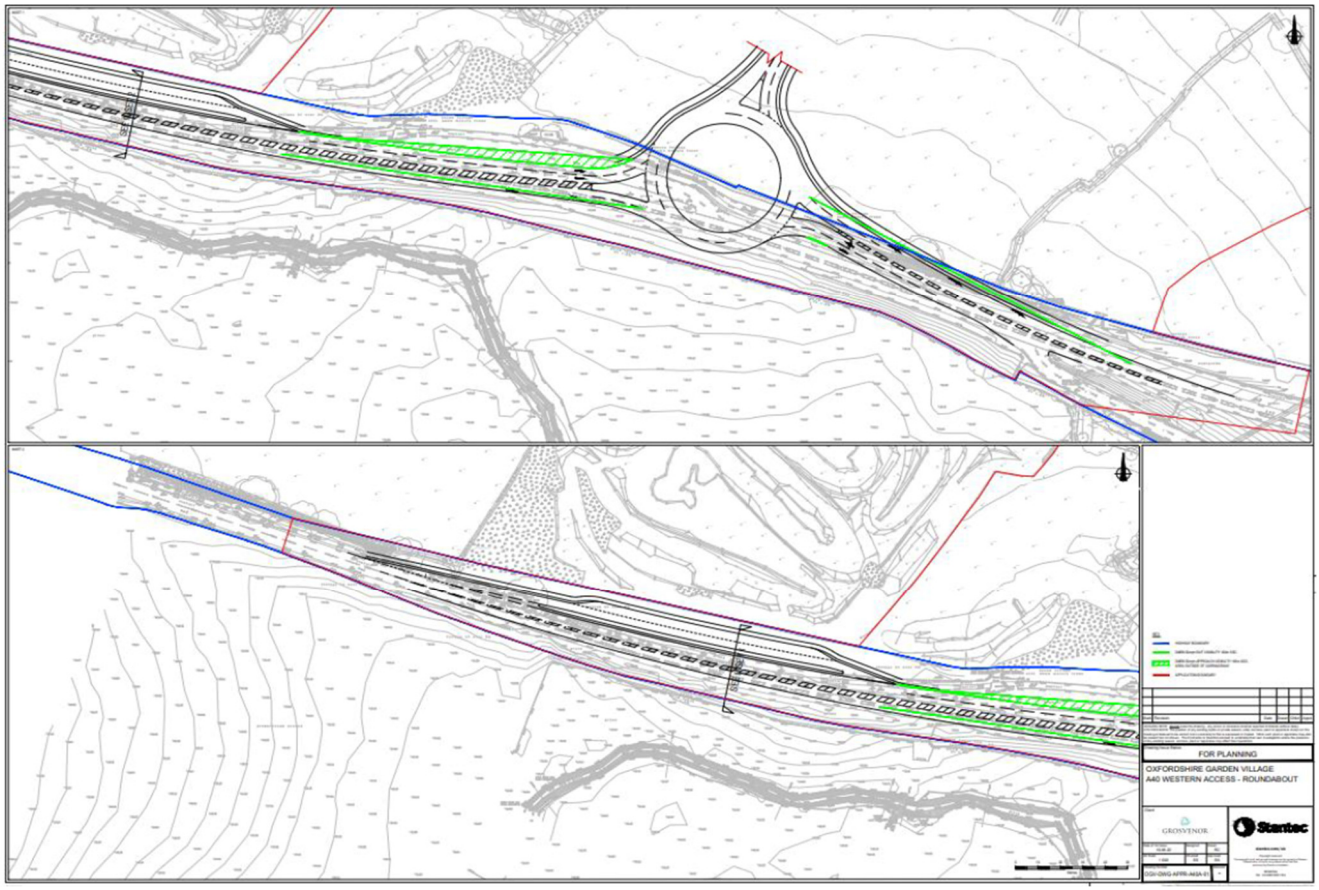
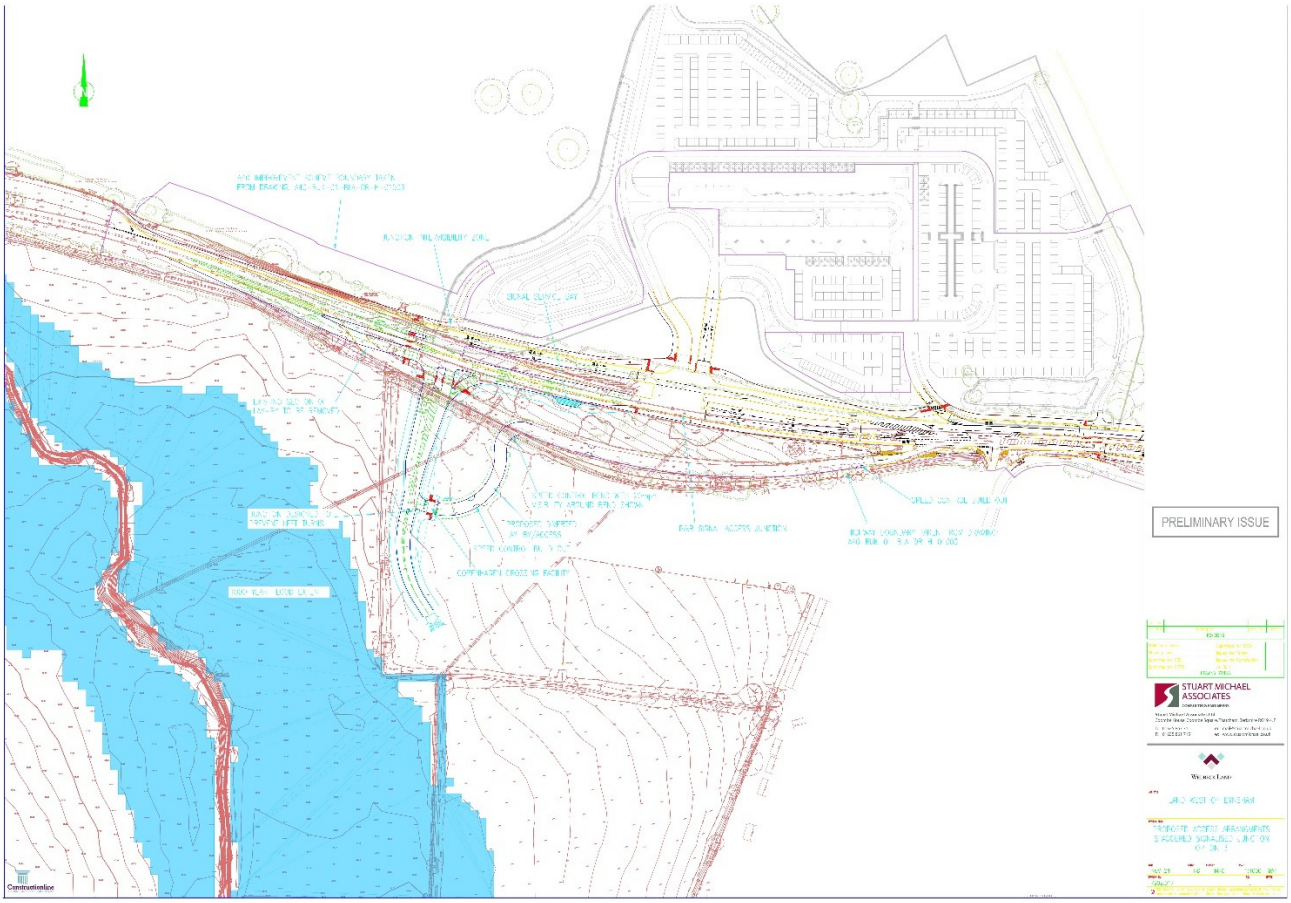
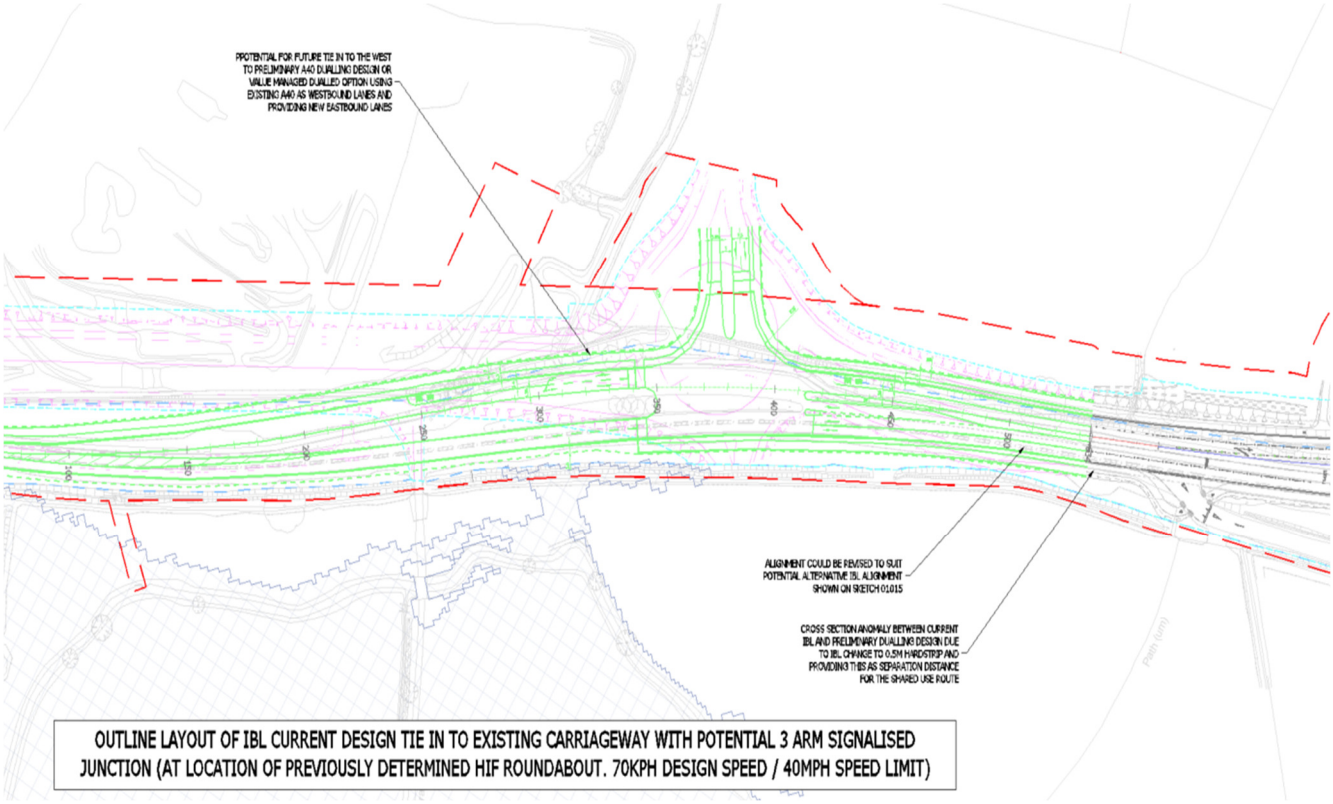


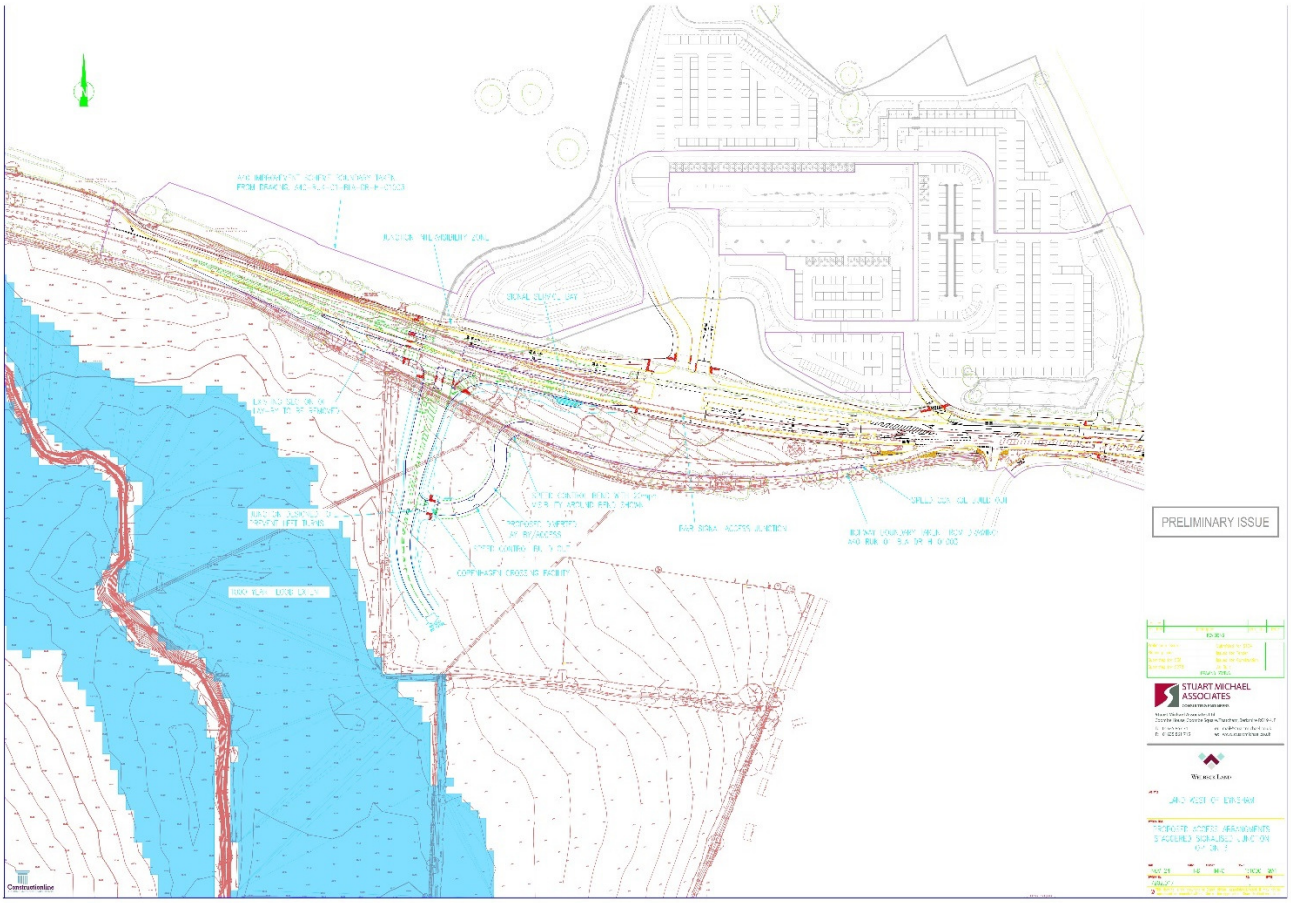
Option B


FOR PLANNING
OXFORDSHIRE GARDEN VILLAGE
A40 WESTERN ACCESS - ROUNDABOUT
GROSVENOR
Stantec



Option B – Sensitivity Test





Option C


PJA
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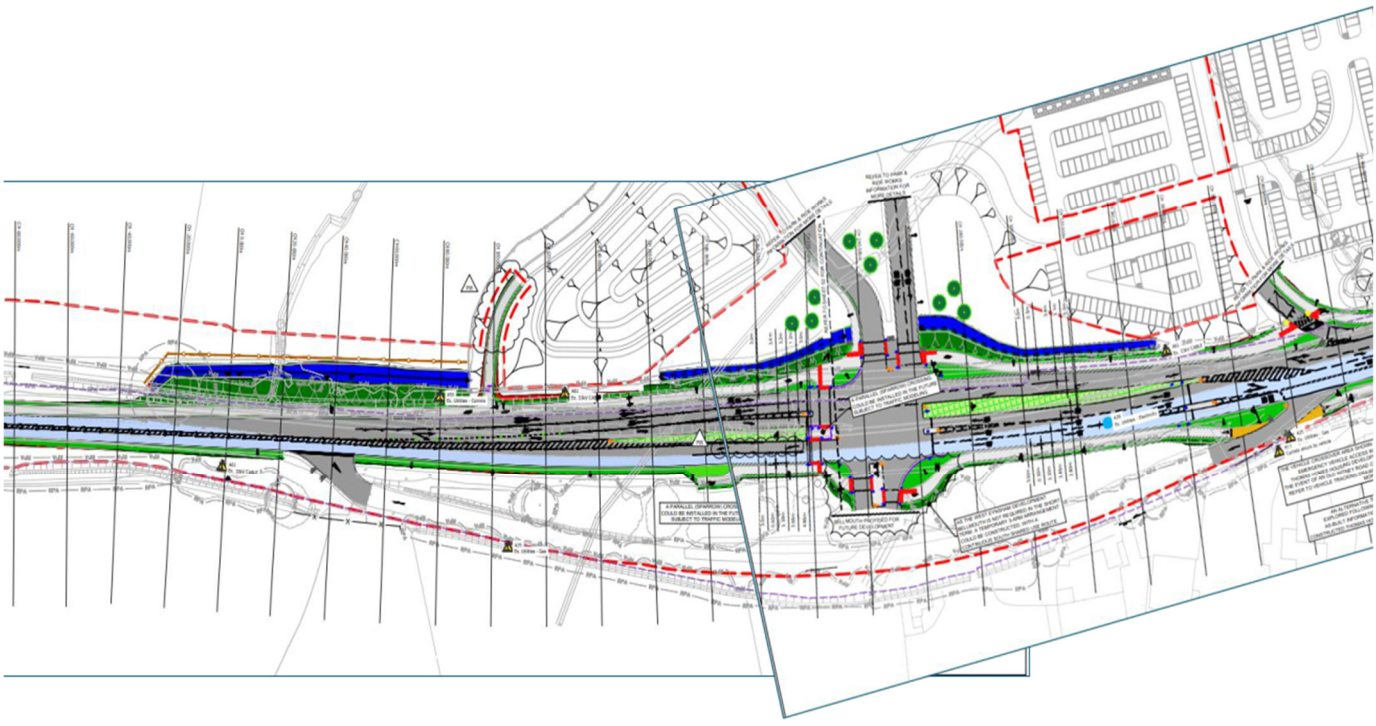
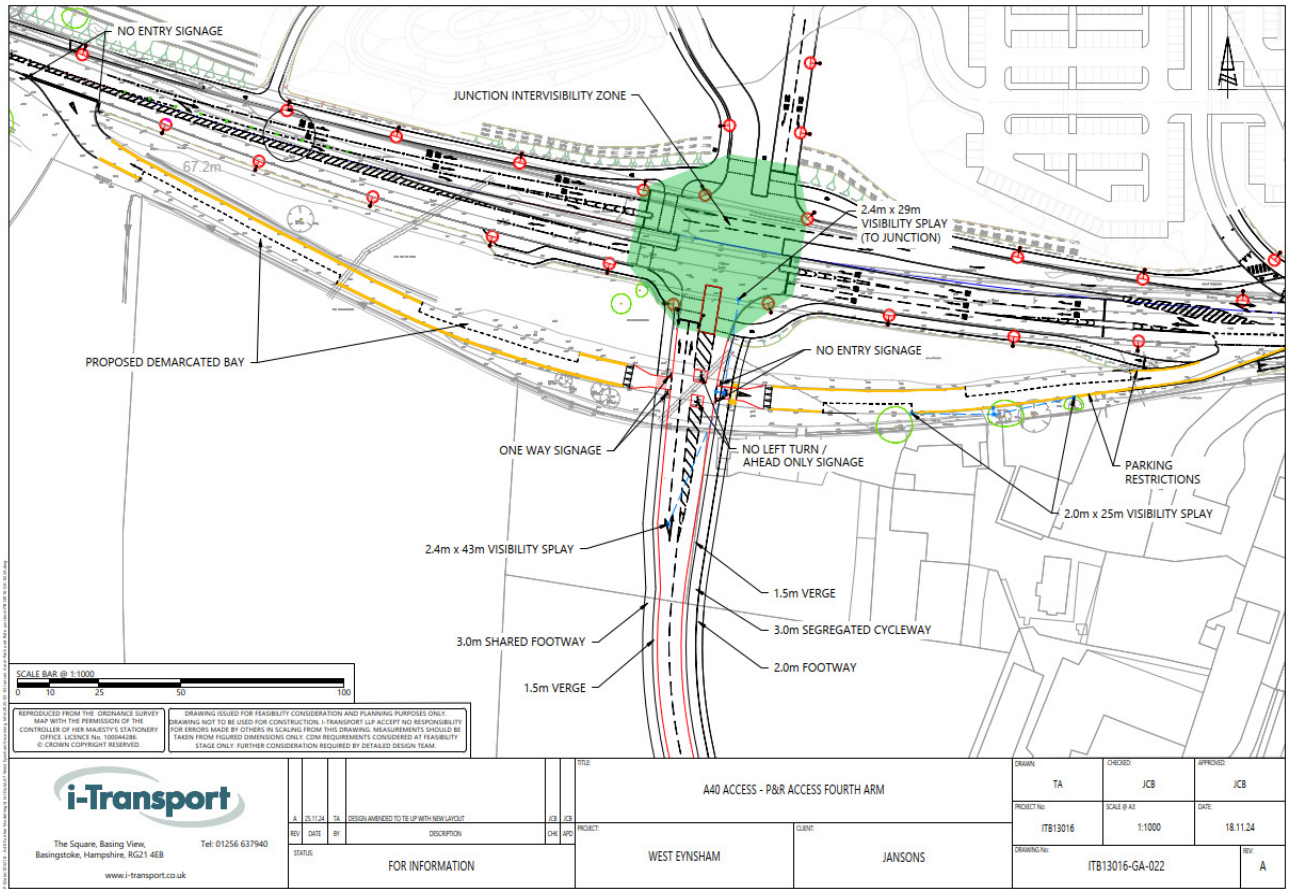
BERKELEY STRATEGIC LAND LTD
WEST EYNSHAM SDA
STAGGERED SIGNALISED CROSSROADS ON A40 WITH PARK AND RIDE SIGNALISED JUNCTION LAYOUT



Option C - Sensitivity Test



Option D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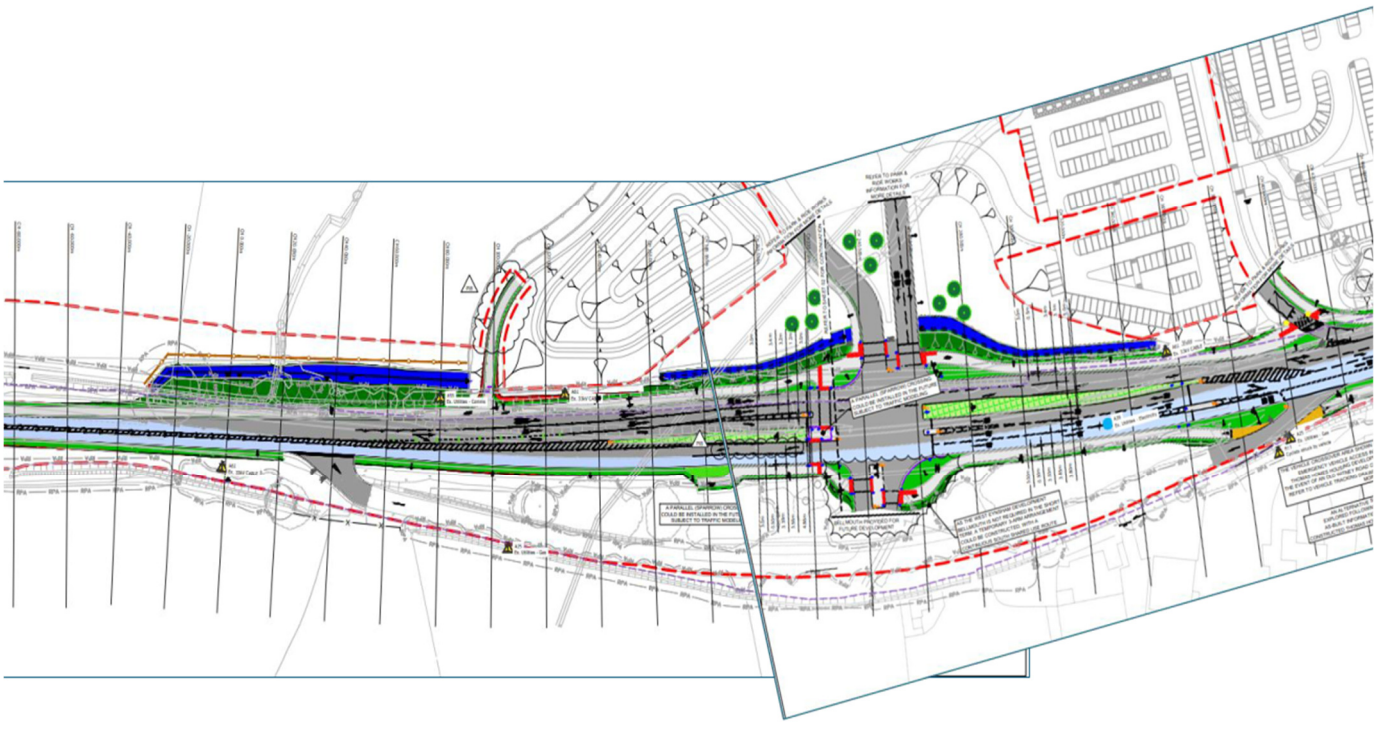
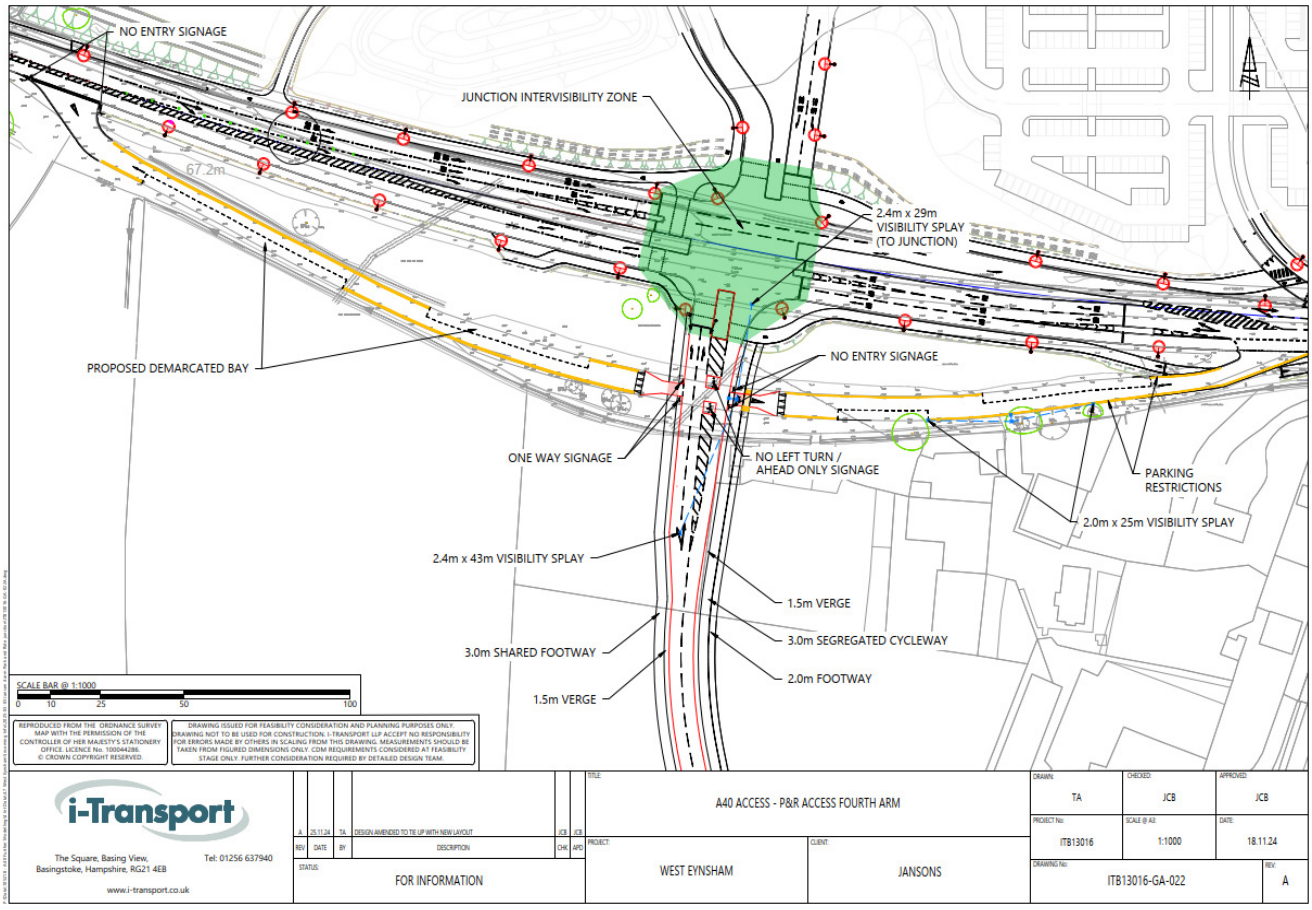
WEST EYNSHAM SDA
FOUR ARM SIGNALISED CROSSROADS ON A40 (WITH SALTCROSS GARDEN VILLAGE & SIGNALISED TIFF SCHEME



Option D - Sensitivity Test



Project number:	105218
Last updated:	04/03/2025
Updated by:	MS

~~Superseded policy documents~~ Updated policy documents

West Eynsham A40 Access Option Assessment Objectives			Manage impacts on the wider highway network			Encourage and enable safe, healthy and sustainable travel			Protect and enhance the local environment	Support positive healthy placemaking		Deliverable and viable to support housing delivery			
Project Objectives			Objective H1: Minimise adverse impacts on A40 journey times	Objective H2: Accommodate existing and forecast freight movements on A40	Objective H3: Minimise impacts on A40 during construction	Objective S1: Enable improved access to, and increased use of, public transport	Objective S2: Maximise permeability through the site for pedestrians and cyclists	Objective S3: Maintain and enhance safety for all highway users	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	Objective P2: Enable delivery of comprehensive development	Objective D1: Provides an access arrangement that unlocks housing	Objective D2: Provides flexibility for phased delivery	Objective D3: Cost effective solution	Objective D4: Minimises risk to delivery of A40 access and housing delivery
How will they be measured?			1. VISSM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	1. Need to reconfigure/relocate lorry parking / layby areas. 2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys	1. Scale of construction/opportunity to coordinate construction with other A40 works	1.Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times 2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the P&R site 3. Link to Eynsham Park and Ride site. 4. Links to existing and new bus stops on the A40.	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road 2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park 3. Modelled delay to pedestrians at A40 junction	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions	1. Impact on Floodplain 2. Preserve current biodiversity and promote its expansion.	1. Scale of junction / access arrangement footprint. 2. Facilitates landscaping/ greening at A40 junctions and alongside A40 3. Provision of space for pedestrians and cyclists 4. Promotes personal security	1. Positive relationship with the Garden Village Development. 2. Positive relationship with Park and Ride site. 3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA	1. Amount of housing development / land parcels unlocked / strategic development sites	1. Ability to bring forward access junction/s in a timely and phased way to support phased development	1. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery	1. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns
Policy Basis															
Source	**Goals/Objectives**	**Sub-Objective**													
~~Connecting Oxfordshire~~	~~To support jobs and housing growth and economic vitality~~	~~Maintain and improve transport connections to support economic growth and vitality across the county~~	1	1	1	1				1					
		~~Make most effective use of all available transport capacity through innovative management of the network~~	1			1									
		~~Increase journey time reliability and minimise end-to-end public transport journey times on main routes~~	1			1									
		~~Develop a high-quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment~~	1			1									
	~~To reduce emissions, enhance air quality and support the transition to a low carbon economy~~	~~Minimise the need to travel~~													
		~~Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive~~				1	1	1		1					
		~~Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment~~				1	1			1	1				
		~~Reduce per capita carbon emissions from transport in Oxfordshire in line with UK Government targets~~				1	1								
	~~Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services.~~	~~Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment~~				1	1		1	1					
		~~Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services.~~				1	1	1		1					
Local Transport and Connectivity Plan 2022 - 2050	To create an inclusive, safe, net-zero transport system that supports the county's growth, tackles inequality, improves health and wellbeing, eliminates road fatalities, and enhances the natural environment. It focuses on reducing the need for travel and private car use by promoting walking, cycling, and public transport as the preferred options	Build sustainable communities that are resilient to climate change, enhance the natural and historic environment, improve biodiversity, reduce greenhouse gas emissions and are supported by OCC's net-zero transport network.				1	1	1	1	1					
		Improve health and wellbeing and reduce health inequalities, enabled through active and healthy lifestyles, improved road safety and inclusive, communities.					1	1		1					
		Encourage the development of sustainable, well designed, thriving communities where healthy behaviours are the norm and which provide a sense of belonging, identity and community.					1	1		1					
		Develop a world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, net-zero transport network.	1		1	1	1	1		1					
		Enhance community connectivity, support innovative technologies, and improve overall connectivity and mobility across the county, offering greater choices and seamless transitions between sustainable modes of transport.	1			1	1	1		1	1				
		Remove barriers to access ensuring all communities are supported by an inclusive transport system so that they are able to play a full role in society to encourage independence, choice and control.				1	1	1		1	1				
Oxfordshire Innovation Framework for Planning & Development	Sets out a strategic plan to harness technology, partnerships, and investment to foster sustainable economic growth, improve connectivity, and accelerate the county's transition to net zero.	Deliver accessibility and connectivity for all, minimising the need for travel, taking account of differing needs including all types of disability and age, with a focus on active and sustainable transport.				1	1	1		1					
		Working towards Oxfordshire becoming a zero-carbon economy, with zero-carbon new development.				1	1	1		1					
		Supporting the Oxfordshire economy, with a focus on clean, sustainable growth.				1	1	1		1					
		Integrating flexibility and resilience into development, to cater for foreseen and unforeseen change, challenges and disruption.											1	1	1
		Creating an environment to support healthy, thriving, safe, connected, diverse and inclusive communities, with a high quality of life.			1	1	1	1	1	1					
		Ensuring appropriate solutions, software and technologies are put in place in support of the principles.			1					1	1		1	1	1
A40 Route Strategy (2018)	Policy A40 – We will improve access between towns in West Oxfordshire and Oxford, including the new employment site at Oxford's 'Northern Gateway' by utilising the Local Growth Fund to deliver public transport improvements in the A40 corridor.	Improve travel times and journey reliability along the A40 corridor, particularly between Witney and Oxford.	1			1									
		Stimulate economic growth, in line with the Oxfordshire Strategic Economic Plan.	1	1						1					
		Improve safety and reduce environmental impacts such as air pollution and noise along the A40 corridor.	1			1		1	1						
	Schemes delivered since strategy was published	**Eynsham Park and Ride:** The new 850-space park and ride on the A40 eastbound will ease congestion, improve public transport into Oxford, and support sustainable travel. Located in Eynsham, it offers 24-hour access, security, EV parking, and enhanced bus and cycle links. Completed in July 2024, further investment will extend improvements to Wolvercote.	1		1	1	1	1		1	1				
		A40 Eynsham Park and Ride to Wolvercote: This scheme will deliver new bus lanes and a connection to the Eynsham park and ride to enable fast, reliable, congestion-free bus travel along the A40. Improvements to the pedestrian and cycle paths will ensure active travel for local and longer distance trips is safe, direct and convenient.	1		1	1	1	1		1	1				
~~Oxfordshire Freight Strategy~~		~~Understand patterns of freight movement~~													
		~~Inform freight operators of the best routes to use and those to avoid~~		1											
		~~Encourage use of the strategic road network and of rail freight~~	1	1											
		~~Deter use of inappropriate minor roads through towns and villages~~		1											
		~~Manage freight and logistics to achieve maximum efficiency~~	1	1											
		~~Plan the location of new employment sites and any related transport infrastructure~~													
Freight and Logistics Strategy 2022 – 2050	Sets out OCCs approach to facilitating the goods movement across and through the county. It emphasises improving efficiency, safety, and sustainability in freight operations, aligning with the county's broader net-zero and air quality goals.	Promote economic activity in and through the county.	1			1									
		Enable access to employment, leisure and educational facilities for all.	1			1	1	1							
		Reduce traffic congestion, air and noise pollution.	1	1		1	1	1							
		Reduce accidents and promote public safety.	1	1		1		1							

Bus Strategy	Commuting by bus	To provide direct commercial services between residential and employment sites to ensure that the bus is a genuinely viable alternative to the car for trips to work.			1	1										
	Reliable Journey Times	Improve bus journey time reliability though implementing measures specific to the section of routes that are inter-urban from those within towns/villages to ensure operators run frequent and reliable commercial services which are attractive for users, particularly commuters	1		1	1										
	Serving new developments	Ensure the location and layout of new developments enable high quality commercial public transport services to serve the development.	1			1										
	Measures to enhance and promote bus travel	To take opportunities to seek measures to enhance and promote bus travel to make it accessible	1			1										
~~Active and Healthy Travel Strategy~~		~~Developers must demonstrate through master planning how their site has been planned to make cycling convenient and safe, for cyclists travelling to and from major residential, employment, education, shopping and leisure sites within 5-10 miles, and also within and through the site.~~					1	1		1	1					
		~~Site road network and junctions must be constructed with cycling in mind, including providing space for cycling on main/spine roads through the provision of, as a minimum, advisory cycle lanes of acceptable width.~~					1	1		1						
Active Travel Strategy	This document acts as a roadmap for delivering walking and cycling provision in Oxfordshire to help make active travel safe and convenient.	**Commitment and governance** – Ensure at all levels across the council to treat walking and cycling as a policy priority.					1	1		1						
		Walkable communities – Develop a compact urban realm with easy to reach destinations on foot and by cycle.					1	1		1						
		Inclusive cycle networks – Build networks that are safe, identifiable, visible, comprehensive and of high quality, including links across towns and villages.					1			1						
		Building the cultural norm – Encourage a local social consensus and practice that supports and promotes walking and cycling and enables residents build their lives around active travel modes for local journeys					1	1		1						
West Oxfordshire Local Plan 2031	Strong Market Towns and Villages	CO1 Enable new development, services and facilities of an appropriate scale and type in locations which will help improve the quality of life of local communities and where the need to travel, particularly by car, can be minimised.				1	1	1		1	1					
		CO2 Ensure that new developments are suitably located and well designed to protect and enhance the individual form, character and identity of our towns and villages as well as contributing to the quality of life in West Oxfordshire.							1	1	1	1				
		CO3 Promote safe, vibrant and prosperous town and village centres and resist proposals that would damage their vitality and viability or adversely affect measures to improve those centres.						1		1						
	Meeting the specific housing needs of our communities	CO4 Locate new residential development where it will best help to meet housing needs and reduce the need to travel.				1	1	1		1	1	1				
		CO5 Plan for the timely delivery of new housing to meet forecast needs and support sustainable economic growth.										1	1	1	1	
		CO6 Plan for an appropriate mix of new residential accommodation which provides a variety of sizes, types and affordability with special emphasis on the provision of homes for local people in housing need who cannot afford to buy or rent at market prices including those wishing to self build, as well as homes to meet the needs of older people, younger people, black and minority ethnic communities, people with disabilities, families and travelling communities.														
	Sustainable economic growth	CO7 To support sustainable economic growth which adds value to the local economy, improves the balance between housing and local jobs, provides a diversity of local employment opportunities, capitalises on economic growth in adjoining areas, improves local skills and work readiness, removes potential barriers to investment and provides flexibility to adapt to changing economic needs.														
		CO8 To enable a prosperous and sustainable tourism economy.														
	Sustainable communities with access to services and facilities	CO9 Promote inclusive, healthy, safe and crime free communities.					1	1		1						
		CO10 Ensure that land is not released for new development until the supporting infrastructure and facilities are secured									1	1	1		1	
		CO11 Maximise the opportunity for walking, cycling and use of public transport.				1	1	1		1						
		CO12 Look to maintain or improve where possible the health and wellbeing of the District's residents through increased choice and quality of shopping, leisure, recreation, arts, cultural and community facilities.						1		1	1					
		CO13 Plan for enhanced access to services and facilities without unacceptably impacting upon the character and resources of West Oxfordshire.		1		1	1		1	1	1					
	Protecting and enhancing our environment and reducing the impact from climate change	CO14 Conserve and enhance the character and significance of West Oxfordshire's high quality natural, historic and cultural environment – including its geodiversity, landscape, biodiversity, heritage and arts – recognising and promoting their wider contribution to people's quality of life and social and economic well-being both within the District and beyond.							1	1						
		CO15 Contribute to reducing the causes and adverse impacts of climate change, especially flood risk.				1	1	1	1	1						
		CO16 Enable improvements in water and air quality.				1	1	1	1	1						
		CO17 Minimise the use of non-renewable natural resources and promote more widespread use of renewable energy solutions.														
		CO18 Improve the sustainable design and construction of new development, including improving energy, water efficiency and water management.														
	Policy EW2: West Eynsham Strategic Development Area	Provide circa 1,000 homes with a balanced and appropriate mix of house types and tenures to meet identified needs including affordable housing.										1				
		Provision of a new western spine road funded by and provided as an integral part of the development and taking the opportunity to link effectively with the existing road network on the western edge of the village.									1	1	1			
		Provision of other supporting transport infrastructure, including: • Mitigating the impact of traffic associated with the development; • Appropriate consideration of the proposed park and ride, wider A40 improvements and the Oxfordshire Cotswolds Garden Village SLG; • Provision of appropriate public transport (services and infrastructure) serving the site; and • Provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas.	1		1	1	1	1		1	1					
		Development to be phased in accordance with the timing of provision of essential supporting infrastructure and facilities.											1			
		Provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure.								1						
		Biodiversity enhancements including arrangements for future maintenance.							1							
		Maximises opportunities to create and strengthen green infrastructure.							1	1						
West Oxfordshire Local Plan 2041 'Your Place, Your Plan' Focussed Consultation: Ideas and Objectives Consultation Summary Report February 2024	Provides a detailed overview of the feedback received in the 'Your Place, Your Plan' consultation (August 2023) which sought views on draft local plan objectives, the potential pattern of development and potential sites, ideas and opportunities.	Tackling the climate and ecological emergency.				1	1	1	1	1						
		Healthy safe, strong and inclusive communities.				1	1	1	1	1						
		An enhanced natural built environment.							1							
		Attractive, accessible and thriving places.	1		1	1	1		1	1						
		Meeting the housing needs of all.								1		1	1	1	1	
		A vibrant, resilient and diverse local economy.		1		1	1	1		1						

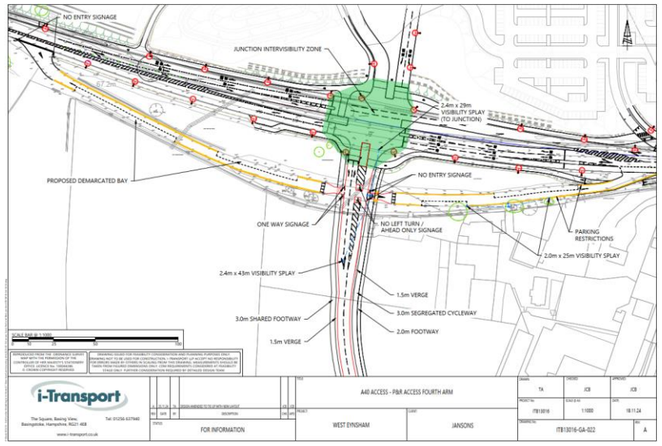
Eynsham Neighbourhood Plan	ENV1 Housing	New development shall ensure a mix of housing types and tenures to make a balanced community suitable for this area of West Oxfordshire close to the city of Oxford. The ideal community will have a range of ages, incomes, education and skills so that the community could be largely self- sustaining.														
	ENV2 Design	New development shall be visually attractive and in harmony with its immediate setting and character. It shall provide a pleasant and safe place for all residents to live. Developments should achieve a Building for Life or equivalent accreditation and developers should aspire to achieve national recognition for excellence by attaining a 'green' in all categories.				1	1	1	1	1						
	ENV3 Community facilities	New development shall ensure that new residents have at least the same access to community facilities as existing residents and new developments shall, as far as reasonably practicable, contribute to the facilities of the entire community. Eynsham is successful as a community because it is compact and people can access schools, employment and other facilities without the use of a private car. New developments shall maintain this compact and well-connected feature of the village.					1	1		1	1					
	ENV4 Natural Environment	New developments shall bring together all aspects of design, connectivity and natural environment that constitute the landscape setting of the new (and existing) development, closely linking village and countryside. Quick and easy access to countryside and retaining trees, hedgerows and footpaths is a vital element in retaining a village feel, in some measure compensating for the lack of a village green or park within the existing village.					1	1	1	1	1					
	ENV5 Transport and parking	New development shall be planned and constructed to ensure that all residents have ready access to local transport networks by private car, bicycle or public transport and that excellent paths are created for pedestrians cyclists and mobility vehicles. New developments should not exacerbate existing parking problems within the village centre and shall ensure adequate and appropriate parking for new residents.				1	1	1		1	1					
	ENV6 Economy – industry, commerce and retail	New developments shall ensure that Eynsham continues to offer a range of employment opportunities that reflects its location on the edge of the 'knowledge spine' around Oxford city and that potentially utilises a full range of skills from manual through to post-graduate levels. Development should also ensure the continued viability of the excellent range of local shops that allow residents to shop for day to day needs within the village.														
	ENV7 Sustainability and climate change	New development shall be sustainable now and in the long term without compromising one for the other. Homes of a standard compatible with the intentions of the Climate Change Act are likely to be commercially viable in Eynsham and offer benefits to be reaped by the many generations that will live in them.				1	1	1	1	1						
	ENV8 A New Settlement	ENV1-7 shall be shared by the new settlement, which shall be built according to Garden Village principles as a new, separate, community. Settlements should be largely independent but with any shared facilities for their mutual benefit and without causing harm to either.									1	1	1			
Eynsham Neighbourhood Plan (Emerging Objectives from 2023 Consultation)	ENP1 Design, Heritage and Setting	Development proposals must be of high design quality, respecting the area's character and relevant design guides, ensuring compatibility with surrounding development in scale, materials, and layout, preserving key local features and green spaces, protecting heritage assets, minimizing environmental impacts, providing discreet storage and parking, safeguarding valued natural elements, and adhering to Building for Life principles unless otherwise justified.		1			1		1	1						
	ENP7 - Large Developments – West Eynsham Strategic Development Area	New developments within the Strategic Development Area must align with local plans and policies, include phased development with community infrastructure, ensure sustainable transport and green space provision, repurpose existing buildings for community use, and establish long-term stewardship for green spaces and biodiversity protection.				1		1	1				1			
	ENP9 - Connected Place - Integration of New Developments with the Village	Development proposals should ensure safe, direct access to key village facilities, integrate green corridors linking to the countryside, and provide wide paths for pedestrians and wheeled equipment, with larger facilities located through a whole-parish approach, and non-highway paths should be maintained by the Parish Council.					1	1	1							
	ENP11 - Green - Blue Infrastructure and Biodiversity - the Setting for New Developments	New developments should integrate thoughtful design, connectivity, and the natural environment by including landscaping, open spaces, biodiversity-friendly planting, and sustainable drainage systems, while ensuring long-term maintenance and addressing Nature Recovery Areas and Biodiversity Net Gain.		1					1	1						
	ENP12 - Protecting Nature and Biodiversity Net Gain	Development proposals in the Eynsham Neighbourhood Plan Area should incorporate biodiversity action plans, protect watercourses and agricultural land, enhance ecological features, avoid impacts on important species and habitats, and ensure sustainable lighting and buffers around trees and ancient woodlands to support biodiversity gain and nature recovery.							1	1						
	ENP15 - Trees in the landscape	Developments should aim to preserve or enhance tree cover by retaining healthy mature trees, replacing lost or poor-condition trees nearby, protecting veteran and ancient trees, and promoting nature recovery areas that connect existing woodlands		1					1	1						
	ENP18 - Village Retail	New retail developments in Eynsham should enhance local shopping options, support community needs without car travel, include electric vehicle charging points, and maintain a range of retail facilities, while changes of use reducing shops or community amenities will be resisted unless it's proven they are no longer viable.				1	1									
	ENP19 - Sustainable Transport and Active Travel	The Neighbourhood Plan promotes safe and accessible connectivity for pedestrians, cyclists, and public transport, encourages active travel, minimizes car use, and requires developments to integrate walking and cycling routes, electric vehicle charging, and sustainable transport measures while ensuring safety and connectivity for the community.				1	1	1		1						
~~West Eynsham SDA SPD Issues and Options Responses~~	~~General Comments~~	~~A comprehensive and coordinated approach to development around Eynsham is essential.~~									1					
		~~The compact and walkable layout of Eynsham should be replicated in the SDA.~~					1			1						
		~~As much of the 'natural' and rural character of the local area should be preserved.~~						1	1							
		~~Emphasis should be placed on providing pedestrian and cycling links, especially to the countryside, rather than facilitating car traffic through the village. Bus services should also be improved.~~				1	1			1						
		~~A new 'linear park' could provide important recreational, leisure, environmental and ecological value, as well as benefitting mental wellbeing and facilitating community cohesion~~							1							
		~~Access to the countryside must be retained.~~							1							
		~~Public transportation service frequency, network coverage, and waiting facilities need significant improvement. Infrastructure for active forms of transportation also needs to be improved and/or expanded.~~	1			1										
	~~Western Spine Road specific comments~~	~~The new road should not become a rat-run.~~														
		~~New junction should not exacerbate traffic congestion problems currently experienced on the A40 during peak commuting times.~~	1													
		~~Avoidance of adverse impact upon the Scheduled Ancient Monument near the southern boundary.~~							1							
		~~Avoidance of adverse impact upon the Chilbridge Road.~~							1							
West Eynsham SDA Masterplan Document	Meeting Housing Need	The development will be carefully designed, achieving a high quality environment. A range of housing types and tenures will be provided and will be designed to a high standard, delivering market and affordable housing in line with local need.										1	1	1		
	Healthy Living	Spaces will be designed to be easy to navigate, with a wide range of interlinked uses and generous green spaces allowing residents to flourish within their own surroundings.					1		1	1						
	Walking and Cycling Trails	A network of paths and cycle routes will be integrated into the retained PROW network. There is an opportunity to provide an interpretative walk across the site, including way-finding and interpretive signs to provide information about the ecology and heritage of the local area					1	1		1						
	Biodiversity Enhancement	Opportunities for biodiversity gain will be implemented throughout the scheme by retaining and enhancing existing valuable habitats and providing a greater diversity of habitats through tree planting, meadow planting and Sustainable Drainage Systems. Each phase to seek a net gain in biodiversity to respond to relevant local and national policy		1					1							

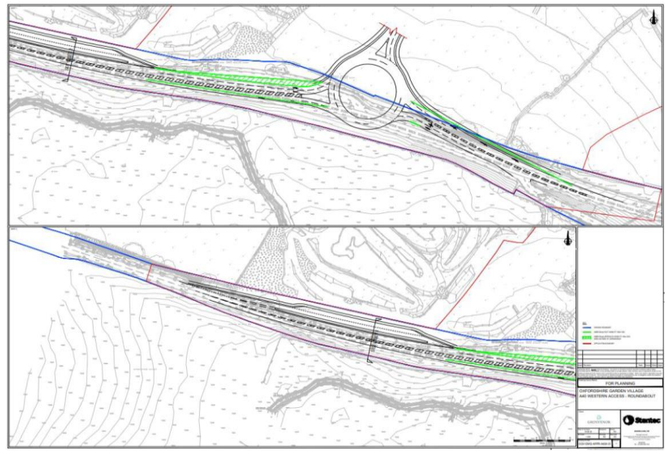
Salt Cross Garden Village Area Action Plan (taking into account the Planning Inspectorate Report's comments)	Climate Action	Promote development that strengthens the natural environment by creating a reliable green infrastructure network, enhancing biodiversity, and incorporating zero-carbon, energy-positive technologies to ensure climate resilience					1	1	1	1					
	Healthy Place Shaping	Create thoughtfully designed homes with gardens that blend urban and rural elements, fostering healthy communities and providing spaces for food cultivation. Develop vibrant, walkable neighbourhoods with strong cultural, recreational, and retail facilities to promote sociability and well-being					1	1		1	1				
	Protecting and Enhancing Environmental Assets	Promote development that strengthens the natural environment through delivering a comprehensive green infrastructure network that supports biodiversity and incorporates zero-carbon, energy-positive technologies to build climate resilience				1	1	1	1	1					
	Movement and Connectivity	Support a diverse range of local employment opportunities within the Garden Village, ensuring easy commuting access from homes. Foster vibrant, walkable neighbourhoods with strong cultural, recreational, and retail facilities. Develop an integrated, accessible transport network prioritising walking, cycling, and public transport as the preferred modes of local transport.	1	1	1	1	1	1		1					
	Enterprise, Innovation and Productivity	Facilitate a broad range of local job opportunities within the Garden City, ensuring convenient commuting access from residential areas, while also developing vibrant, walkable neighbourhoods with strong cultural, recreational, and retail facilities					1	1			1				
	Meeting Current and Future Housing Needs	To provide a diverse range of dwelling types and tenures for all ages and needs, including properties that are genuinely affordable. Homes should be innovatively designed so that they support sustainable living. Housing should be delivered, where possible, through new models and mechanisms and diversity of delivery partners, having regard to the timing of delivery of supporting infrastructure.										1	1	1	1
	Building a strong, vibrant and sustainable community	The garden village must be a welcoming place for all that is safe and inclusive characterised by strong community cohesion and integration not just within the garden village but also with nearby Eynsham and the surrounding countryside incorporating green and blue infrastructure where possible. Development should seek to enhance connectivity across the A40 and establish the garden village as a walkable neighbourhood. Supporting infrastructure needs to be in place early and take account of wider growth in the Eynsham area, so as to not put pressure on existing services and facilities in Eynsham.					1	1	1	1	1	1	1		1
Central Oxfordshire Travel Plan	Climate and Emissions	Significantly reduce carbon emissions from all transport-related activities through targeted interventions and sustainable practices.				1	1	1		1					
	Housing, Jobs and Regeneration	Support sustainable development and infrastructure planning to accommodate the construction of 100,000 new homes in Oxfordshire by 2031, helping manage the impacts of population growth, particularly in the areas surrounding Oxford.									1	1	1		1
	Sustainable Travel	Improve journey time reliability and reduce congestion across the COTP area by promoting space-efficient travel options such as public transport and active travel. Enhance the accessibility, reliability, and safety of sustainable travel modes to support a high quality of life and maintain the area's attractiveness as a place to live and work.	1			1	1	1		1					
	Equality	Improve equality across the COTP area by improving access to opportunities, services, and affordable transport to provide everyone with the same opportunities.				1	1	1		1					
	Health	Promote active lifestyles and improve public health by increasing opportunities for physical activity and reducing obesity levels across the Central Oxfordshire area through enhanced active travel infrastructure and community initiatives.					1	1		1					

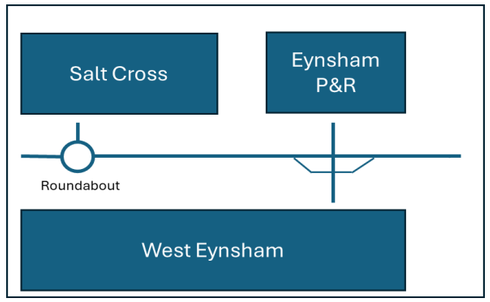
Option A - Core

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	1	LinSig model indicates that both the junctions will operate within capacity in all modelled scenarios, however the introduction of an uncontrolled roundabout for the Salt Cross access junction will not enable proactive A40 corridor management.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	-1	The eastbound layby will be relocated to facilitate the implementation of the roundabout, also the West Eynsham junction will cut the westbound layby in half, reducing its capacity but allowing some element of the existing facility to be retained to serve existing demand and functionality.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	Potential for drivers to use the layby to rat-run between West Eynsham and A40. Signage will be implemented near the lay by to deter rat-running, this will however not be a physical deterrent. In addition, traffic using the layby, including large Heavy Goods Vehicles (HGVs), will need to cross the West Eynsham access arm near to the A40 access junction. This movement could be obstructed by traffic queuing at the signals, increasing the risk of collisions at this location, however it is noted that the provision of a roundabout junction at Salt Cross Garden Village would deter the unsafe movement of vehicles turning right out of the westbound layby as it would provide the ability for vehicles wanting to travel eastbound to exit the layby and U-turn in a safe manner.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	-2	Large scale of construction required to build signalised crossroads and roundabout junctions which will require the relocation and amendment to the existing laybys. Significant works may be required to the Westbound layby to address the level differences between the existing layby and the level of the proposed development access road crossing it.
Objective	**Sub-objective**	**Assessment Criteria**	-2	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	-1	Signalised junction at West Eynsham and Park and Ride site provides the opportunity to incorporate bus priority lanes, bus gates and hurry calls for buses in the future although the roundabout junction at Salt Cross does not. Having a fourth arm at the Park and Ride junction will allow less time in the signal stages for bus movements to access and egress the Park and Ride site, which is critical at the Park and Ride junction as there is likely to be high levels of bus movements accessing and egressing the Park and Ride site.
		3. Link to Eynsham Park and Ride site.	2	Direct connection between Park & Ride and West Eynsham will be provided via a signalised cross road.
		4. Links to existing and new bus stops on the A40.	1	New cycle and pedestrian links provided to existing eastbound and westbound bus stops.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	0	Pedestrian and cycle infrastructure providing connections between A40 and spine road provided in junction designs, however the design requires pedestrians and cyclists to cross the layby when on the spine road and an additional A40 east-west controlled crossing on the south side of the West Eynsham junction for movements between Eynsham and the west.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	-1	Option provides north-south connection between West Eynsham and Salt Cross (routing through the Park & Ride site) and a staggered connection (routing along the A40). Longer distance between junctions make this connection less direct. No crossings are proposed at the roundabout.
		3. Modelled delay to pedestrians at A40 junction.	N/A	Not assessed as part of the scoring of the longlist options.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	0	A signalised crossing (allowing north-south movements) will be provided at the West Eynsham and Park & Ride junction However, no crossing provision included as part of the roundabout junction at Salt Cross.
Objective	**Sub-objective**	**Assessment Criteria**	3	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	2	Both junctions are located outside of the modelled flood area so are unlikely to be impacted by flooding.
		2. Preserve current biodiversity and promote its expansion.	-1	Delivering both the roundabout and crossroads junctions will require significant land take, which could negatively impact the biodiversity of the area. In addition, delivering this option will require the relocation of the eastbound layby and the loss of trees screening the westbound layby (to accommodate the proposed cycle track) which could further negatively impact the biodiversity of the area.
Objective	**Sub-objective**	**Assessment Criteria**	-1	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	0	The large scale roundabout access junction proposed at Salt Cross does not align with the proposed signalised crossroads junction at West Eynsham with the separation of both junctions providing a disjointed access to the two development sites. In addition, the ability to access West Eynsham through the laybys undermines the attractiveness of the signalised crossroads junction proposed at West Eynsham as a gateway into the development.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	0	A Toucan Crossing, 3m segregated cycleway and a 2m footway has been incorporated at the West Eynsham access junction, however, there is no footpath along the southern side of the A40 linking West Eynsham to Salt Cross and there are no pedestrian crossing facilities are provided at the roundabout access to Salt Cross.
		4. Promotes personal security.	-1	Signalised crossroad junction layout with active travel facilities will promote personal security through encouraging increased street-level usage, promoting natural surveillance. However, the personal security of those active modes who choose to access and egress the West Eynsham via the layby is not promoted as the layby is screened from the A40 by vegetation, which may reduce visibility and limit natural surveillance in that area.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	-1	The access to Salt Cross Garden Village is located quite far from the West Eynsham entrance, and the roundabout layout promotes traffic dominance in the area, rather than creating a strong sense of place between the two areas
		2. Positive relationship with Park and Ride site.	1	Proposal promotes direct connectivity to the Park and Ride site for private vehicle, public transport and non-vehicle users through signalised crossroads layout and good provision of crossings. Although the potential for vehicles to use the layby as a rat-run when exiting West Eynsham reduces this connectivity.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	-2	The higher cost associated with delivering this option may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc…)
Objective	**Sub-objective**	**Assessment Criteria**	-2	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires two junctions to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	1	Delivery of the West Eynsham staggered junction can be staged to assist with phasing of delivery however, construction of the roundabout junction cannot be staged.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	-2	This option is relatively costly to deliver, requiring the construction of a large roundabout at Salt Cross and the relocation of (and amendments to) the existing laybys. In addition, this option does not offer the opportunity for the West Eynsham developer to cost share with Salt Cross developer as the accesses to the two developments are located apart.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-2	This option requires the West Eynsham spine road to route through land with at least three different land owners/interested parties (which is more than Options B, C-Core and D-Core) creating risk and need for cooperation. In addition, there are stakeholder concerns around the options impact to the laybys and how they will be accessed.
Objective	**Sub-objective**	**Assessment Criteria**	-3	
Total			-3	

2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit





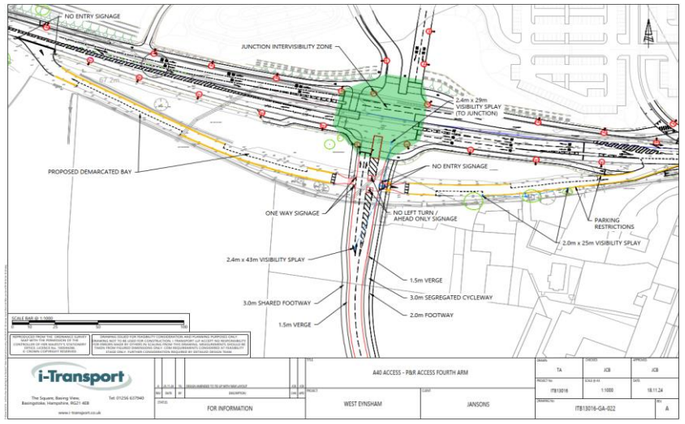


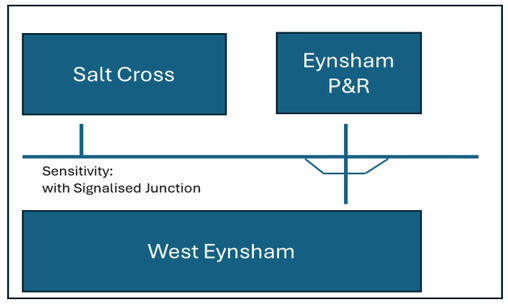
Option A - Sensitivity

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	2	VISSIM modelling indicates that all shortlisted options forecast to work within capacity in all modelled scenarios apart from in 2041 PM peak where downstream congestion blocks back through the junctions. The modelling forecasts slightly less delay on the A40 at the P&R and Salt Cross junctions in the A and B Sensitivity options than the C and D Core options, although overall network capacity is very similar across all shortlisted options.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	0	The West Eynsham junction will cut the westbound layby in half, and the eastbound layby will likely need to be relocated to facilitate the access into Salt Cross. This will reduce the capacity of the WB layby but allow some element of the existing facility to be retained to serve existing demand and functionality.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	Potential for drivers to use the layby to rat-run between West Eynsham and A40. Signage will be implemented near the lay by to deter rat-running, this will however not be a physical deterrent. In addition, traffic using the layby, including large Heavy Goods Vehicles (HGVs), will need to cross the West Eynsham access arm near to the A40 access junction. This movement could be obstructed by traffic queuing at the signals, increasing the risk of collisions at this location. It is noted that the westbound layby layout in this option provides a controlled egress onto A40 eastbound via the West Eynsham junction for users of the private property located on the westbound layby obviating the possibility of long detours.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	0	Larger scale of construction required to build signalised crossroads and roundabout junctions which will require the relocation and amendment to the existing laybys. Significant works may be required to the westbound layby to address the level differences between the existing layby and the level of the proposed development access road crossing it. However, the signalised T-junction at Salt Cross requires a smaller scale of construction then the roundabout option.
Objective	**Sub-objective**	**Assessment Criteria**	2	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	VISSIM modelling indicates that bus journey times across all shortlisted options are quite similar. Option A Sensitivity and Option C Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham) than Option B Sensitivity and Option D Core.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	0	Signalised junctions provide the opportunity to incorporate bus priority lanes, bus gates and hurry calls for buses in the future. However, the four-arm junction leading to the Park & Ride site will allow less time in signal stages for bus movements, which is critical at this junction which will have high level of bus movements
		3. Link to Eynsham Park and Ride site.	2	Direct connection between Park & Ride and West Eynsham will be provided via a signalised cross road.
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	0	Pedestrian and cycle infrastructure providing connections between A40 and spine road provided in junction designs, however the design requires pedestrians and cyclists to cross the layby when on the spine road and an additional A40 east-west controlled crossing on the south side of the West Eynsham junction for movements between Eynsham and the west.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	0	Option provides north-south connection between West Eynsham and Salt Cross (routing through the Park & Ride site) and a staggered connection (routing along the A40). Potential to include crossing of the A40 at the Salt Cross staggered signalised junction.
		3. Modelled delay to pedestrians at A40 junction.	0	Bespoke spreadsheet model which estimates the times that it would take for pedestrians to travel between Salt Cross Garden Village, the Eynsham Park and Ride site, and West Eynsham via the A40 (taking into account distances between the proposed access junctions to the site, modelled wait times at the crossing points and average walking speeds) estimates that it would take a pedestrian 3032 seconds to walk between the sites with Option A Sensitivity in place. This is the same as the calculated time for Option B Sensitivity but more than Option C and Option D Core.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	1	Option provides two north-south crossings at the A40 junctions which is less than some other options which provide three.
Objective	**Sub-objective**	**Assessment Criteria**	6	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	2	Both junctions are located outside of the modelled flood area so are unlikely to be impacted by flooding
		2. Preserve current biodiversity and promote its expansion.	-1	Delivering both the crossroads and T-junction junctions will require some land take, which could negatively impact the biodiversity of the area. In addition, delivering this option will likely require the relocation of the eastbound layby and the loss of trees screening the westbound layby (to accommodate the proposed cycle track) which could further negatively impact the biodiversity of the area.
Objective	**Sub-objective**	**Assessment Criteria**	1	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	1	Signalised crossroads junction provides an appropriate access for a residential-led development of around 1,000 homes however the ability to access West Eynsham through the laybys undermines the attractiveness of the signalised crossroads junction proposed at West Eynsham as a gateway into the development.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	2	A Toucan Crossing, 3m segregated cycleway and a 2m footway will be provided as part of this proposal and there is the potential to incorporate a path for active modes along the southern side of the A40 linking to Salt Cross via a crossing at the Salt Cross junction.
		4. Promotes personal security.	-1	Signalised crossroad junction layout with active travel facilities will promote personal security through encouraging increased street-level usage, promoting natural surveillance. However, the personal security of those active modes who choose to access and egress the West Eynsham via the layby is not promoted as the layby is screened from the A40 by vegetation, which may reduce visibility and limit natural surveillance in that area.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	0	The access to Salt Cross Garden Village is located quite far from the West Eynsham entrance although direct connections for bus users, pedestrians and cyclists will be provided via the Park & Ride site.
		2. Positive relationship with Park and Ride site.	1	Proposal promotes direct connectivity to the Park and Ride site for private vehicle, public transport and non-vehicle users through signalised crossroads layout and good provision of crossings. Although the potential for vehicles to use the layby as a rat-run when exiting West Eynsham reduces this connectivity.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	0	The larger scale of works, and subsequently higher cost, associated with delivering this option (due to larger scale of highway works required and the ammendments to both layouts required) may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc…). Option is likely to cost less than the "Option A - Core" option.
Objective	**Sub-objective**	**Assessment Criteria**	4	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires two junctions to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	2	The signalised crossroads junction layout at West Eynsham provides an opportunity to phase developments as the junction can be built-out with one arm being a stub. The construction of a signalised T-junction layout at Salt Cross will be easier to phase and will have less impact on the A40 than a roundabout.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	0	This option will be relatively costly to deliver (due to extents of highway works required and layby amendments), and offers no opportunity to cost share with Salt Cross development.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-2	This option requires the West Eynsham spine road to route through land with at least three different land owners/interested parties (which is more than Options B, C-Core and D-Core) creating risk and need for cooperation. In addition, there are stakeholder concerns around the options impact to the laybys and how they will be accessed.
Objective	**Sub-objective**	**Assessment Criteria**	0	
Total			13	

2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit

Modelling Option A Sensitivity has not been included in the scope, the modelling results from Option B Sensitivity have been used to inform the scoring

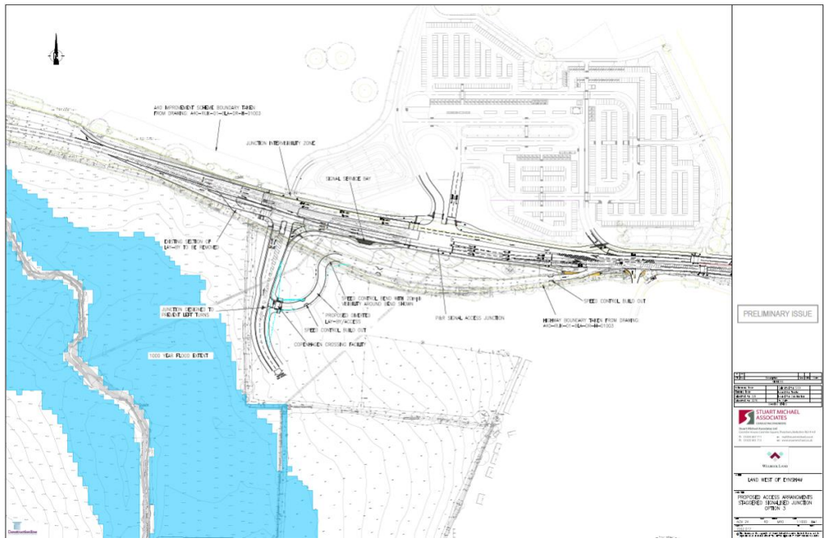


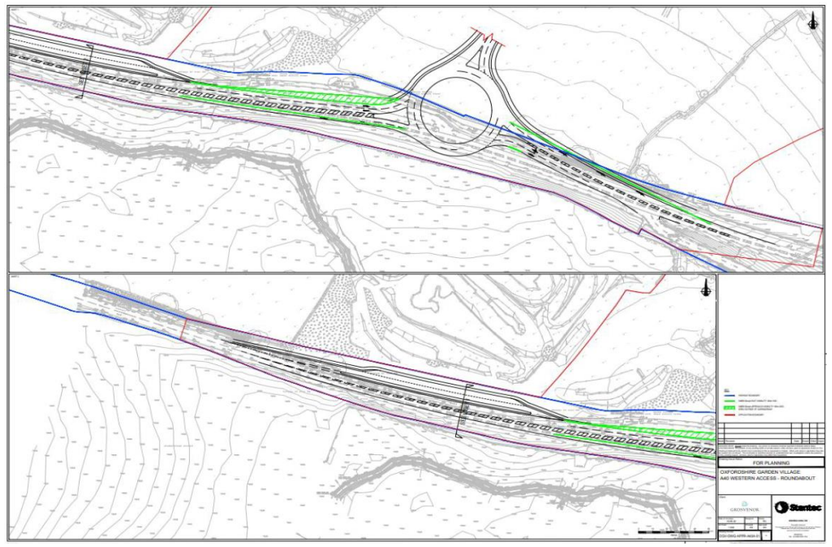


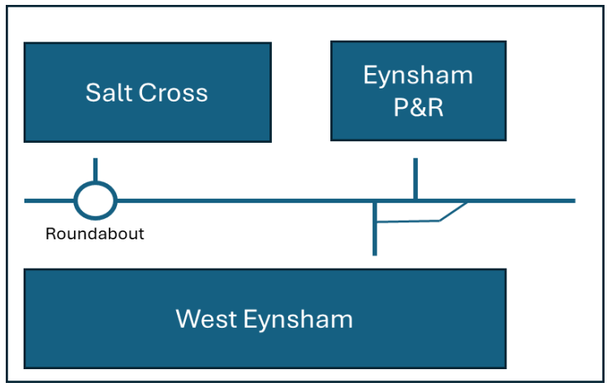
Option B - Core

			Score	Rationale for Scoring
Objective	**Sub-objective**	**Assessment Criteria**		
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	1	LinSig model indicates that both the junctions will operate within capacity in all modelled scenarios, however the introduction of an uncontrolled roundabout for the Salt Cross access junction will not enable proactive A40 corridor management.
		1. Need to reconfigure/relocate lorry parking/ layby areas.	-1	The eastbound layby will be relocated to facilitate the implementation of the roundabout, also the West Eynsham Junction will remove an element of the existing westbound layby. The reconfiguration proposed will slightly reduce the capacity of the WB layby but allow a significant proportion of the existing facility to be retained to serve existing demand and functionality.
	Objective H2: Accommodate existing and forecast freight movements on A40	2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	1	• Potential for drivers to use the layby to rat-run between West Eynsham and A40. Layby junction with spine road will be designed to deter rat-running although there is still the potential for vehicles to rat-run. • Option requires all layby traffic, including large HGVs, to use West Eynsham A40 access junction to exit the layby which will put additional traffic on the spine road. However, exiting the layby via the A40 access junction provides a more controlled and safer option than the existing arrangement and the arrangement in the Option A Core and Sensitivity options.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	-2	Large scale of construction required to build signalised staggered crossroads and roundabout junctions which will require the relocation and amendment to the existing laybys.
Objective	**Sub-objective**	**Assessment Criteria**	-1	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junction at West Eynsham and Park & Ride provides the opportunity to incorporate bus priority lanes, bus gates and hurry calls for buses in the future although the roundabout junction at Salt Cross does not. The three-arm junction layout at the Park & Ride site will allow more time in the signal stages for bus movements egressing the Park & Ride site, which will have high level of bus movements.
		3. Link to Eynsham Park and Ride site.	1	West Eynsham junction provides connections between West Eynsham and Park and Ride site although staggered junction layout is not as direct as crossroads layout. Bus services operating between Salt Cross, Park & Ride and West Eynsham will need to use A40 for short stretch.
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	1	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40, however the design requires pedestrians and cyclists to cross the layby when on the eastern side of the spine road.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	-1	Option provides north-south connection between West Eynsham and Salt Cross (routing through the Park & Ride site) and a staggered connection (routing along the A40). No crossings are proposed at the roundabout.
		3. Modelled delay to pedestrians at A40 junction.	N/A	Not assessed as part of the scoring of the longlist options.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	0	A signalised crossing (allowing N-S movements) will be provided at the West Eynsham and Park & Ride junction, however, no crossing provision included as part of the roundabout junction at Salt Cross.
Objective	**Sub-objective**	**Assessment Criteria**	5	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	2	Both junctions are located outside of the modelled flood area so are unlikely to be impacted by flooding
		2. Preserve current biodiversity and promote its expansion.	-1	Delivering both the staggered crossroads and roundabout junctions will require significant land take, which could negatively impact the biodiversity of the area. In addition, delivering this option will likely require the relocation of the eastbound layby and the loss of trees screening the westbound layby (to accommodate the proposed cycle track) which could further negatively impact the biodiversity of the area.
6	**Sub-objective**	**Assessment Criteria**	1	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	0	The large scale roundabout access junction proposed at Salt Cross does not align with the proposed signalised staggered crossroads junction at West Eynsham with the separation of both junctions providing a disjointed access to the two development sites. In addition, the ability to access West Eynsham through the layby undermines the attractiveness of the signalised crossroads junction proposed at West Eynsham as a gateway into the development.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	0	Space for pedestrians and cyclists provided at West Eynsham access junction, however, there is no footpath along the southern side of the A40 linking West Eynsham to Salt Cross and there are no pedestrian crossing facilities are provided at the roundabout access to Salt Cross.
		4. Promotes personal security.	-1	Staggered and disparate junction layout will not promote personal security due to spread-out street level usage limiting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	-1	The access to Salt Cross Garden Village is separate and located quite far from the West Eynsham entrance, and the roundabout layout promotes traffic dominance in the area, rather than creating a strong sense of place between the two areas. However, the option does provide pedestrian and cyclist connectivity between West Eynsham and Salt Cross via the Park & Ride site.
		2. Positive relationship with Park and Ride site.	1	Proposal provides connectivity to the Park and Ride site, although not as direct for buses and vehicles as a crossroads layout
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	-1	The higher cost associated with delivering this option may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc…). Option is likely to cost less than the "Option A - Core" option.
Objective	**Sub-objective**	**Assessment Criteria**	-1	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires two junctions to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	1	Delivery of the West Eynsham staggered junction can be staged to assist with phasing of delivery however, construction of the roundabout junction cannot be staged. It is noted that the West Eynsham access junction in Option B would enable a significant first phase of development to come forward, helping to fund the access and first section of spine road into the West Eynsham Strategic Development Area.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	-2	This option is relatively costly to deliver, requiring the construction of a large roundabout at Salt Cross and the relocation of (and amendments to) the existing laybys. In addition, this option does not offer the opportunity for the West Eynsham developer to cost share with Salt Cross developer as the accesses to the two developments are located apart.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	0	Potential for option be delivered within a single land ownership to unlock early housing delivery, although there may be stakeholder concerns around the option's impact to the westbound layby and it is noted that delivery of the full spine road and further phases of housing as envisaged in the masterplan would still require collaboration between developers in this option.
Objective	**Sub-objective**	**Assessment Criteria**	-1	
Total			3	

2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit



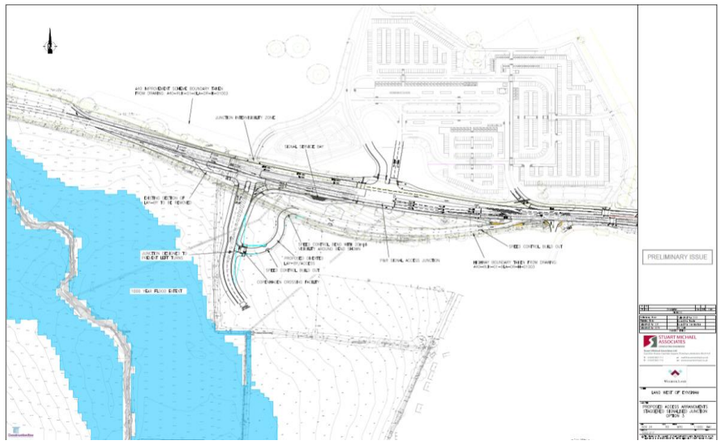


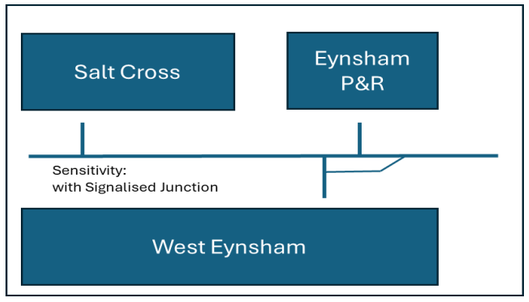


Option B - Sensitivity

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	2	VISSIM modelling indicates that all shortlisted options forecast to work within capacity in all modelled scenarios apart from in 2041 PM peak where downstream congestion blocks back through the junctions. The modelling forecasts slightly less delay on the A40 at the P&R and Salt Cross junctions in the A and B Sensitivity options than the C and D Core options, although overall network capacity is very similar across all shortlisted options.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	0	The West Eynsham Junction will remove an element of the existing westbound layby (which currently accommodates circa 22 HGVs. The reconfiguration proposed will slightly reduce the capacity of the WB layby but allow a significant proportion of the existing facility to be retained to serve existing demand and functionality.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	1	• Potential for drivers to use the layby to rat-run between West Eynsham and A40. Layby junction with spine road will be designed to deter rat-running although there is still the potential for vehicles to rat-run. • Option requires all layby traffic, including large HGVs, to use West Eynsham A40 access junction to exit the layby which will put additional traffic on the spine road. However, exiting the layby via the A40 access junction provides a more controlled and safer option than the existing arrangement and the arrangement in the Option A Core and Sensitivity options.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	0	Relatively large scale of construction required to accommodate junction proposals with ammendments to both the existing laybys required to facilitate these proposed improvements which will increase the scale of construction works.
Objective	**Sub-objective**	**Assessment Criteria**	3	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	1	VISSIM modelling indicates that bus journey times across all shortlisted options are quite similar. Option A Sensitivity and Option C Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham) than Option B Sensitivity and Option D Core.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junction at West Eynsham and Park & Ride provides the opportunity to incorporate bus priority lanes, bus gates and hurry calls for buses in the future although the roundabout junction at Salt Cross does not. The three-arm junction layout at the Park & Ride site will allow more time in the signal stages for bus movements egressing the Park & Ride site, which will have high level of bus movements.
		3. Link to Eynsham Park and Ride site.	1	West Eynsham junction provides connections between West Eynsham and Park and Ride site although staggered junction layout is not as direct as crossroads layout. Bus services operating between Salt Cross, Park & Ride and West Eynsham will need to use A40 for short stretch.
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	1	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40, however the design requires pedestrians and cyclists to cross the layby when on the eastern side of the spine road.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	1	Option provides north-south connection between West Eynsham and Salt Cross (routing through the Park & Ride site) and a staggered connection (routing along the A40). Potential to include crossing of the A40 at the Salt Cross staggered signalised junction.
		3. Modelled delay to pedestrians at A40 junction.	0	Bespoke spreadsheet model which estimates the times that it would take for pedestrians to travel between Salt Cross Garden Village, the Eynsham Park and Ride site, and West Eynsham via the A40 (taking into account distances between the proposed access junctions to the site, modelled wait times at the crossing points and average walking speeds) estimates that it would take a pedestrian 3032 seconds to walk between the sites with Option B Sensitivity in place. This is the same as the calculated time for Option A Sensitivity but more than Option C and Option D Core.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	2	A total of three north-south signalised crossing points will be provided at the Salt Cross and West Eynsham junctions.
Objective	**Sub-objective**	**Assessment Criteria**	8	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	2	Both junctions are located outside of the modelled flood area so are unlikely to be impacted by flooding
		2. Preserve current biodiversity and promote its expansion.	0	Delivering both the staggered crossroads and T-junction junctions will require some land take (although less than the signalised crossroads and roundabout layouts), which could negatively impact the biodiversity of the area. In addition, delivering this option will likely require the relocation of the eastbound layby and the loss of trees screening the westbound layby (to accommodate the proposed cycle track) which could further negatively impact the biodiversity of the area.
Objective	**Sub-objective**	**Assessment Criteria**	2	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	1	This option provides disjointed and separate accesses to new development areas and the Park & Ride site. In addition, the ability to access West Eynsham through the layby undermines the attractiveness of the signalised crossroads junction proposed at West Eynsham as a gateway into the development.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	2	Space for pedestrians and cyclists provided at West Eynsham access junction with the potential to incorporate a path for active modes along the southern side of the A40 linking to Salt Cross via a crossing at the Salt Cross junction.
		4. Promotes personal security.	-1	Staggered and disparate junction layout will not promote personal security due to spread-out street level usage limiting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	1	Option provides staggered pedestrian and cyclist connectivity between West Eynsham and Salt Cross via the A40 and as well as a connection through via the Park & Ride site.
		2. Positive relationship with Park and Ride site.	1	Proposal provides connectivity to the Park and Ride site, although not as direct as a crossroads layout.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	0	The larger scale of works, and subsequently higher cost, associated with delivering this option (due to larger scale of highway works required and the ammendments to both layouts required) may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc…). Option is likely to cost less than the "Option A - Core" option.
Objective	**Sub-objective**	**Assessment Criteria**	5	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires two junctions to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	2	Delivery of the West Eynsham staggered junction can be staged to assist with phasing of delivery and the construction of the signalised T-junction layout at Salt Cross will be easier to phase and will have less impact on the A40 than a roundabout. It is noted that the West Eynsham access junction in Option B would enable a significant first phase of development to come forward, helping to fund the access and first section of spine road into the West Eynsham Strategic Development Area.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	0	This option will be relatively costly to deliver (due to extents of highway works required and layby amendments), and offers no opportunity to cost share with Salt Cross development.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	0	Potential for option be delivered within a single land ownership to unlock early housing delivery, although there may be stakeholder concerns around the option's impact to the westbound layby and it is noted that delivery of the full spine road and further phases of housing as envisaged in the masterplan would still require collaboration between developers in this option.
Objective	**Sub-objective**	**Assessment Criteria**	2	
Total			20	

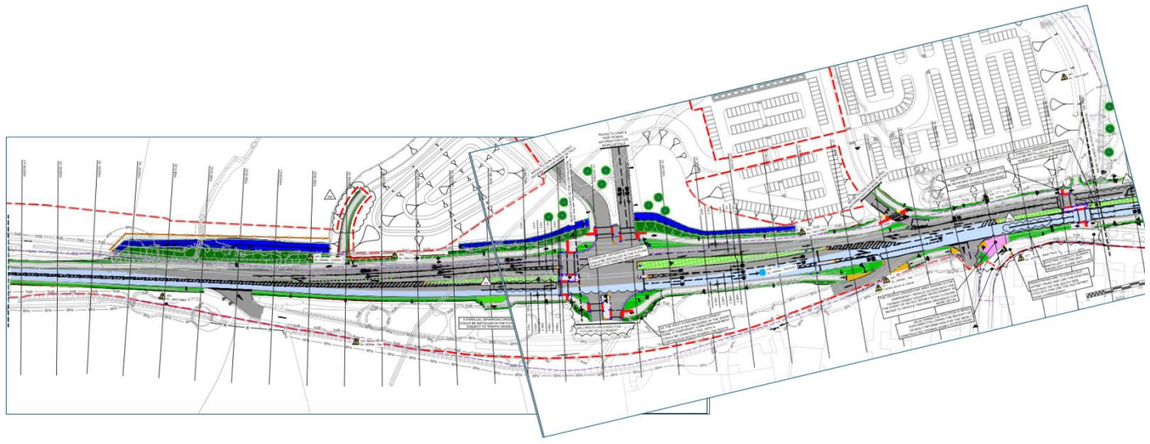
2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit

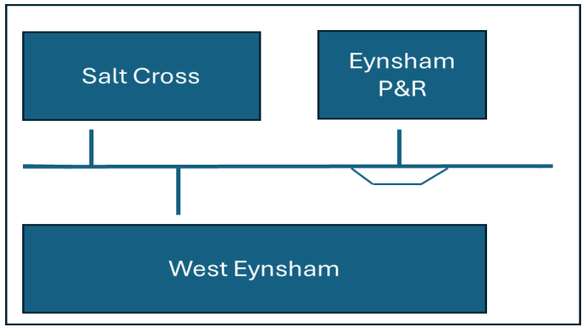




Option C - Core

			Score	Rationale for Scoring
Objective	**Sub-objective**	**Assessment Criteria**		
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	1	VISSIM modelling indicates that all shortlisted options forecast to work within capacity in all modelled scenarios apart from in 2041 PM peak where downstream congestion blocks back through the junctions. The modelling forecasts slightly less delay on the A40 at the P&R and Salt Cross junctions in the A and B Sensitivity options than the C and D Core options, although overall network capacity is very similar across all shortlisted options.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	0	The eastbound layby will be relocated to introduce a signalised access into Salt Cross Garden Village but the location of the westbound layby will be retained.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	Retains existing layby capacity in both directions. Although it is not possible to rat-run to/from West Eynsham development in this option, there is a risk that drivers will use the westbound layby to rat-run past the Park & Ride junction. In addition, the close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	1	Smaller scale of construction required to build staggered crossroads and T junctions, due to less works involved with relocating and amending the existing laybys and not constructing a large roundabout etc... (like for Core Options A & B)
Objective	**Sub-objective**	**Assessment Criteria**	2	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	VISSIM modelling indicates that bus journey times across all shortlisted options are quite similar. Option A Sensitivity and Option C Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham) than Option B Sensitivity and Option D Core.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junctions at West Eynsham, Salt Cross and Park & Ride sites provides the opportunity to incorporate bus priority lanes, bus gates and hurry calls for buses in the future. The three-arm junction layout at the Park & Ride site will allow more time in the signal stages for bus movements egressing the Park & Ride site, which will have high level of bus movements.
		3. Link to Eynsham Park and Ride site.	1	Links to Park & Ride site staggered. Bus services operating between Salt Cross, Park & Ride and West Eynsham will need to use A40 for short stretch.
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops,
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	2	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	1	This Option Provides a staggered north-south connection for pedestrians and cyclists between Salt Cross Garden Village and West Eynsham. Active mode crossing provided at the signalised junction into Salt Cross Garden Village.
		3. Modelled delay to pedestrians at A40 junction.	1	Bespoke spreadsheet model which estimates the times that it would take for pedestrians to travel between Salt Cross Garden Village, the Eynsham Park and Ride site, and West Eynsham via the A40 (taking into account distances between the proposed access junctions to the site, modelled wait times at the crossing points and average walking speeds) estimates that it would take a pedestrian 2332 seconds to walk between the sites with Option C Core in place. This is less than the calculated time for Option A and B Sensitivity but more than Option D Core.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	2	Option includes the provision of three additional north-south active mode crossing of the A40
Objective	**Sub-objective**	**Assessment Criteria**	11	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	1	Although both junctions are located outside of the modelled flood area, the junction layout causes the spine road to route closer to the modelled flood area
		2. Preserve current biodiversity and promote its expansion.	1	Staggered and T-junction layouts require less land take, there will be no loss of trees/vegetation around the westbound layby but the eastbound layby requires relocating which may have a negative impact on biodiversity.
Objective	**Sub-objective**	**Assessment Criteria**	2	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	1	Option provides somewhat disjointed and separate accesses to new development areas and the Park & Ride site.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	2	Designs of both the West Eynsham and Park & Ride junctions incorporate landscaping and greening
		3. Provision of space for pedestrians and cyclists.	2	Space for pedestrians and cyclists provided at West Eynsham access junction with the potential to incorporate a path for active modes along the southern side of the A40 linking to the Park & Ride site via a crossing at the Park & Ride site junction.
		4. Promotes personal security.	-1	Staggered and disparate junction layout will not promote personal security due to spread-out street level usage limiting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	1	Proposal provides connectivity to Salt Cross Garden Village, although not as direct as a crossroads layout.
		2. Positive relationship with Park and Ride site.	1	Proposal provides staggered connectivity to the Park and Ride site.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	1	The higher cost associated with delivering this option (resulting from the scale of highways works and its impacts to the existing eastbound layby) may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc…). Option is likely to cost less than the Option A and B options due to not requiring works to be undertaken to ammend the existing westbound layby and also offers a better opportunity to share costs of delivery with the Salt Cross developer, which would improve the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA
Objective	**Sub-objective**	**Assessment Criteria**	7	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires one junction to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	2	Delivery of the West Eynsham staggered junction can be staged to assist with phasing of delivery and the construction of the signalised T-junction layout at the Park & Ride will be easier to phase and will have less impact on the A40 than a roundabout.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	1	Some opportunity to cost share delivery of West Eynsham junction with Salt Cross and staggered junction layout cheaper to deliver than crossroads.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-1	This option requires the West Eynsham spine road to route through land with at least two different land owners/interested parties (which is less than Option A) creating risk and need for cooperation. There are also some stakeholder concerns regarding the ability for vehicles to turn right when egressing the layby.
Objective	**Sub-objective**	**Assessment Criteria**	2	
Total			24	

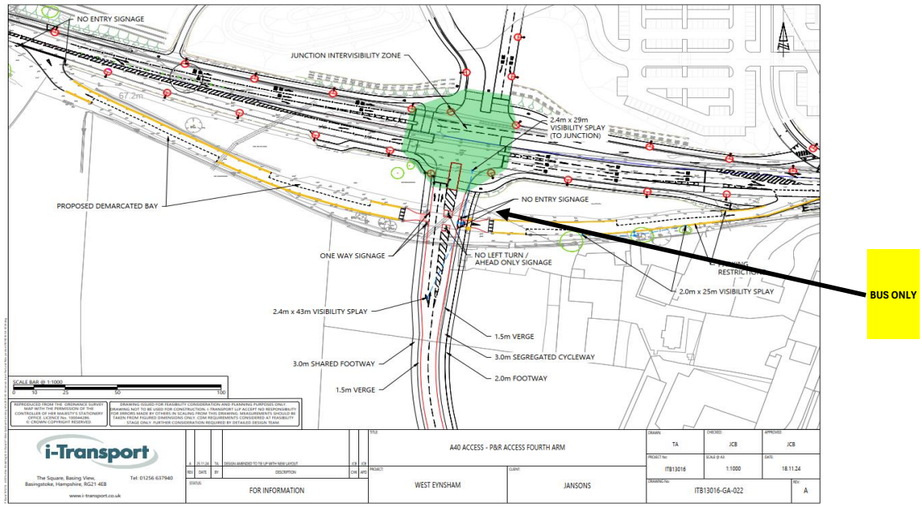


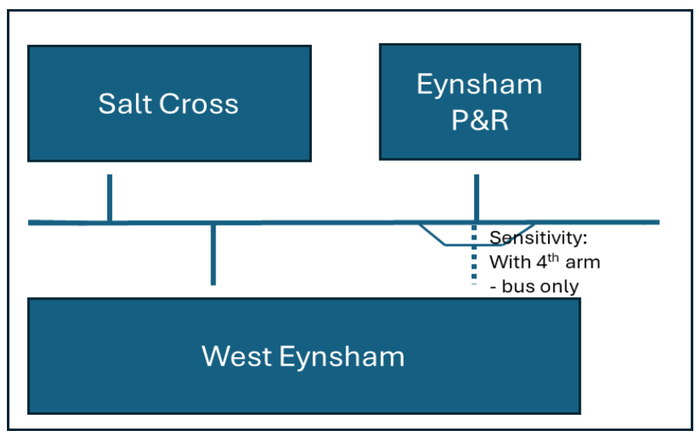


2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit

Option C - Sensitivity

			Score	Rationale for Scoring
Objective	**Sub-objective**	**Assessment Criteria**		
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios (high capacity junction design at West Eynsham assumed - lower capacity junction design forecast to operate at or above capacity)
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	-2	The eastbound layby will relocated as part of this proposal, and the westbound layby will be cut in half by the bus-only arm into West Eynsham
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	There is limited risk of vehicles rat-running to/from West Eynsham (assuming Bus-Only arm is properly enforced). However the close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	-1	Four arm crossroads layout of Park & Ride junction requires relatively large scale of construction. Significant works may be required to the westbound layby to address the level differences between the existing layby and the level of the proposed bus-only development access road crossing it. In addition the eastbound layby will be relocated and the westbound layby will be amended to facilitate the 4th bus-only arm which will further increase the scale of construction.
Objective	**Sub-objective**	**Assessment Criteria**	-1	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios (high capacity junction design at West Eynsham assumed - lower capacity junction design forecast to operate at or above capacity)
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junctions provide the opportunity to incorporate bus priority signals in the future with bus-only arm providing opportunity to allow more time in the signal stages for bus movements accessing and egressing the Park & Ride site, which will have high level of bus movements.
		3. Link to Eynsham Park and Ride site.	2	Fourth 'bus-only' arm on Park & Ride junction linking to West Eynsham development provides good bus connectivity
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops,
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	1	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40. Active mode users on the bus-only arm of the Park & Ride junction will have to cross the layby when accessing and egressing West Eynsham.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	1	This Option Provides a staggered north-south connection for pedestrians and cyclists between Salt Cross Garden Village and West Eynsham. Active mode crossing provided at the signalised junction into Salt Cross Garden Village.
		3. Modelled delay to pedestrians at A40 junction.	N/A	Not assessed as part of the scoring of the longlist options.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	2	Option includes the provision of three additional north-south active mode crossing of the A40
Objective	**Sub-objective**	**Assessment Criteria**	10	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	1	Although both junctions are located outside of the modelled flood area, the junction layout causes the spine road to route closer to the modelled flood area
		2. Preserve current biodiversity and promote its expansion.	-1	Delivering both the crossroads and staggered crossroads junctions will require some land take, which could negatively impact the biodiversity of the area. In addition, delivering this option will require the relocation of the eastbound layby and the loss of trees screening the westbound layby (to accommodate the proposed cycle track) which could further negatively impact the biodiversity of the area.
Objective	**Sub-objective**	**Assessment Criteria**	0	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	1	Option provides somewhat disjointed and separate accesses to new development areas and the Park & Ride site.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junction and cycleway.
		3. Provision of space for pedestrians and cyclists.	2	Space for pedestrians and cyclists provided at West Eynsham access junction with the potential to incorporate a path for active modes along the southern side of the A40 linking to the Park & Ride site via a crossing at the Park & Ride site junction.
		4. Promotes personal security.	-1	Staggered and disparate junction layout will not promote personal security due to spread-out street level usage limiting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	1	Proposal provides connectivity to Salt Cross Garden Village, although not as direct as a crossroads layout. Active mode connectivity between Salt Cross Garden Village is provided via the Park & Ride site and bus-only arm.
		2. Positive relationship with Park and Ride site.	2	Direct access to the Park and Ride site from West Eynsham for pedestrians and cyclists via the bus-only arm at the Park & Ride junction.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	0	The higher cost associated with delivering this option may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc…). Option is likely to more than the Option C - Core option.
Objective	**Sub-objective**	**Assessment Criteria**	6	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires one junction to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	1	Delivery of the West Eynsham staggered junction can be staged to assist with phasing of delivery however the signalised crossroads junction layout at West Eynsham provides limited opportunities to phase developments, as the construction of this junction cannot be staged.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	0	Opportunity to cost share delivery of West Eynsham junction with Salt Cross and staggered junction layout cheaper to deliver than crossroads. However the additional bus only link at the Park & Ride junction will increase cost and make coordination more complex.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-2	This option requires the West Eynsham spine road to route through land with at least three different land owners/interested parties (which is more than Options B, C-Core and D-Core) creating risk and need for cooperation. In addition, there are stakeholder concerns around the options impact to the laybys and how they will be accessed.
Objective	**Sub-objective**	**Assessment Criteria**	-1	
Total			14	



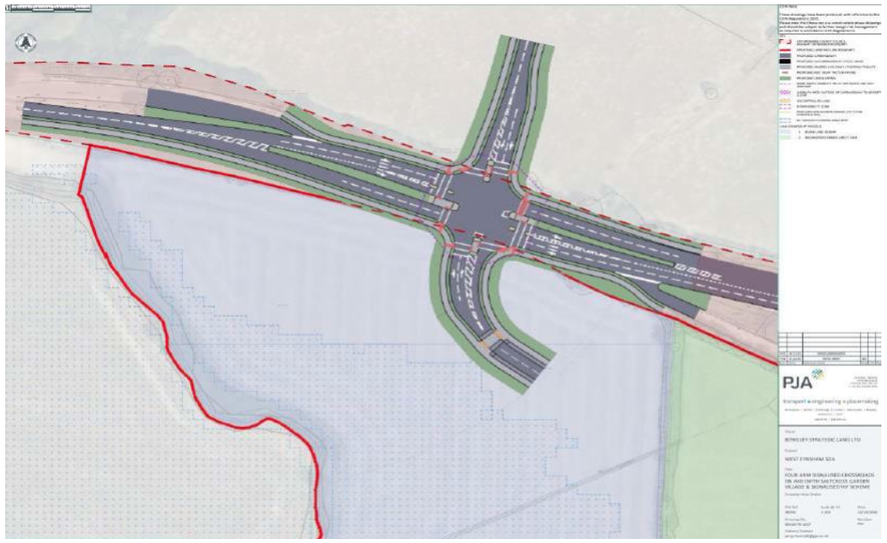


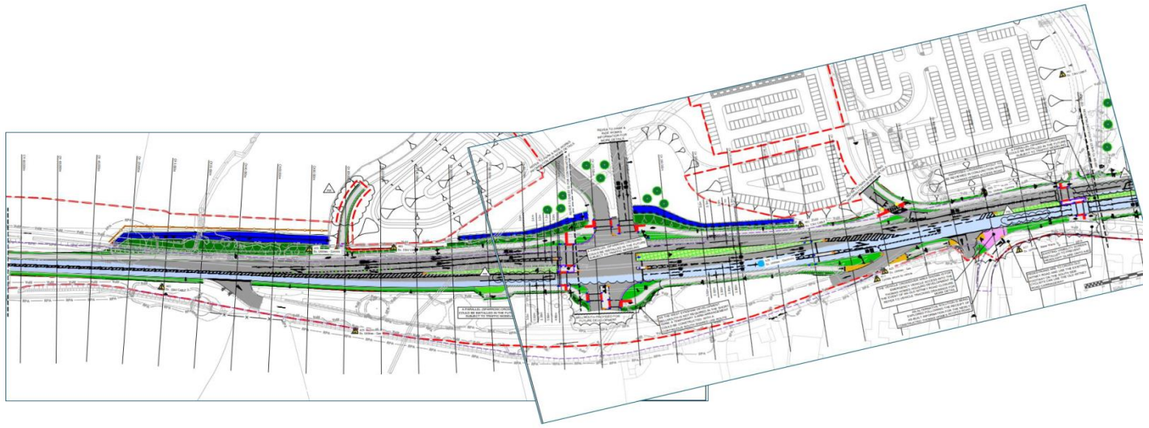
2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit

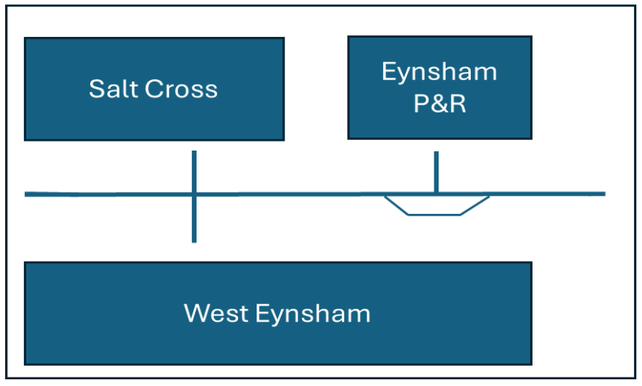
Option D - Core

			Score	Rationale for Scoring
Objective	**Sub-objective**	**Assessment Criteria**		
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	1	VISSIM modelling indicates that all shortlisted options forecast to work within capacity in all modelled scenarios apart from in 2041 PM peak where downstream congestion blocks back through the junctions. The modelling forecasts slightly less delay on the A40 at the P&R and Salt Cross junctions in the A and B Sensitivity options than the C and D Core options, although overall network capacity is very similar across all shortlisted options.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	2	Both the eastbound and westbound laybys will be retained as part of this proposal
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	Retains existing layby capacity in both directions. Although it is not possible to rat-run to/from West Eynsham development in this option, there is risk drivers will use the westbound layby to rat-run past the Park & Ride junction. In addition, the close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	2	Smaller scale of construction required as no need to amend or relocate existing layby locations to facilitate this proposed design, and there is no risk associated with constructing a large roundabout (like for Core Options A & B)
Objective	**Sub-objective**	**Assessment Criteria**	5	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	1	VISSIM modelling indicates that bus journey times across all shortlisted options are quite similar. Option A Sensitivity and Option C Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham) than Option B Sensitivity and Option D Core.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junctions provides the opportunity to incorporate bus priority signals in the future
		3. Link to Eynsham Park and Ride site.	1	Links to Park & Ride site staggered. Bus services operating between Salt Cross, Park & Ride and West Eynsham will need to use A40 for short stretch.
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	2	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	2	The cross roads will allow direct access to Salt Cross Garden Village and the Science Park for active travel road users
		3. Modelled delay to pedestrians at A40 junction.	2	Bespoke spreadsheet model which estimates the times that it would take for pedestrians to travel between Salt Cross Garden Village, the Eynsham Park and Ride site, and West Eynsham via the A40 (taking into account distances between the proposed access junctions to the site, modelled wait times at the crossing points and average walking speeds) estimates that it would take a pedestrian 2072 seconds to walk between the sites with Option D Core in place. This is less than the calculated time for Option A Sensitivity, Option B Sensitivity and Option C Core.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	2	Option includes the provision of three additional north-south active mode crossing of the A40
Objective	**Sub-objective**	**Assessment Criteria**	12	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	0	Although both junctions are located outside of the modelled flood area, the crossroads layout of the West Eynsham junction causes the spine road to route closer to the modelled flood area - closer than option C.
		2. Preserve current biodiversity and promote its expansion.	2	Smaller scale of construction required for option means less land take limiting impact on biodiversity as there will be no loss of trees/vegetation around the westbound and eastbound laybys as they are not required to be relocated as part of this option.
Objective	**Sub-objective**	**Assessment Criteria**	2	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	2	This option will provide a singular gateway junction access for both the Salt Cross and West Eynsham development sites.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	2	Space for pedestrians and cyclists provided at West Eynsham access junction with the potential to incorporate a path for active modes along the southern side of the A40 linking to the Park & Ride site via a crossing at the Park & Ride site junction.
		4. Promotes personal security.	1	Signalised crossroad junction layout with active travel facilities will promote personal security through encouraging increased street-level usage, promoting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	2	Crossroads layout of West Eynsham junction provides direct access to Salt Cross Garden Village
		2. Positive relationship with Park and Ride site.	1	Proposal provides staggered connectivity to the Park and Ride site.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	2	The relatively lower costs associated with delivering this option (due to smaller scale of highway works required to accomodate the option and the fact that the option does not require ammending either of the existing laybys) as well as the strong opportunity to share the cost of delivering the junction with the Salt Cross developer provides a better opportunity for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc…).
Objective	**Sub-objective**	**Assessment Criteria**	11	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires one junction to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	1	A signalised crossroads junction layout at West Eynsham and Salt Cross offers less flexibility for phased development, although a single arm providing access to either of the developments could be built first but this would require joint working and agreement between the developers.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	2	Lower cost associated with not impacting the existing laybys and there is an opportunity to cost share with Salt Cross development.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-1	Some stakeholder concerns regarding flood risk issues and the required changes to Salt Cross access road alignment required to accommodate the signalised crossroads junction layout. There are also some stakeholder concerns regarding the ability for vehicles to turn right when egressing the layby.
Objective	**Sub-objective**	**Assessment Criteria**	2	
Total			32	

2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit



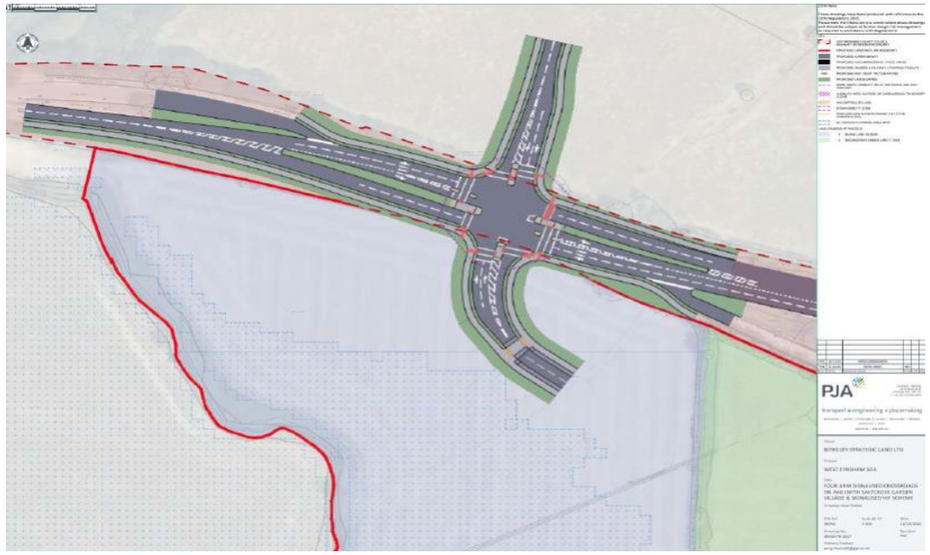


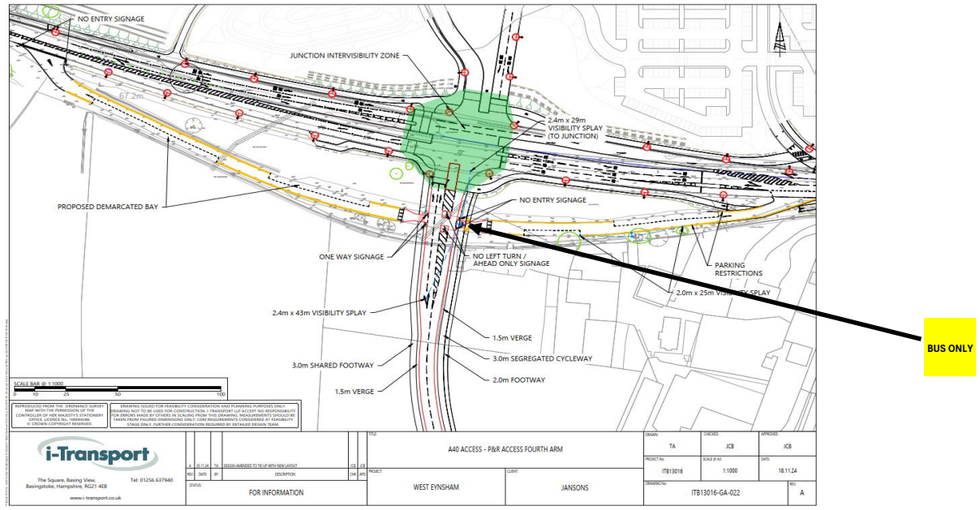


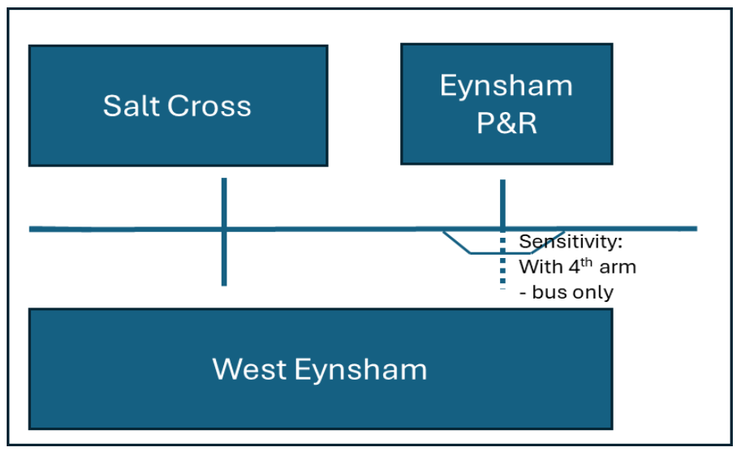
Option D - Sensitivity

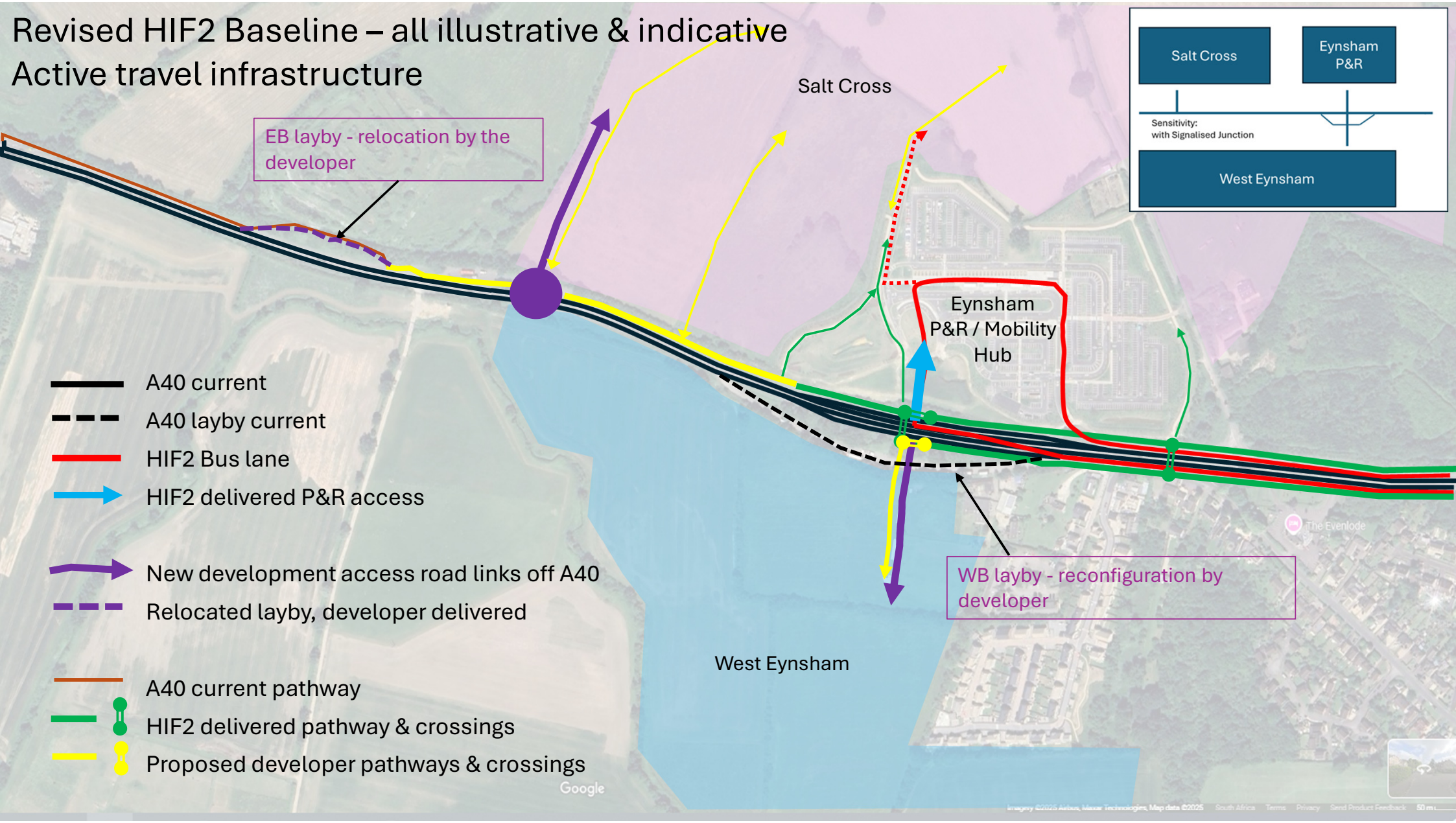
			Score	Rationale for Scoring
Objective	**Sub-objective**	**Assessment Criteria**		
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	-2	The eastbound layby will be retained but the fourth (bus only) arm at the proposed junction arrangement linking to the Park and Ride site will cut the westbound layby in half.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	1	There is limited risk of vehicles rat-running to/from West Eynsham (assuming Bus-Only arm is properly enforced). However, the close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	-1	Four arm crossroads layout of Park & Ride junction requires relatively large scale of construction. Significant works may be required to the westbound layby to address the level differences between the existing layby and the level of the proposed bus-only development access road crossing it. In addition the eastbound layby will be relocated and the westbound layby will be amended to facilitate the 4th bus-only arm which will further increase the scale of construction.
Objective	**Sub-objective**	**Assessment Criteria**	0	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junctions provides the opportunity to incorporate bus priority signals in the future
		3. Link to Eynsham Park and Ride site.	2	Fourth 'bus-only' arm on Park & Ride junction linking to West Eynsham development provides good bus connectivity
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	1	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40. Active mode users on the bus-only arm of the Park & Ride junction will have to cross the layby when accessing and egressing West Eynsham.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	2	The cross roads will allow direct access to Salt Cross Garden Village and the Science Park for active travel road users
		3. Modelled delay to pedestrians at A40 junction.	N/A	Not assessed as part of the scoring of the longlist options.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	2	Option includes the provision of three additional north-south active mode crossing of the A40
Objective	**Sub-objective**	**Assessment Criteria**	11	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	0	Although both junctions are located outside of the modelled flood area, the crossroads layout of the West Eynsham junction causes the spine road to route closer to the modelled flood area - closer than option C.
		2. Preserve current biodiversity and promote its expansion.	-1	Option requires significant land take to accommodate the 4-arm junctions at Salt Cross and the P&R as well as alterations to the westbound layby which will result in a loss of trees and vegetation. However, the existing location of the eastbound layby is maintained as part of this option, meaning it will have less of a negative impact on existing biodiversity than other options which require the relocation of the eastbound layby.
Objective	**Sub-objective**	**Assessment Criteria**	-1	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	2	This option will provide a singular gateway junction access for both the Salt Cross and West Eynsham development sites.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	2	Space for pedestrians and cyclists provided at West Eynsham access junction with the potential to incorporate a path for active modes along the southern side of the A40 linking to the Park & Ride site via a crossing at the Park & Ride site junction.
		4. Promotes personal security.	1	Signalised crossroad junction layout with active travel facilities will promote personal security through encouraging increased street-level usage, promoting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	2	Crossroads layout of West Eynsham junction provides direct access to Salt Cross Garden Village
		2. Positive relationship with Park and Ride site.	-1	West Eynsham access point is located quite far away from the Park and Ride access, creating indirect and staggered connectivity
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	0	The higher cost associated with delivering this option may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc…). Option is likely to more than the Option C - Core option.
Objective	**Sub-objective**	**Assessment Criteria**	7	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires one junction to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	1	A signalised crossroads junction layout at West Eynsham and Salt Cross offers less flexibility for phased development, although a single arm providing access to either of the developments could be built first but this would require joint working and agreement between the developers.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	-1	Opportunity to cost share delivery of West Eynsham junction with Salt Cross however a crossroads layout is more costly than a staggered junction arrangement and will require alterations to the existing westbound layby which will increase cost. The additional bus only link at the Park & Ride junction will also increase cost and make delivery coordination more complex.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-1	Some stakeholder concerns regarding flood risk issues and the required changes to Salt Cross access road alignment required to accommodate the signalised crossroads junction layout. In addition, there are some stakeholder concerns relating to the high cost of the bus-only link and the loss of westbound layby capacity associated with delivering the bus-only link.
Objective	**Sub-objective**	**Assessment Criteria**	-1	
Total			16	

2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit

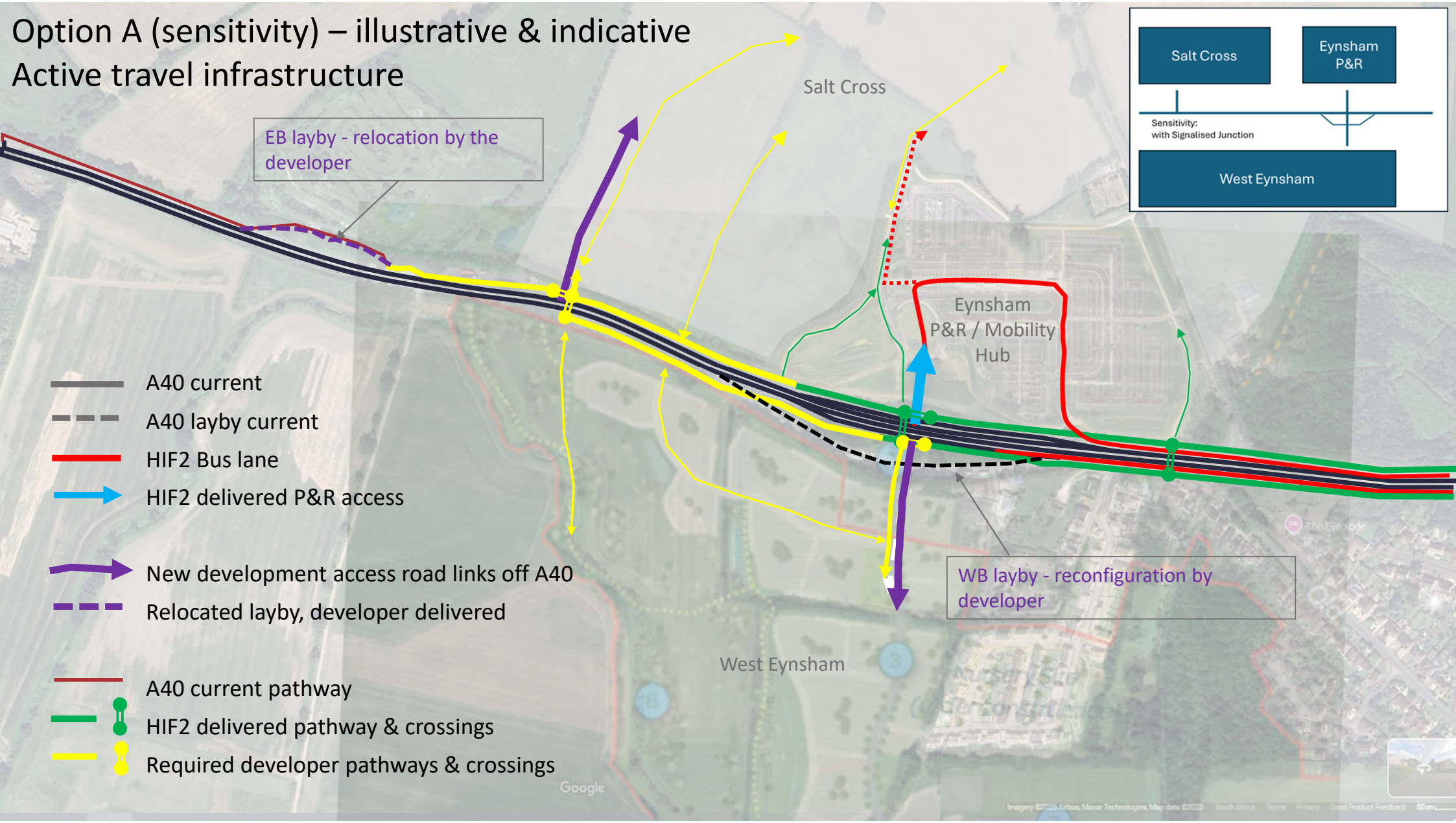




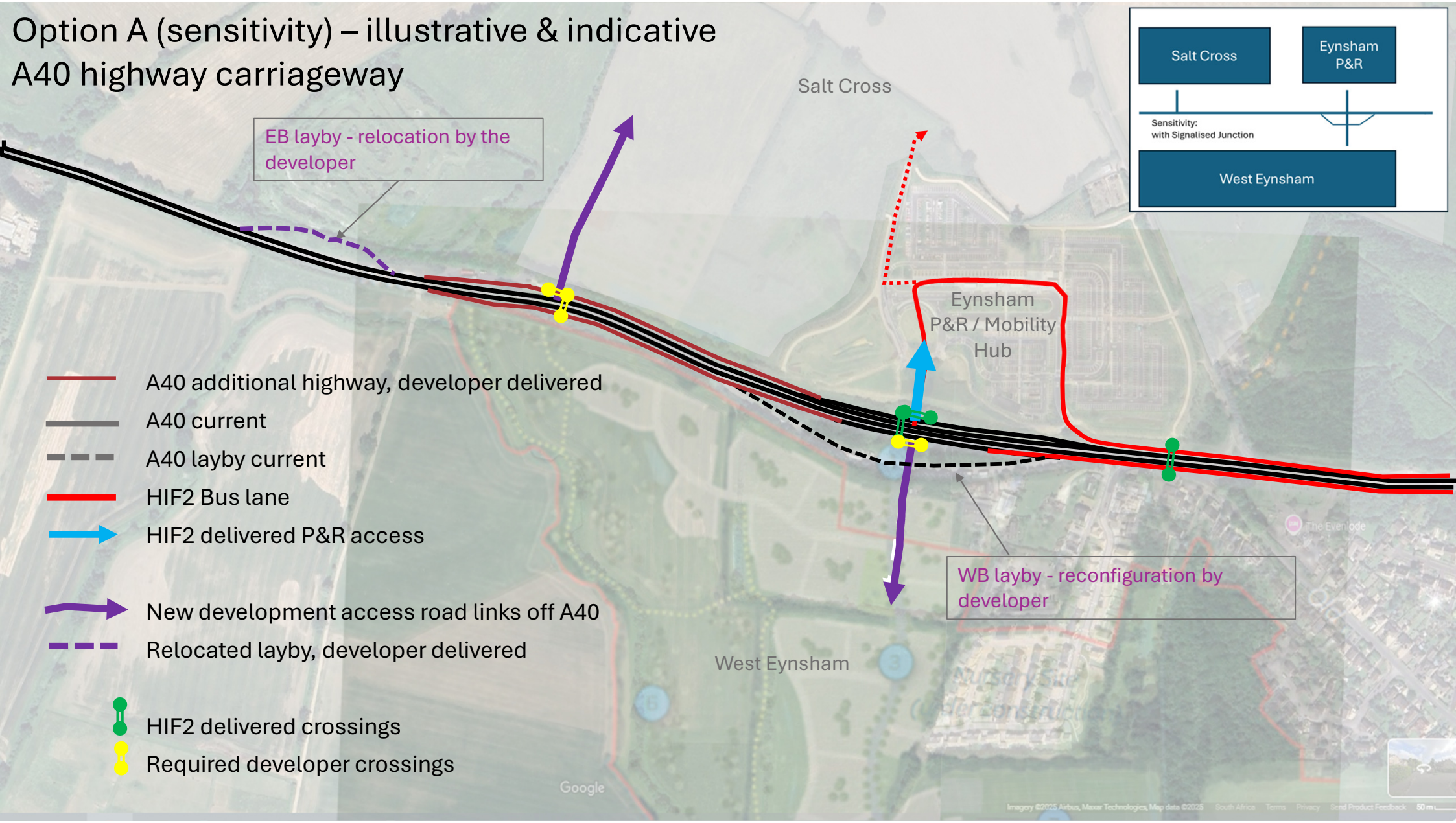



Revised HIF2 Baseline – all illustrative & indicative
Active travel infrastructure
Salt Cross
Eynsham P&R
Sensitivity: with Signalised Junction
West Eynsham
EB layby - relocation by the developer
Salt Cross
Eynsham P&R / Mobility Hub
A40 current
A40 layby current
HIF2 Bus lane
HIF2 delivered P&R access
New development access road links off A40
Relocated layby, developer delivered
A40 current pathway
HIF2 delivered pathway & crossings
Proposed developer pathways & crossings
WB layby - reconfiguration by developer
West Eynsham
Google

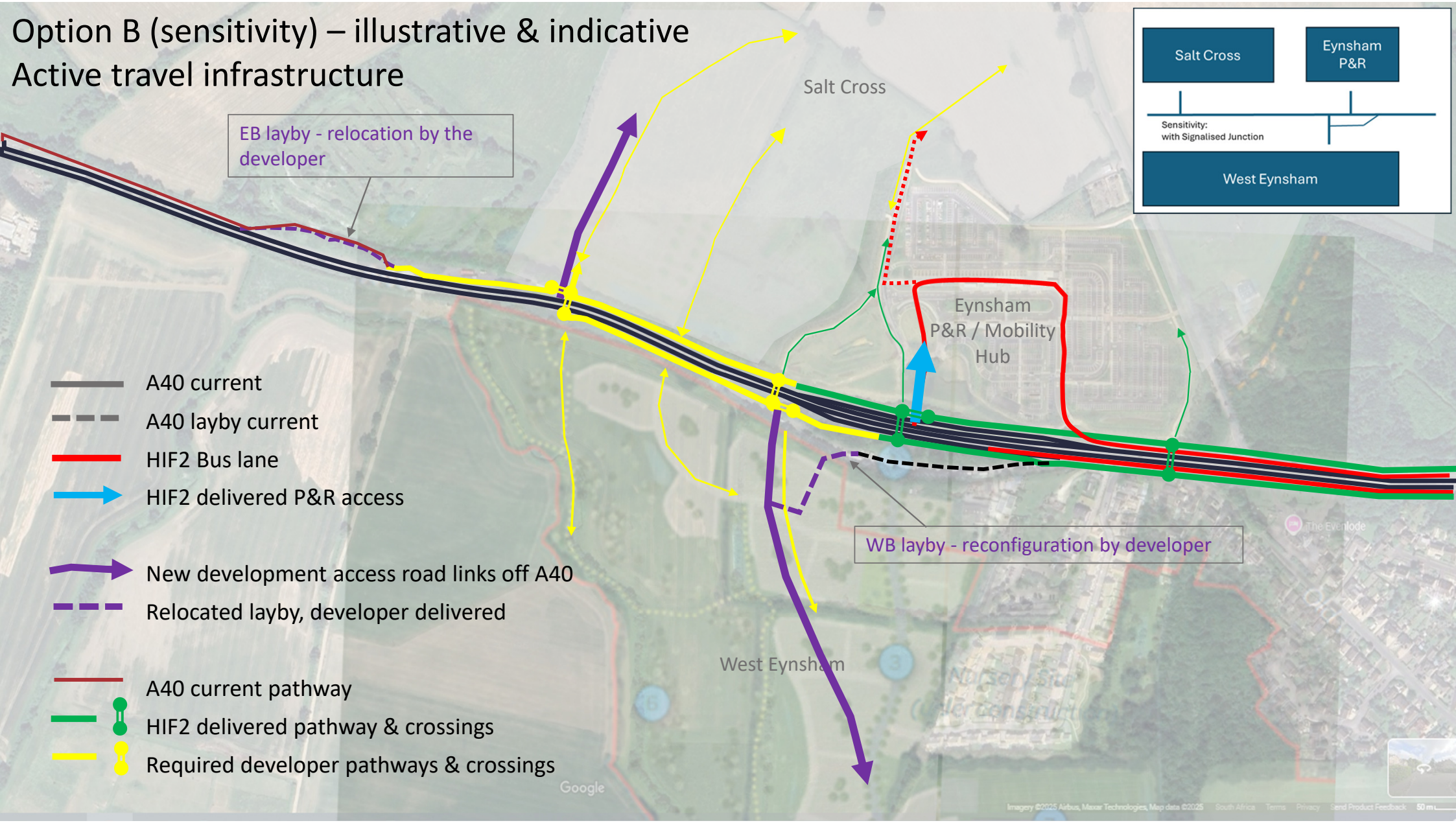
Option A (sensitivity) – illustrative & indicative
Active travel infrastructure



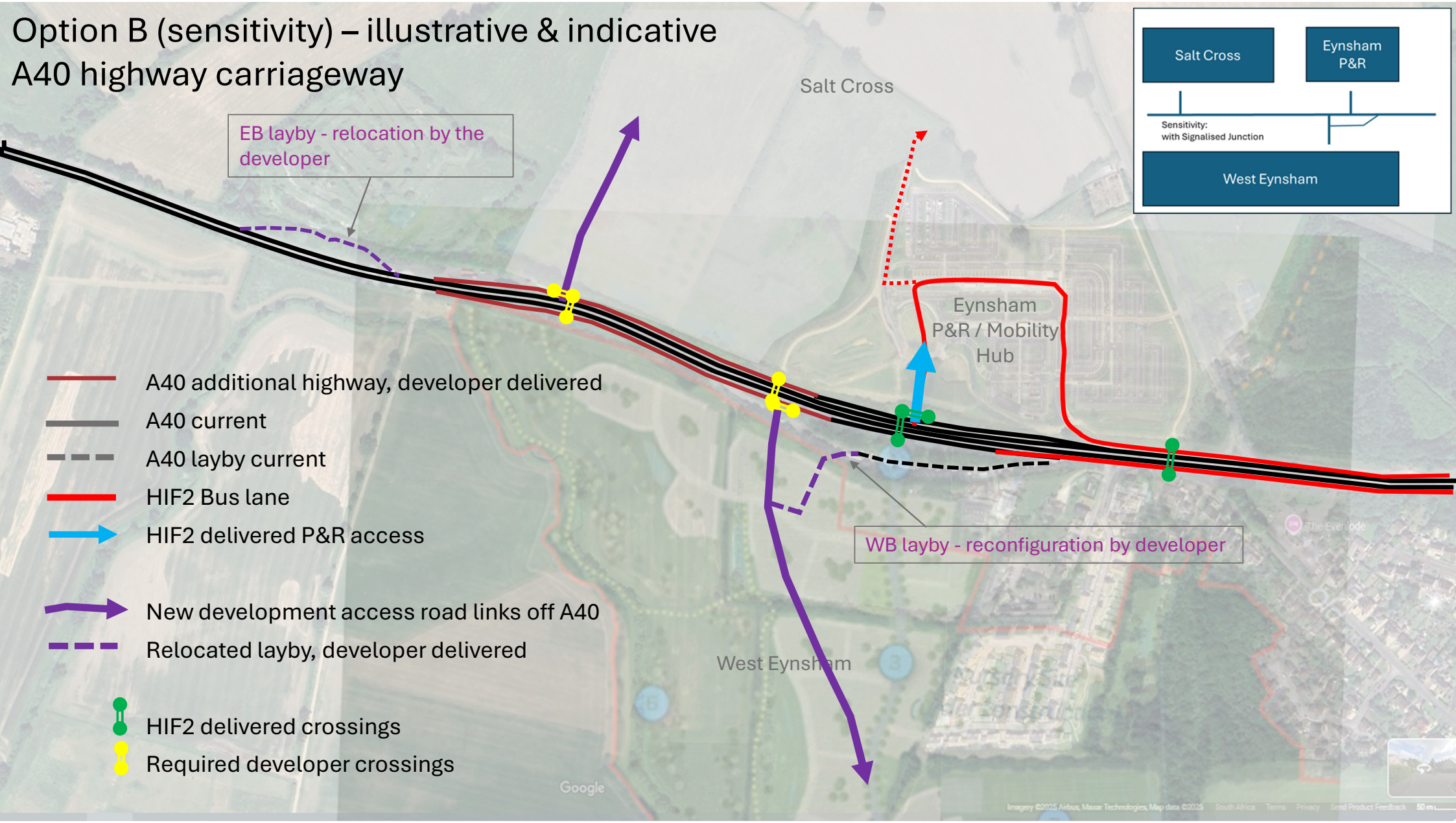
Option A (sensitivity) – illustrative & indicative
A40 highway carriageway



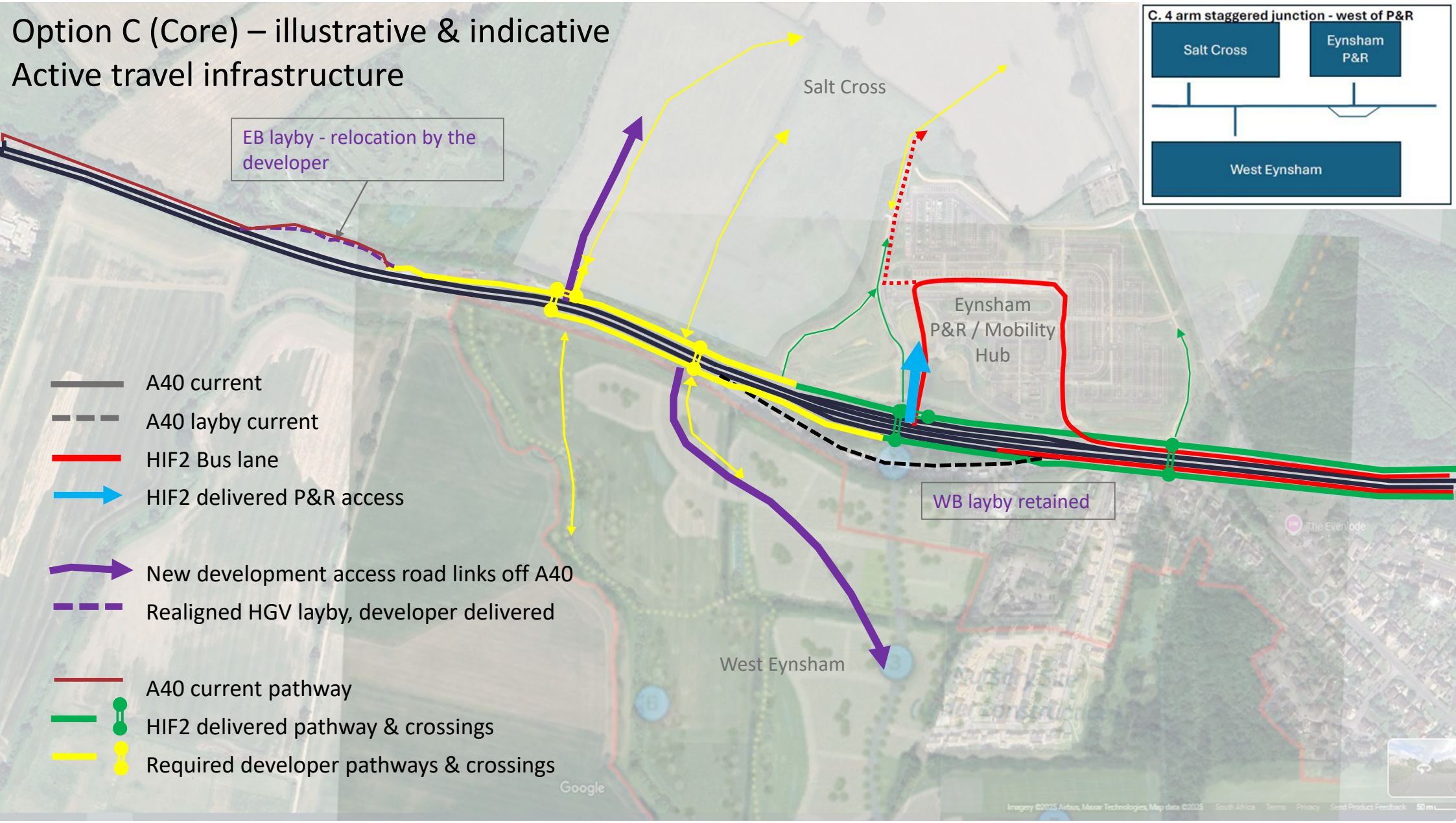
Option B (sensitivity) – illustrative & indicative
Active travel infrastructure



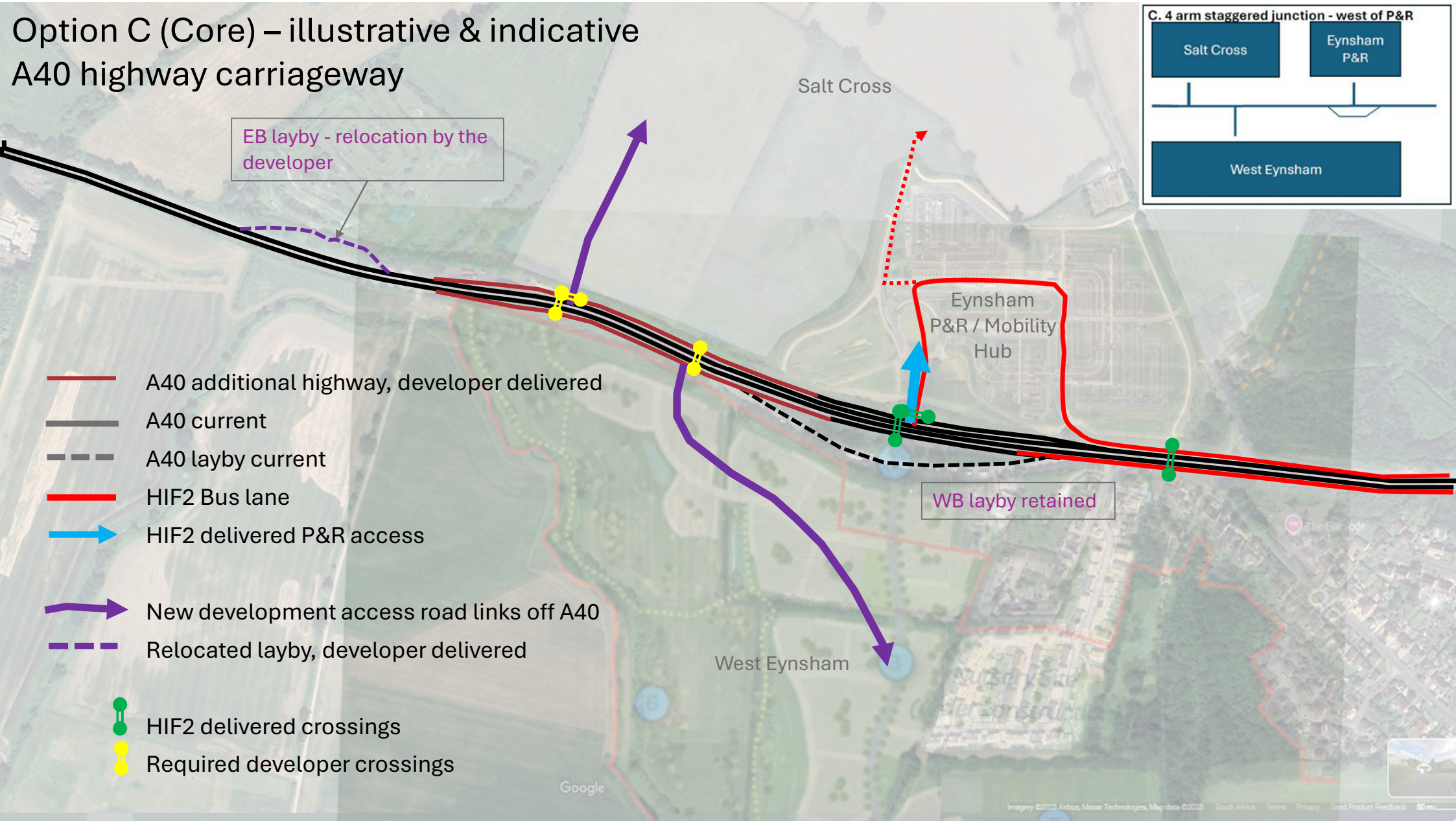
Option B (sensitivity) – illustrative & indicative
A40 highway carriageway



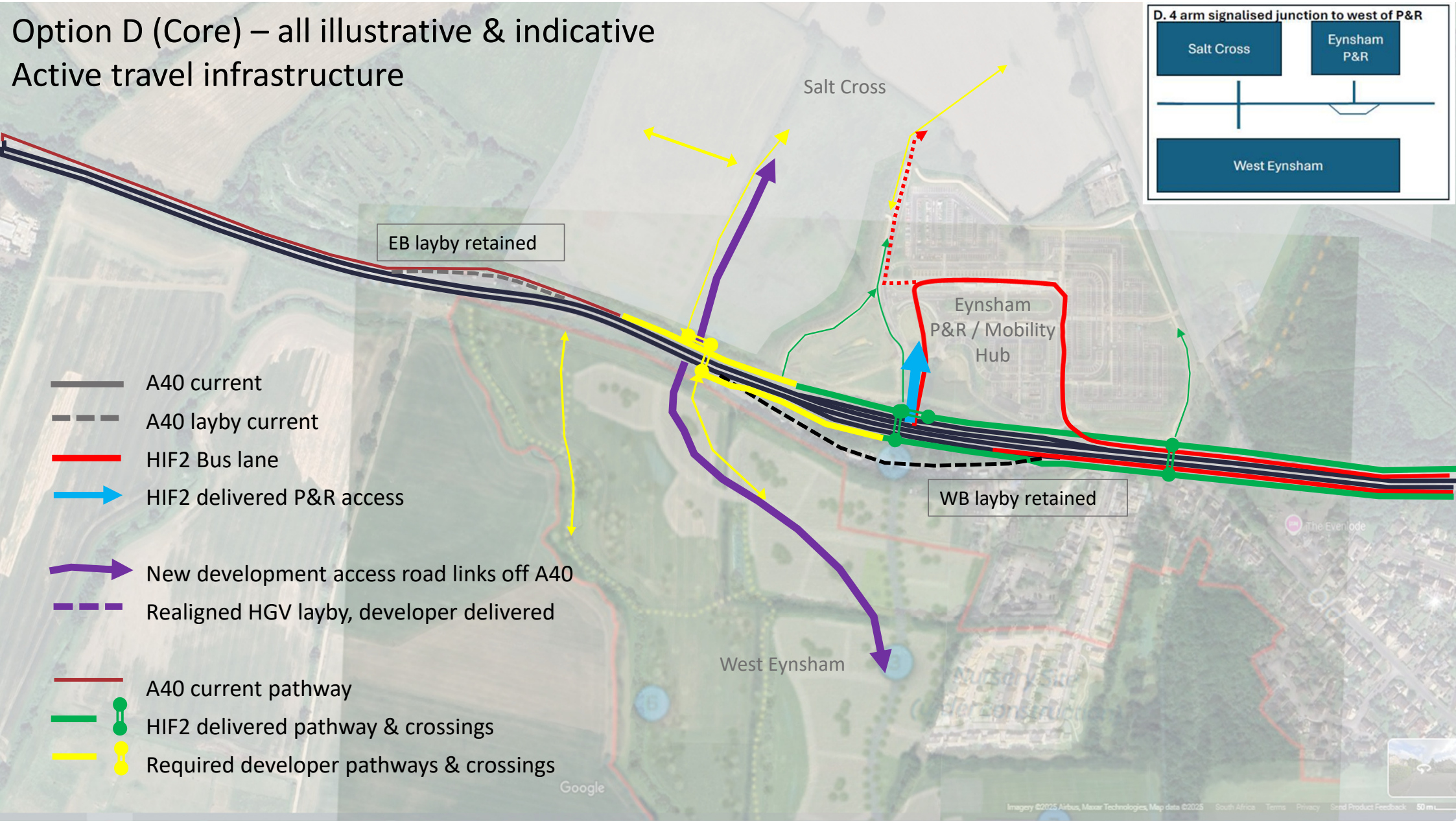
Option C (Core) – illustrative & indicative
Active travel infrastructure



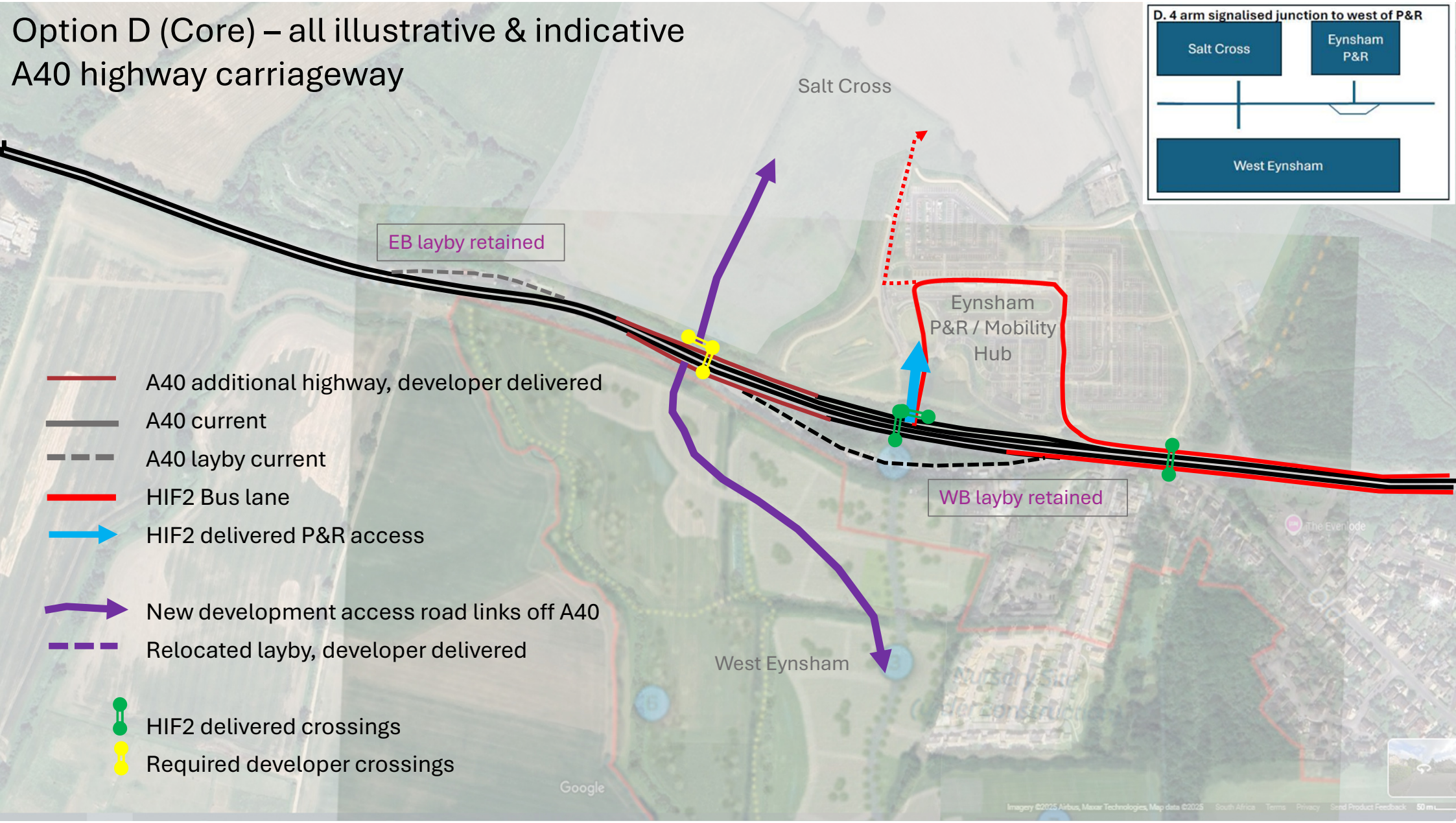
Option C (Core) – illustrative & indicative A40 highway carriageway



Option D (Core) – all illustrative & indicative
Active travel infrastructure



Option D (Core) – all illustrative & indicative A40 highway carriageway



West Eynsham and Salt Cross A40 Development Access Option Appraisal

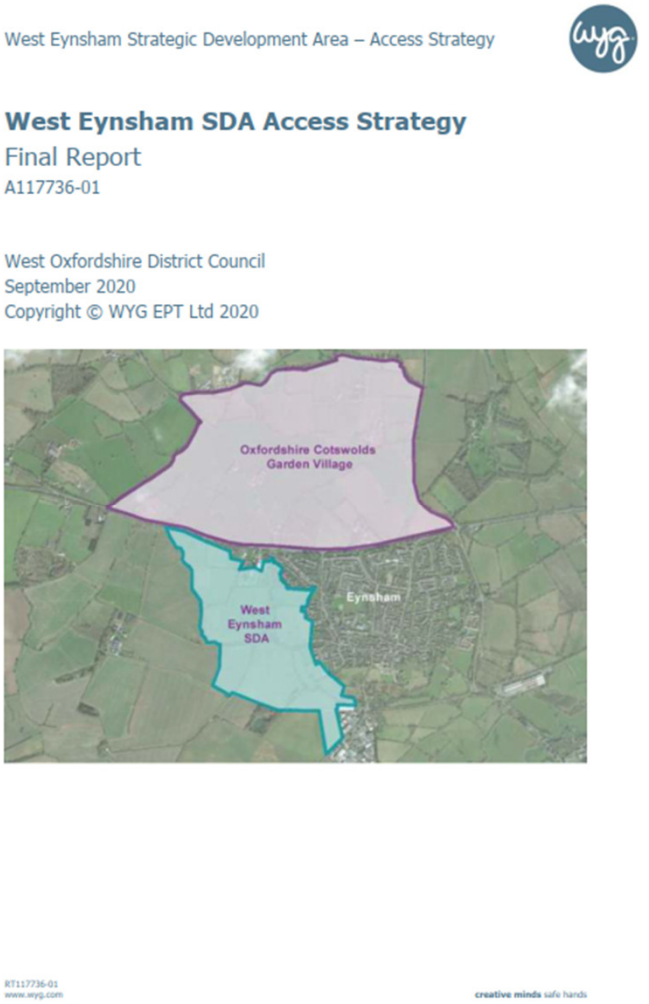
Contents

Purpose

- Outline the methodology undertaken to assess the different A40 Development Access Options.
- Summarise the results of this option assessment.
- Capture feedback on the assessment methodology and results.
- Set out how the results of the assessment will inform the development going forward.

Background/Previous Work

- OCC & WODC appointed Pell Frischmann to undertake an option assessment reviewing, assessing and recommending a preferred access arrangement from the A40 to development at West Eynsham (and Salt Cross)
- A previous piece of work undertaken by WYG in 2020 considered A40 access options along with a range of internal access configurations at West Eynsham.
- This current assessment builds on the work undertaken in 2020 - assessing several A40 access options more recently put forward by the developer interests at West Eynsham.
- These latest options have all been developed in the context of the change in scope of the HIF2 scheme e.g. removal of the proposed dualling of the A40 between the Park & Ride Site and Witney and retention of the WB layby at Eynsham.


West Eynsham Strategic Development Area – Access Strategy

West Eynsham SDA Access Strategy

Final Report

A117736-01

West Oxfordshire District Council
September 2020
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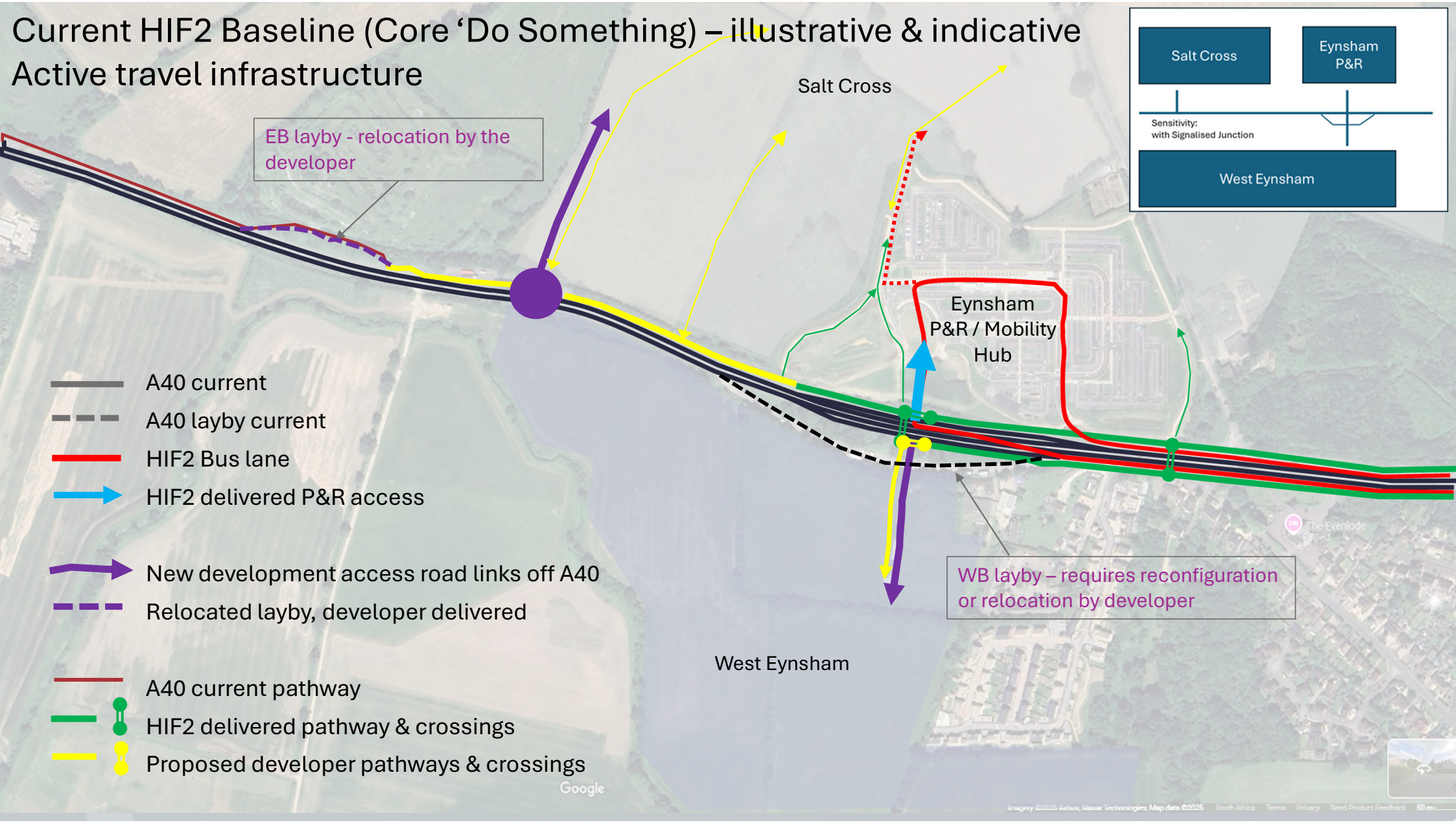
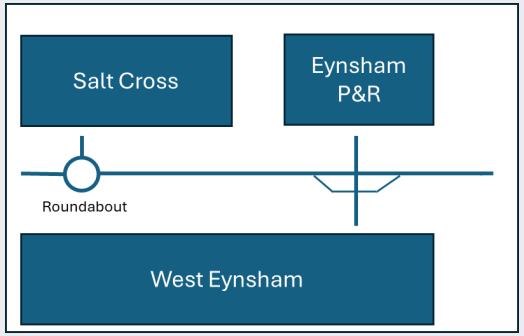
Current HIF2 Baseline (Core 'Do Something) – illustrative & indicative

Active travel infrastructure

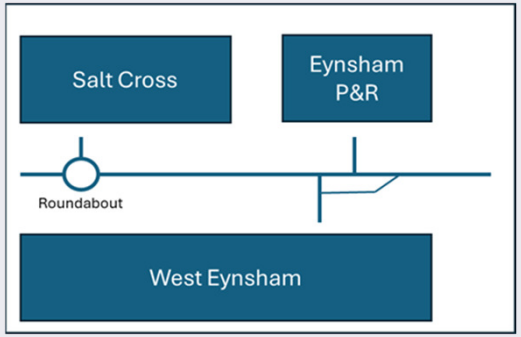


Options Assessed

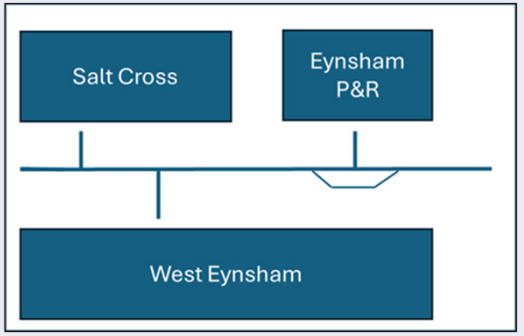
Option A1 - Core



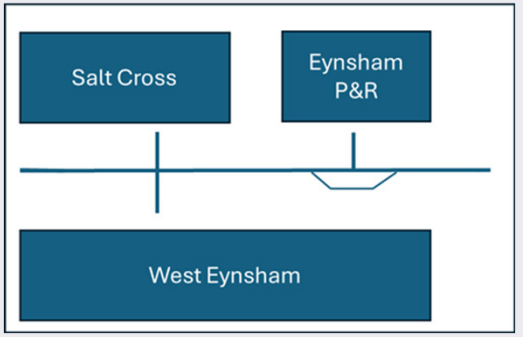
Option B1 - Core



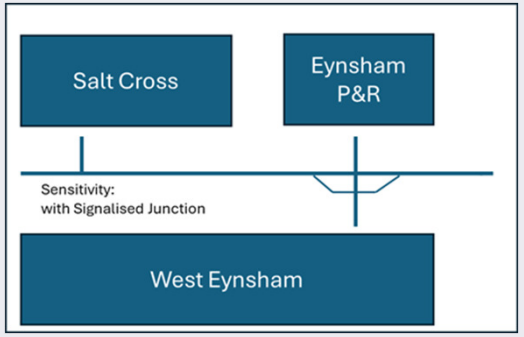
Option C1 - Core



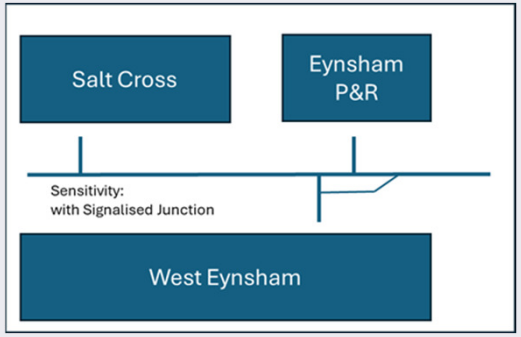
Option D1 - Core



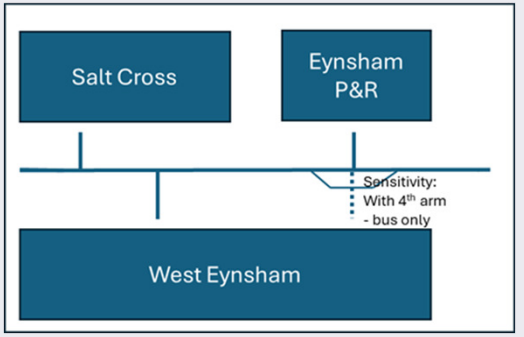
Option A2 - Sensitivity



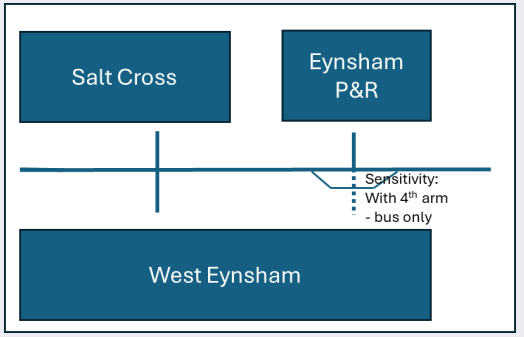
Option B2 - Sensitivity



Option C2 - Sensitivity



Option D2 - Sensitivity



Options Assessment Framework

Objective	Sub-objective	Assessment Criteria
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to relocate lorry parking/ layby areas.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.

Objective	Sub-objective	Assessment Criteria
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1.Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the P&R site.
		3. Link to Eynsham Park and Ride site.
		4. Links to existing and new bus stops on the A40.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.
		3. Modelled delay to pedestrians at A40 junction.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.

Objective	Sub-objective	Assessment Criteria
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.
		2. Preserve current biodiversity and promote its expansion.

Objective	Sub-objective	Assessment Criteria
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.
		3. Provision of space for pedestrians and cyclists.
		4. Promotes personal security.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.
		2. Positive relationship with Park and Ride site.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.

Objective	Sub-objective	Assessment Criteria
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.

Initial Traffic Modelling Findings - LinSig

Approach

- Model all options in LinSig with the results informing the scores for Objectives H1.1 and S1.1 in the initial scoring.
- Use results of initial scoring to identify core or sensitivity option to progress to the shortlist appraisal

Summary of Findings

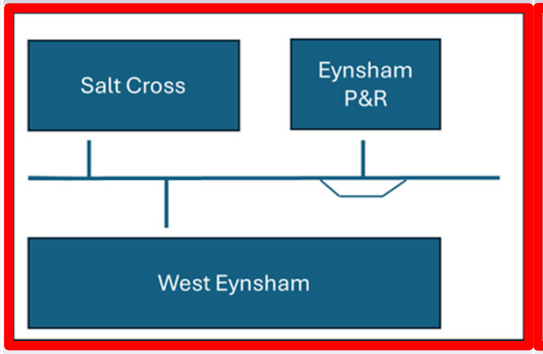
- All options work within capacity (except Option C low-capacity variant).
- Options A and B sensitivity test has more delay than the core scenario, due to the signalisation of Salt Cross.
- Options C and D sensitivity tests work slightly better than the core scenarios (in terms of PRC). They accommodate 3 buses per hour in each direction along the Bus Only link into West Eynsham. However, they are worse in terms of overall delay.

Initial Scoring/Shortlisting

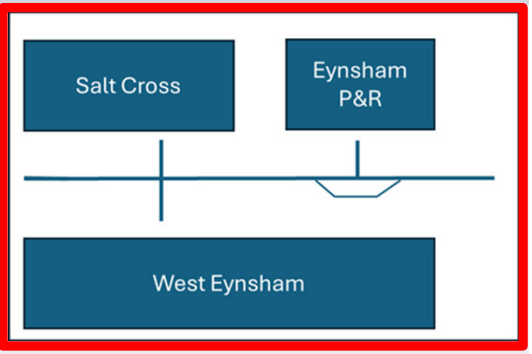
Option A1 - Core

Option B1 - Core

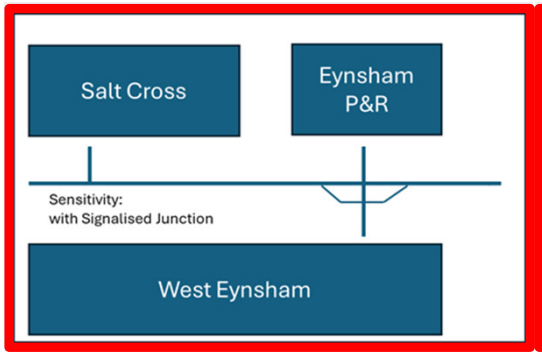
Option C1 - Core



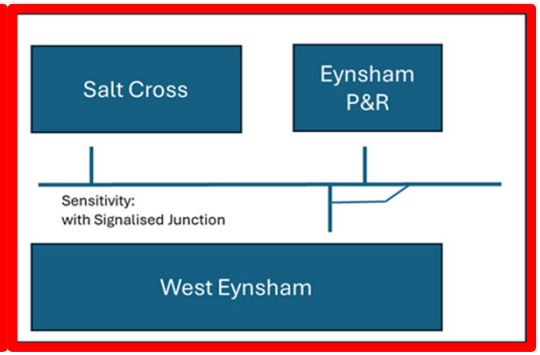
Option D1 - Core



Option A2 - Sensitivity



Option B2 - Sensitivity



Option C2 - Sensitivity

Option D2 - Sensitivity

Overall Traffic Modelling Findings – LinSig and VISSIM

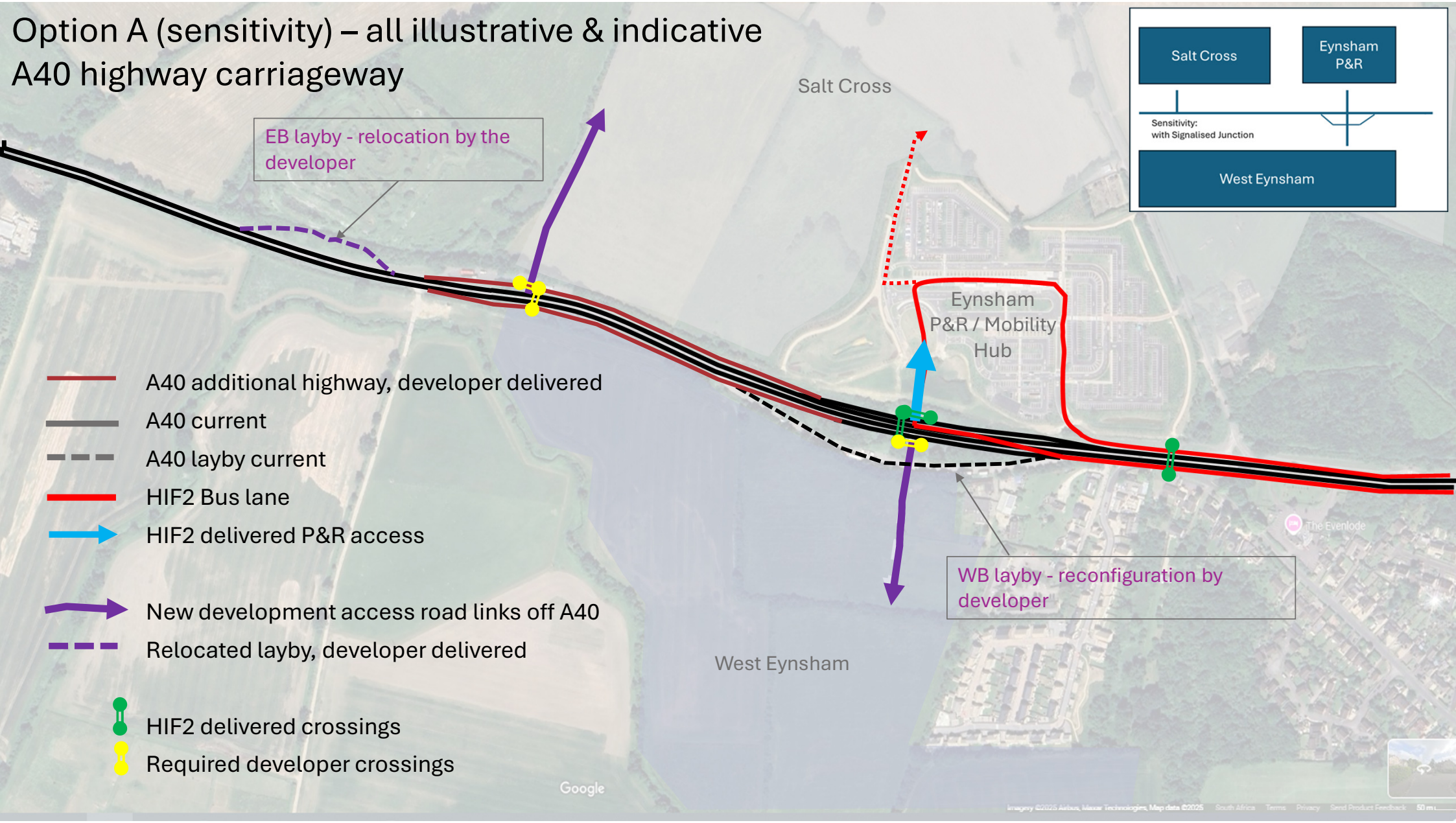
- In both the LinSig and VISSIM model assessment there is no Option that is clearly better than the others in terms of capacity performance with all showing similar performance overall.

- All options operate within capacity (except for 2041 PM where some downstream congestion impacts on the operation of the two proposed junctions).

- Modelled bus journey times across all options are quite similar, although Option A Sensitivity and Option C Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham).

- The results from the modelling were fed into the overall assessment scoring, considering all the assessment criteria.


Option A (sensitivity) – all illustrative & indicative
Active travel infrastructure
Salt Cross
Eynsham P&R
Sensitivity: with Signalised Junction
West Eynsham
EB layby - relocation by the developer
Salt Cross
Eynsham P&R / Mobility Hub
A40 current
A40 layby current
HIF2 Bus lane
HIF2 delivered P&R access
New development access road links off A40
Relocated layby, developer delivered
A40 current pathway
HIF2 delivered pathway & crossings
Required developer pathways & crossings
WB layby - reconfiguration by developer
West Eynsham
The Evenlode
Google


Option A (sensitivity) – all illustrative & indicative
A40 highway carriageway
Salt Cross
Eynsham
P&R
Sensitivity:
with Signalised Junction
West Eynsham
EB layby - relocation by the developer
Salt Cross
Eynsham
P&R / Mobility
Hub
A40 additional highway, developer delivered
A40 current
A40 layby current
HIF2 Bus lane
HIF2 delivered P&R access
New development access road links off A40
Relocated layby, developer delivered
HIF2 delivered crossings
Required developer crossings
WB layby - reconfiguration by developer
West Eynsham
Google

Option A2 - Sensitivity

Strengths/Opportunities

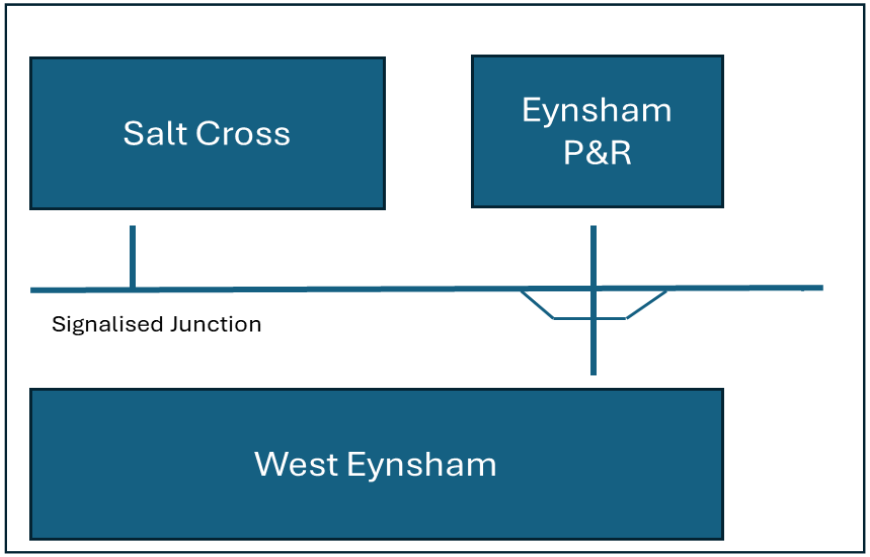
- Direct connectivity/Positive relationship between West Eynsham and P&R/Mobility Hub for buses, pedestrians & cyclists
- Provision of safe and segregated crossings of A40 for active travel

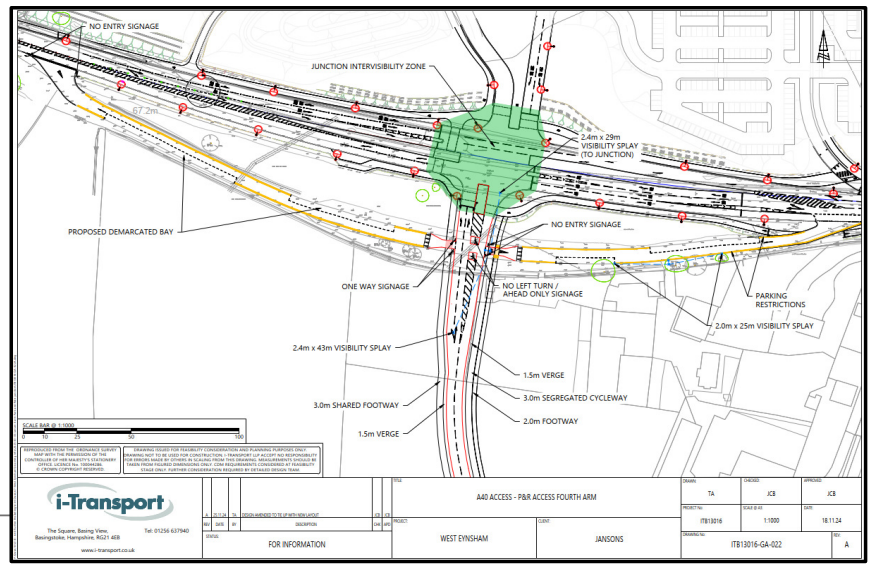
Weaknesses

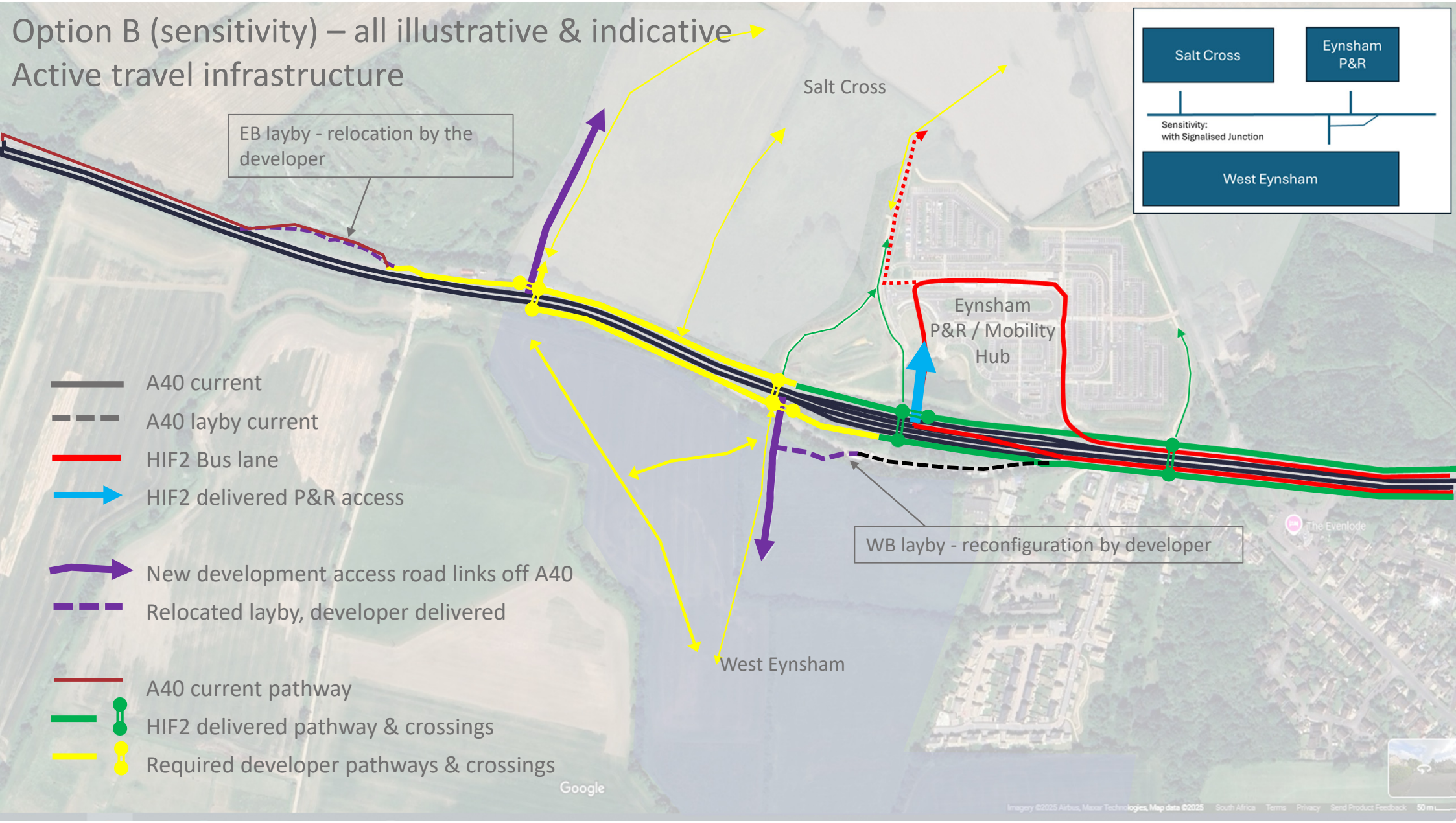
- Poor placemaking – development access through layby
- Connectivity / Relationship with Salt Cross not as strong as other options
- Placemaking - no single development 'gateway' to West Eynsham and Salt Cross
- Severs layby / Conflict between layby traffic and SDA access
- Fourth arm reduces ability to provide future bus priority at P&R junction
- Less cost sharing opportunity with Salt Cross

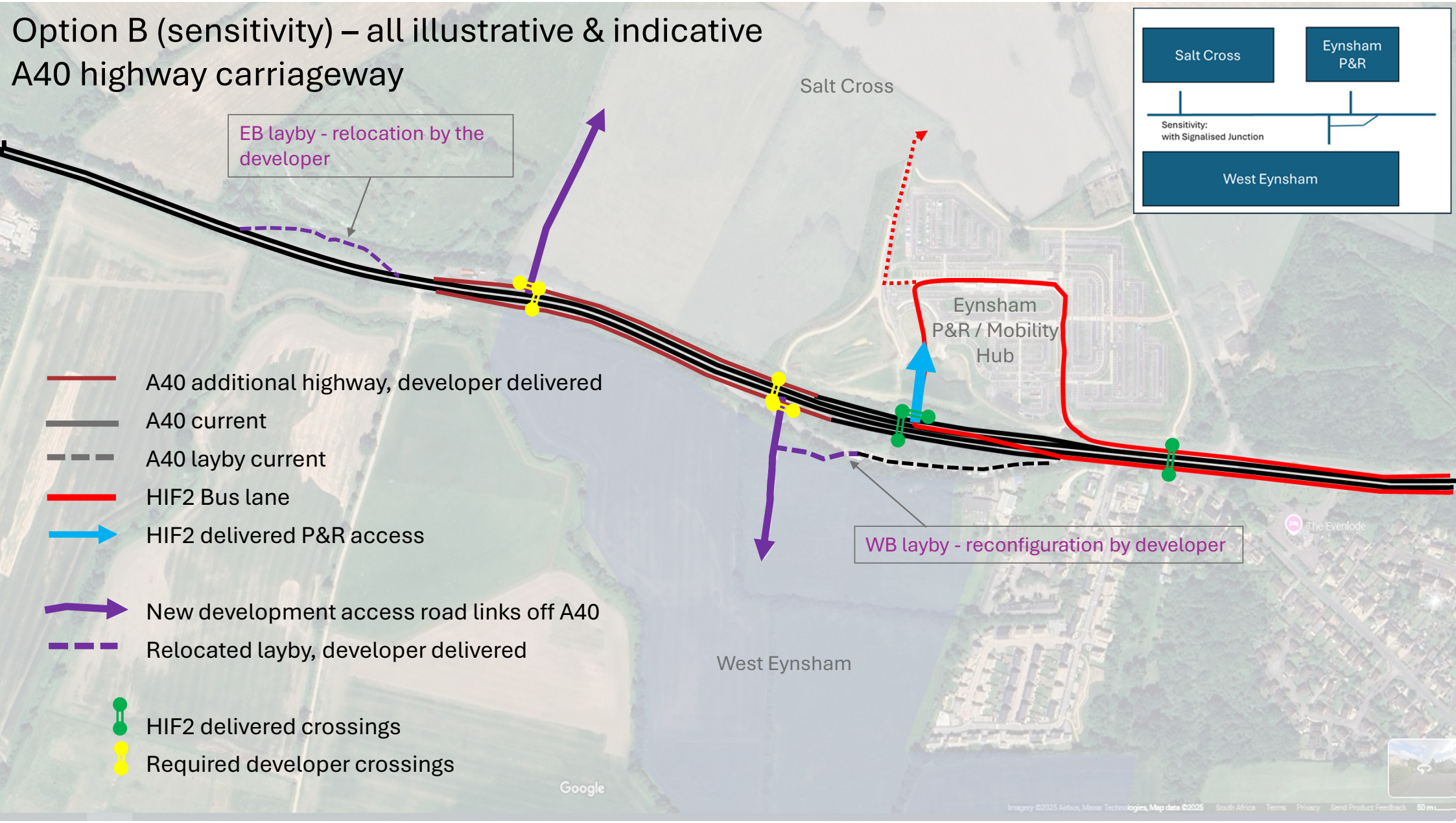
Risks

- Rat running through layby for West Eynsham Access and to avoid P&R junction
- Impact on layby users/stakeholder concerns
- Delivery of A40 access and spine road routes through multiple (at least 3) land interests






Option B (sensitivity) – all illustrative & indicative
Active travel infrastructure
EB layby - relocation by the developer
Salt Cross
Eynsham P&R / Mobility Hub
WB layby - reconfiguration by developer
West Eynsham
A40 current
A40 layby current
HIF2 Bus lane
HIF2 delivered P&R access
New development access road links off A40
Relocated layby, developer delivered
A40 current pathway
HIF2 delivered pathway & crossings
Required developer pathways & crossings
Salt Cross
Eynsham P&R
Sensitivity: with Signalised Junction
West Eynsham
Google


Option B (sensitivity) – all illustrative & indicative
A40 highway carriageway
Salt Cross
Eynsham P&R
Sensitivity: with Signalised Junction
West Eynsham
EB layby - relocation by the developer
Eynsham P&R / Mobility Hub
WB layby - reconfiguration by developer
A40 additional highway, developer delivered
A40 current
A40 layby current
HIF2 Bus lane
HIF2 delivered P&R access
New development access road links off A40
Relocated layby, developer delivered
HIF2 delivered crossings
Required developer crossings
West Eynsham
Google

Option B2 - Sensitivity

Strengths/Opportunities

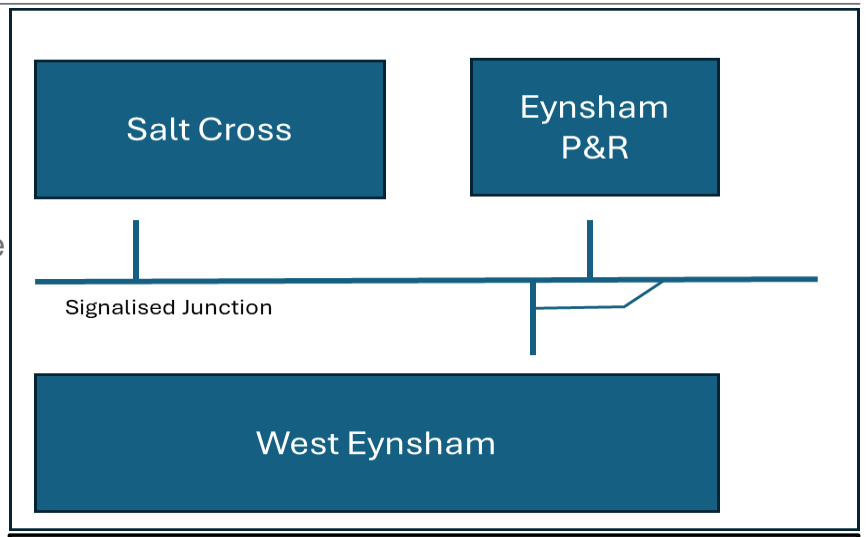
- Staggered junction layout better allows for phased delivery of developments
- This design incorporates safe crossing points of the A40 to support north-south active travel movements

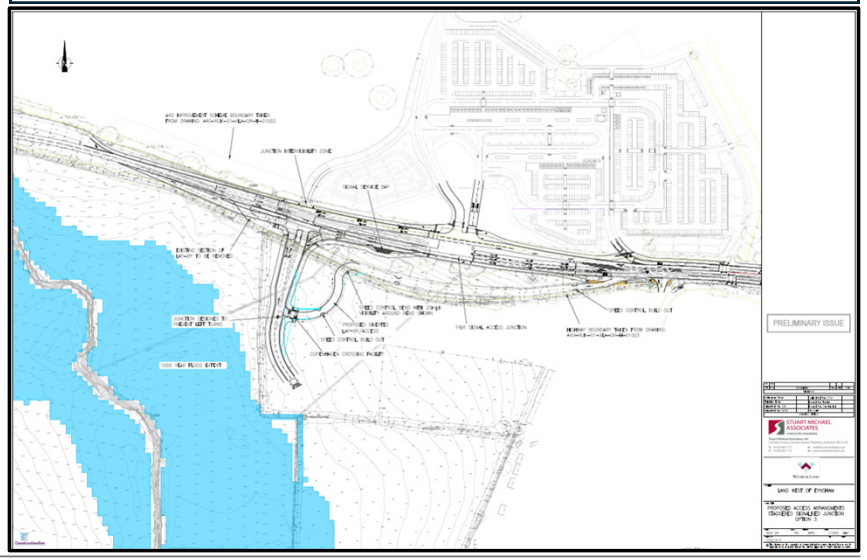
Weaknesses

- Poor placemaking – multiple A40 accesses plus P&R junction - no single development 'gateway'
- Staggered and disparate junction arrangement limits the level of natural surveillance, negatively impacting perceived level of safety for active travel road users
- Severs layby / Conflict between layby traffic and SDA access
- Will result in a loss of trees around the westbound layby, impacting biodiversity in the area
- Less cost sharing opportunity with Salt Cross

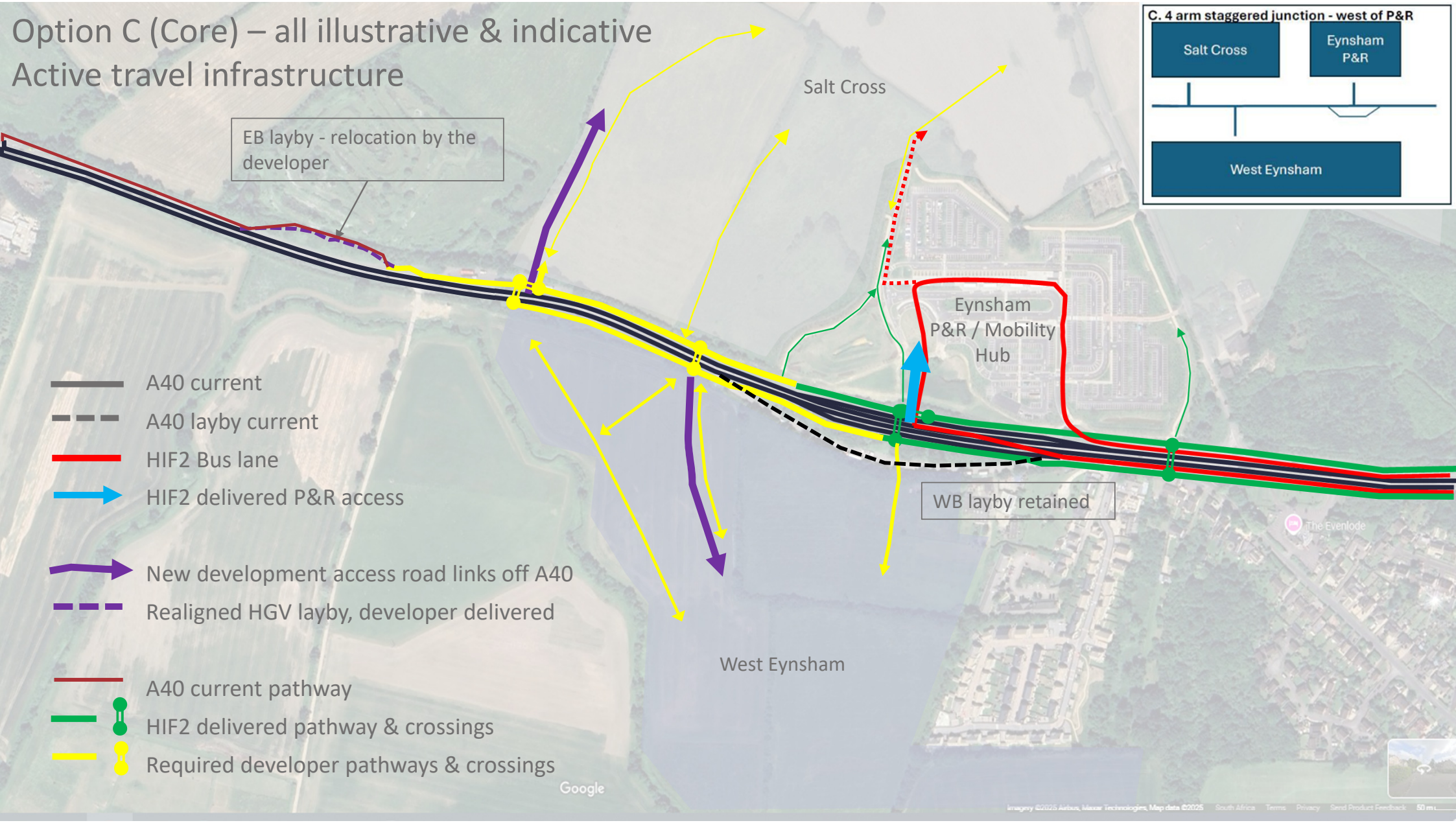
Risks

- Rat running through layby for West Eynsham Access and to avoid P&R junction
- Stakeholder concerns about the impacts to the existing laybys and accesses
- Delivery of A40 access and spine road routes through multiple (at least 2) land interests

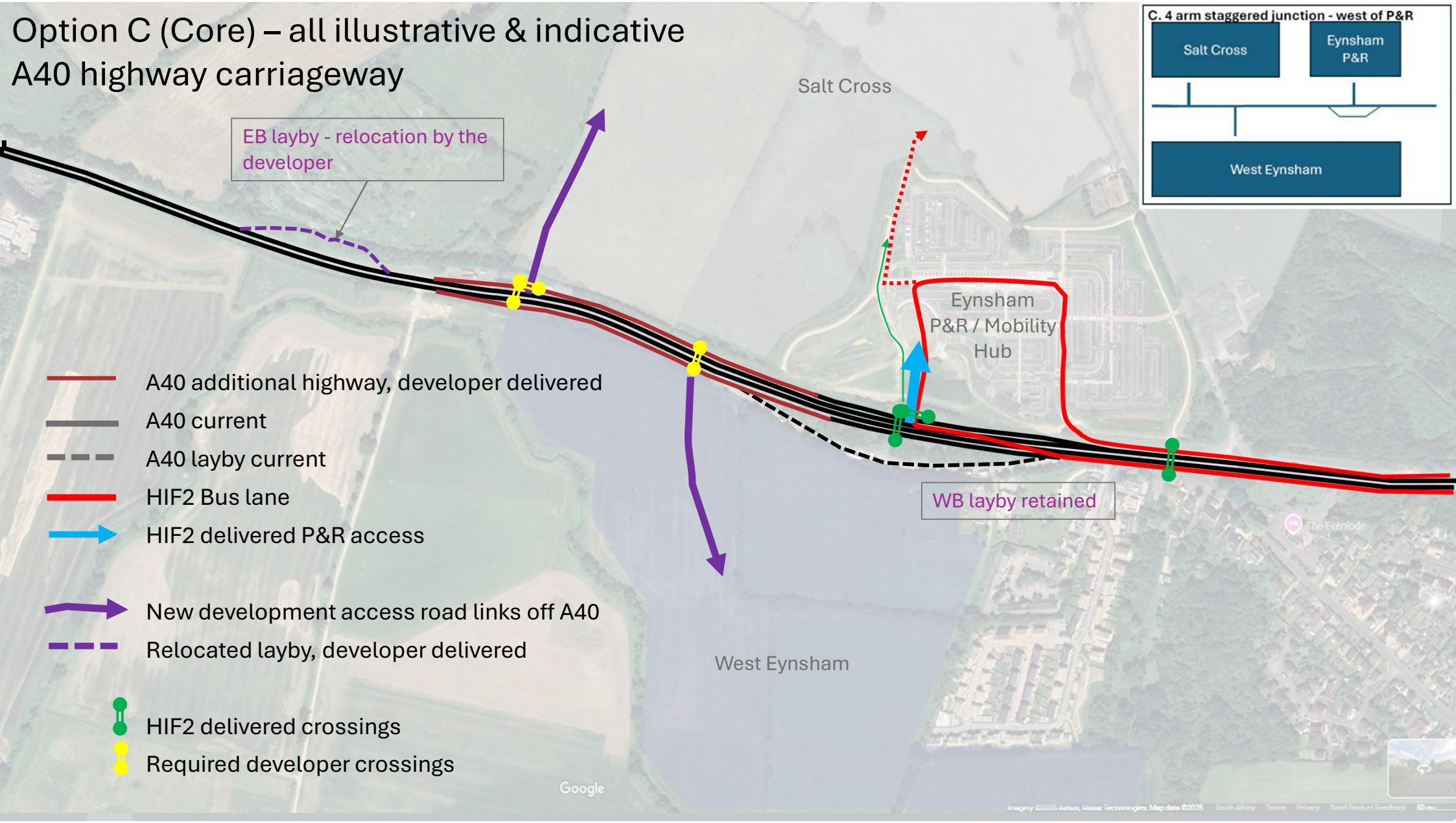




Option C (Core) – all illustrative & indicative
Active travel infrastructure



Option C (Core) – all illustrative & indicative A40 highway carriageway



Option C1 - Core

Strengths/Opportunities

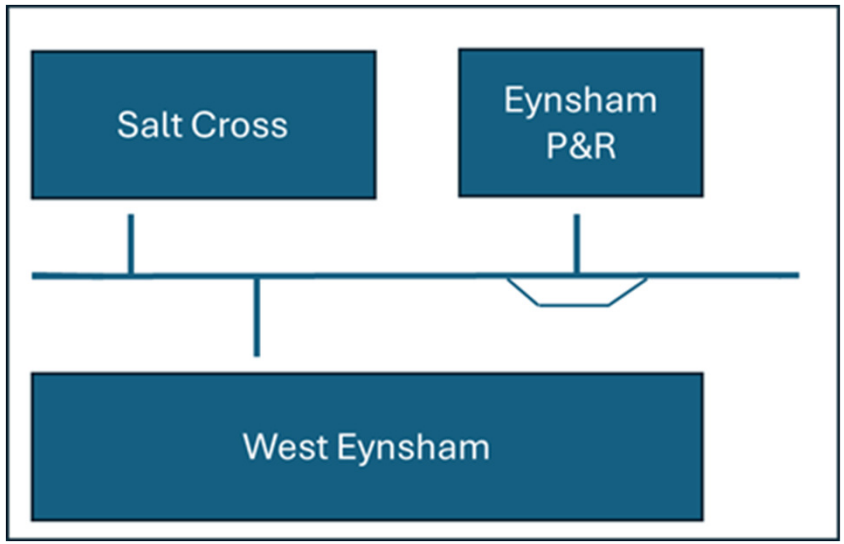
- Staggered junction layout better allows for phased delivery of developments
- The westbound layby will be retained as part of this design
- Better opportunity to share the cost of this development with Salt Cross Garden Village
- Space will be provided for active travel road users at the West Eynsham access junction
- This design incorporates safe crossing points of the A40 to support north-south active travel movements

Weaknesses

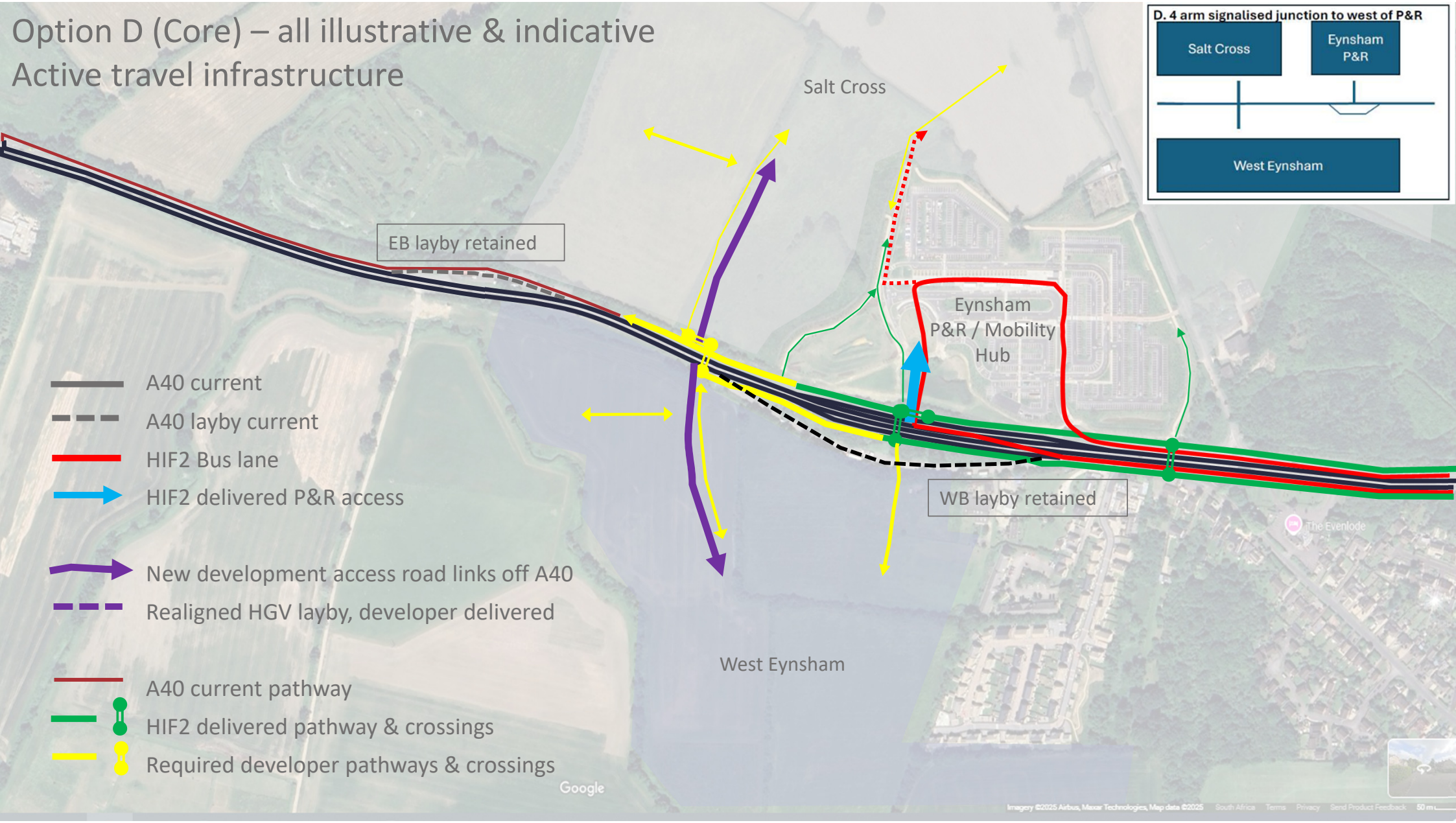
- Poor placemaking –no single development 'gateway'
- Staggered and disparate junction layout will not promote personal security due to spread-out street level usage limiting natural surveillance.
- Close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby
- Eastbound layby will need to be relocated to facilitate this design by the developer.

Risks

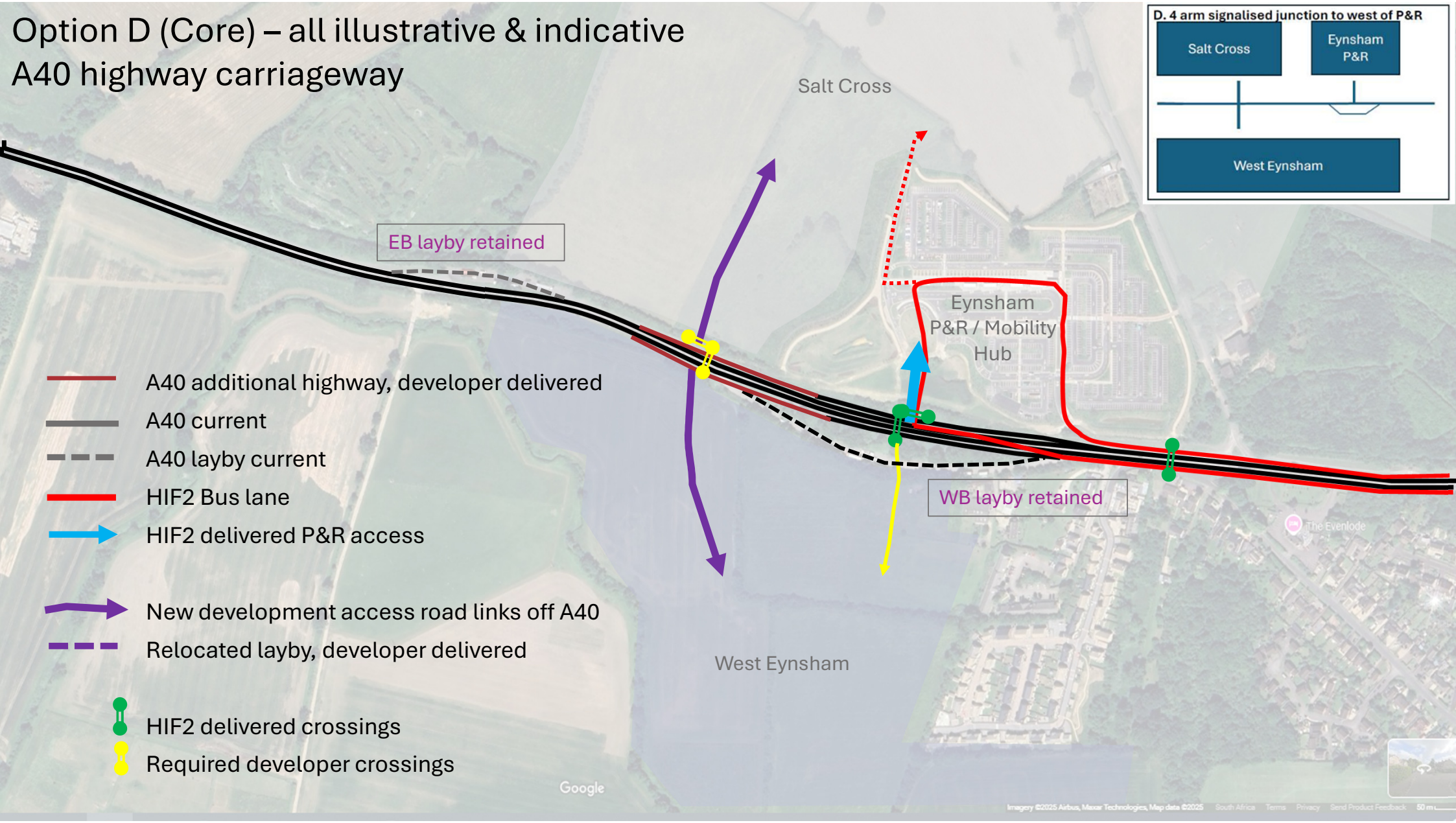
- Option requires the West Eynsham spine road to route through land with at least two different landowners/interested parties
- Potential EA concerns around the Spine Road's proximity to modelled flood area
- Rat running through layby to avoid P&R junction
- Stakeholder concerns about impact on WB layby access and egress



Option D (Core) – all illustrative & indicative
Active travel infrastructure



Option D (Core) – all illustrative & indicative A40 highway carriageway



Option D1 - Core

Strengths/Opportunities

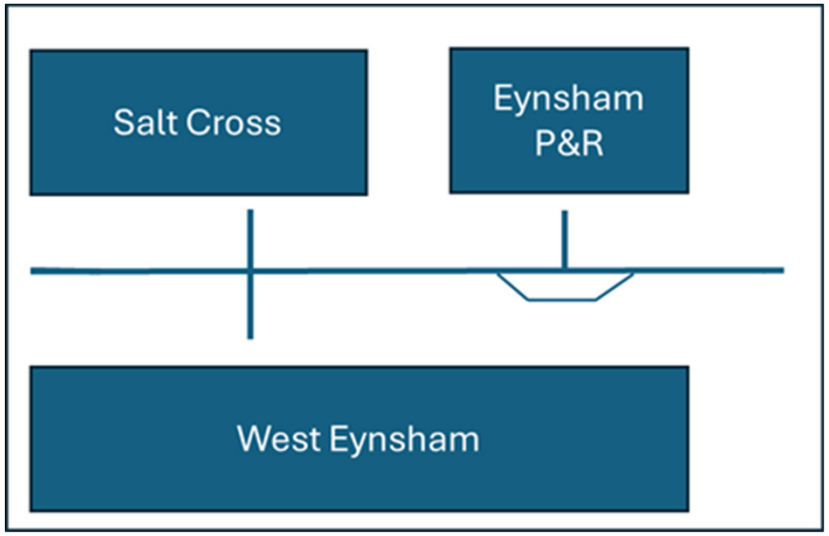
- Direct connectivity between West Eynsham and Salt Cross Garden Village for buses, pedestrians & cyclists providing an opportunity to create a singular gateway junction to new development sites
- Opportunity to create a singular gateway junction to new development sites
- Both the eastbound and westbound laybys will be retained as part of this design
- Lower cost as option does not impact existing laybys
- Strong opportunity to share the cost of access with Salt Cross Garden Village

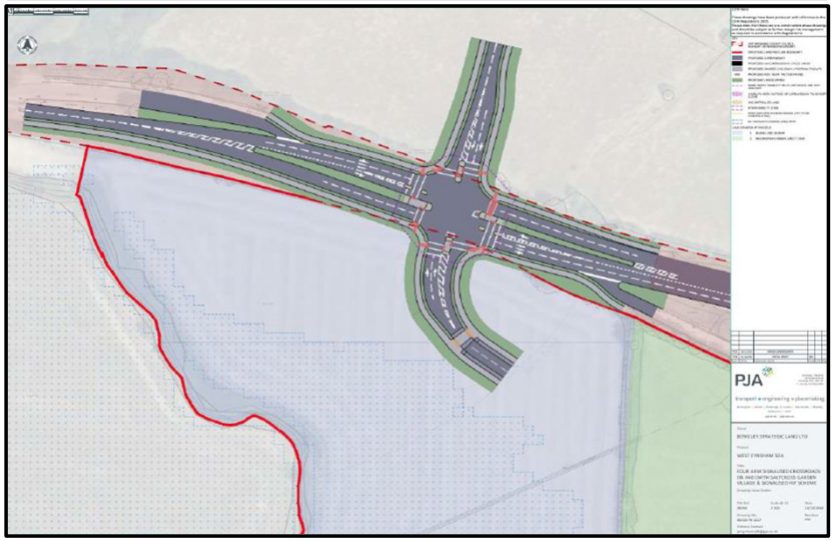
Weaknesses

- Less direct links between West Eynsham and Park & Ride site
- Close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby

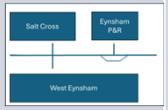
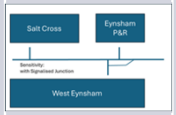
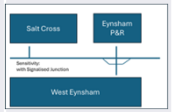
Risks

- The proposed West Eynsham junction will be located closest to the modelled flood area compared to the other access options – potential EA concerns
- Option requires the West Eynsham spine road to route through land with at least two different landowners/interested parties
- Rat running through layby to avoid P&R junction
- Stakeholder concerns about impact on WB layby access and egress





Shortlisted Options Scoring Summary

Option	Layout	Score	Strengths	Weaknesses	Key Risks
Option D1 - Core		28	• Manage impacts on the wider highway network (+4) • Encourage and enable safe, healthy and sustainable travel (+12) • Support positive healthy placemaking (+10)	• Protect and enhance the local environment (0) • Deliverable and viable to support housing delivery (+2)	• West Eynsham junction located closest to modelled flood area • Option requires spine road to route through land owned by multiple landowners which poses a degree of risk in terms of delivery. • Some stakeholder concerns regarding WB layby egress
Option C1 - Core		24	• Encourage and enable safe, healthy and sustainable travel (+11) • Protect and enhance the local environment (+2) • Support positive healthy placemaking (+7)	• Manage impacts on the wider highway network (+2) • Deliverable and viable to support housing delivery (+2)	• West Eynsham junction located closer to modelled flood area • Option requires spine road to route through land owned by multiple landowners which poses a degree of risk in terms of delivery. • Some stakeholder concerns regarding WB layby egress
Option B2 - Sensitivity		20	• Encourage and enable safe, healthy and sustainable travel (+8) • Protect and enhance the local environment (+2) • Manage impacts on the wider highway network (+3) • Support positive healthy placemaking (+5)	• Deliverable and viable to support housing delivery (+2)	• Option requires spine road to route through land owned by multiple landowners which poses a degree of risk in terms of delivery. • Potential negative impact of operation of layby on spine road.
Option A2 - Sensitivity		12	• Encourage and enable safe, healthy and sustainable travel (+6)	• Manage impacts on the wider highway network (+1) • Support positive healthy placemaking (+4) • Deliverable and viable to support housing delivery (0) • Protect and enhance the local environment (+1)	• Potential negative impact of operation of layby on spine road. • Option requires spine road to route through land owned by multiple landowners which poses a degree of risk in terms of delivery.

Conclusions, Next Steps and Draft Report

Conclusions

- Access options located to the west on average score higher than those located to the east
- Options C and D score better in terms of sustainable travel and placemaking primarily due to better connections with Salt Cross Garden Village and opportunities for cost sharing
- Option D1 – Core scores the highest

Next Steps

- Review scoring considering feedback
- Finalised scoring to inform identification of preferred A40 access option
- Summarise options assessment process in an “A40 Access Options Assessment” report

Welbeck / Stuart Michael Associates	
Comment	**Response**
1. Option Scoring - We do not agree with the report's scoring. The points awarded are highly subjective and there is no appropriate weighting. As an example, Layby impact and the ability for motorists to safely egress from them seems to have been underplayed.	• The objectives, sub-objectives and scoring criteria used in the option assessment were based on the earlier work undertaken by White Young Green which fed into the agreed West Eynsham masterplan. These were circulated for comment and updated in the light of comments received. • The 5 objectives, the sub-objectives and criteria used in the assessment framework were agreed with OCC and WODC and cover a balanced range of outcomes. • An exercise of this nature inevitably draws on objective evidence available at the time of assessment and subjective professional judgement.
2. Option Scoring / Weighting - Out of the 50 points available, only 8 relate to the major issue of cost/deliverability and viability. Welbeck's stance remains that we cannot choose a preferred access option without having explored deliverability and viability and what is realistic.	• Agreed that deliverability and viability are critical issues, however, any option assessment needs to be balanced considering a wide range of other important objectives. • Deliverability and viability issues were considered and explored based on the information available to PF and Councils. • The budget and scope of the study could not extend into design work to enable investigations into option costing/deliverability & hence viability matters in any detail.
3. Option Scope – The report's remit seems to have been extended to include Salt Cross (SC) which, in our opinion, dilutes the original purpose of the report.	• The study remit has not been extended from the original brief given to PF. Given the close proximity of the proposed development access points onto the A40 the study brief given to PF by OCC and WODC recognised the need for a holistic approach, considering 4 options (based around those being proposed by developers) that served both West Eynsham, Salt Cross and the Park & Ride Site. • It was also felt important to consider the pros and cons of options that provided a more integrated development access arrangement. • Some of the options being put forward proposed junction arrangements providing access to both West Eynsham and Salt Cross and it was therefore important to assess all options on a 'like for like' and holistic basis. • Schematics of the options to be assessed were circulated early in the study process - these showed that the options would consider access to both West Eynsham and Salt Cross.

4. Cost Sharing Opportunities - Awarding points on the basis that there are 'cost sharing' benefits to that approach needs to be balanced with the fact that that means further collaboration with yet another party on a development that will have different timescales. That again will threaten timing/deliverability. If, as Berkeley have suggested, their joint access has the ability to be delivered independently in two halves then the chances of cost sharing are much reduced.	• It is considered that options where the West Eynsham and Salt Cross developments share a junction on the A40 offer a higher likelihood for cost sharing than those options where the developments don't share a junction, even if the option can be delivered in staged/phased manner, which is reflected in the scoring. • Option D's scoring for Objective D2(2): "Provides flexibility for phased delivery" reflects the potential need for additional joint working and agreement between the West Eynsham and Salt Cross developers associated with cost-sharing/jointly delivering the option scoring lower than the other shortlisted options.
5. Conclusions - The conclusion needs to be balanced. This is especially the case given the county council have commissioned a report which favours the county council's promoter's access. It should; therefore, state: a. That all options offer a technically credible design for the WoE access, that would not prejudice Salt Cross. b. Fully acknowledge the limitations of the report – i.e. that it has not considered in any detail the commercial issues that have plagued the allocation relating to land ownership/collaboration/cost of access/deliverability/viability. c. That the above issues need to be progressed without delay with full collaboration on all matters.	• The conclusions and assessment are considered balanced. • The report will be updated to acknowledge that this was a strategic option assessment based on options developed from the access designs and information made available to PF and the Councils by various developers. Whilst land ownership, cost, deliverability and viability issues were considered at a high level, it was not possible to consider in detail some of the commercial issues relating to these issues. Updated text included in Chapter 5 of the report is as follows: *Whilst the assessment is considered comprehensive and proportionate to the stage of development, it should be noted that the assessment was a strategic option assessment based on the information available (and made available) at the time. As such, although aspects such as land ownership, cost, deliverability, and viability were reviewed at a high level, it was not possible to explore some of the related commercial matters in detail.* • As some of the option design drawings provided by the developers only showed access to West Eynsham they cannot yet be considered to achieve a technically credible that would not prejudice Salt Cross.
6. Objective H1 Scoring - In relation to the above it is noted that Option B performed well within the Sub-Objective H1, demonstrating that this access solution represents a credible access solution to the SDA, without impacting upon the safe operation of the A40, or compromising delivery of the Salt Cross Garden Village and SDA in their entirety.	• Noted.

7. Objective H2(1) Scoring - Accommodate existing and forecast freight movements on the strategic road network notes that Option B would require reconfiguration of the existing southern layby. Whilst this is correct, it is considered that this access solution is the only one from all options being considered that would provide a safe, controlled point of access onto the A40 for layby users. This would provide a direct benefit for layby users, and existing residents/businesses whose access is provided via the layby. In relation both Options C, and D, there would be concerns relating to how motorists would then access the A40 safely via the existing layby egress. In relation to Options C, and D, they also only enable egress in one direction and would require significant diversion in either direction from both the northern and southern layby (measured at 3.8km for eastbound traffic from the southern layby, and 4.0km for Westbound traffic from the northern layby). This point has also been raised by WODC and the Parish Council. To alleviate this concern a solution similar to that being presented in Option B would be necessary for both layby's.	• Note that scoring reflects the future situation for both eastbound and westbound laybys. • The comments on A40 access to / from layby relate most closely to criteria H2(2). • Layby movements as left-in & left-out are considered safe in all options. • In considering the private property access/egress provided via the layby, Options A's and B's score for criteria H2(2) has been increased to reflect that the options facilitate right turn movements to / from A40 at a controlled junction obviating the possibility of long detours. • The fact that the southern layby arrangement in Option B provides a more controlled option than the existing layby arrangement (as retained in Option C and D) and the layby arrangement in the Option A Core and Sensitivity options has informed (positively) Option B's scoring for the Objective H2(2) assessment criteria. • Potential issues around the layby arrangements in Options A, C and D have informed (negatively) the scoring for the Objective H2(2) assessment criteria.
8. Objective H2(2) Scoring – Allowance for safe and direct access to laybys from A40, minimising risk of rat-running through laybys. It is acknowledged that rat-running has been identified as a risk to all four options; however, by way of its design, Option B would provide the longer route, therefore making rat-running a less attractive option.	• In terms of rat-running, it is agreed that the layout arrangement proposed in Option B poses a potential reduced risk of rat-running for vehicles destined west of P&R junction along the A40. However, Option B was assessed to have a higher risk of vehicles using the layby as a rat-run into the West Eynsham development (bypassing the Park & Ride and West Eynsham junctions), albeit expected volumes undertaking this rat-run are likely to be lower than those rat-running on A40. Again this has been reflected in the options' scoring for the Objective H2(2) assessment criteria with Option B's revised score now increased by one point.
9. Objective H3 Scoring - Minimise impacts on A40 during construction, Option B has scored badly as a result of impacts upon the eastbound layby. This is incorrect, since no works are required to the eastbound layby as a result of the SDA access. Any modifications relate solely to enabling access to the Garden	• For the reasons explained in response to comment 3, the assessment undertook a holistic approach which considered options that served both West Eynsham, Salt Cross and the Park & Ride site. Although it is noted that the West Eynsham junction proposed as part of Option B will not impact the eastbound layby, it is thought that the Salt Cross junction

Village and not the SDA. Therefore, it is considered that this should not negatively affect the score provided for Option B.	delivered in Option B would require the eastbound layby to be relocated (due to spatial constraints). Therefore, this has been considered in the Objective H3 scoring for Option B.
10. Objective S2 Scoring - Maximise permeability through the site for pedestrians and cyclists and, specifically Sub-Objective 1 (Allowance for pedestrian and cycle route connectivity from A40 into the spine road), there has been no justification provided within the report to set out why some Options have been scored higher than others. Some clarity on this would be useful.	• Options A and B score lower than Options C and D primarily due to these options requiring pedestrians and cyclists to cross the westbound layby when on the spine road which reduces active mode connectivity between the A40 and Spine Road. • Full details around the rationale of the scoring is included in the Options Appraisal Summary Table appended to the report as **Appendix C**.
11. Modelled Delay to Pedestrians - Having reviewed the modelled delay to pedestrians for all options, it appears that pedestrian movements have only been added to Options A, B, and C since the crossroads for Option D has no pedestrian phasing across either the Salt Cross link road or the SDA spine road. Based upon the masterplan layouts for both the SDA and Salt Cross GV, both approaches to the junction would require pedestrian phases as part of the signals so ensure safe access can be provided. On this basis, it is considered appropriate for this to be included within a revised LinSig assessment to ensure a robust and comparable assessment for all options can be completed.	• The pedestrian delays were derived via an independent spreadsheet using distance and time values between junctions and the maximum possible delays at the junctions based on the LinSig models for all Options (whether formal or informal crossing). This took account of the positions of the junctions between each Option. • The LinSig models have been modelled consistently with N/S provision at the Salt Cross location and full provision at the P&R location. The models also show sufficient capacity for full formal pedestrian facilities to be provided without changing the staging. For instance, for Option D 2041 AM peak the PRC drops to 10% which still leaves spare capacity.
12. Objective 3 E1 Scoring - Protect the natural environmental and heritage assets of the West Eynsham SDA site. There is little in the way of rationale within the report relating to Assessment Criteria 2, which is to 'Preserve current biodiversity and promote its expansion.' All access options will require removal of trees and vegetation, however, no matter where the access is located, both the SDA and Salt Cross would provide significant amount of greenspace and ecological benefits over and above the limited tree removal that might be required at the immediate access. I note that the report comments upon loss of vegetation at the westbound layby, but there is limited detail on other options. Upon review of the loss of trees for both Option B and D (OCC's	• It is noted that all options will require the removal of trees and vegetation. • Using the information available, it was assessed that Option B would result in a larger loss of vegetation/trees than Option D, which is reflected in the scoring for the Objective E1(2) assessment criteria.

preferred option), both would require tree removal based on the OS and topo survey data we have available (see below).	
13. Objective 4 P1 Scoring - specifically, point 4, relating to personal security, there is little detail provided within the report on this and how the two-point difference between Option D and all other options has been calculated. Some further detail here from OCC/PF would be useful.	• Option D scored higher than the other options as it was considered that the junction layouts and closer distance between the accesses to the different sites would encourage increased street-level usage at the junctions and along the A40, establishing/enhancing natural surveillance and personal security. • It is considered that the staggered junction layouts in the other options and the larger distances between the different access junctions will not promote personal security due to spread-out street level usage limiting natural surveillance. • Full details around the rationale of the scoring is included in the Options Appraisal Summary Table appended to the report as **Appendix C**.
14. Objective 4 P2 Scoring - 'Enabling delivery of comprehensive development' Option B has scored lower than Option D due to its 'disjointed access with Salt Cross, however, this has already been considered under Objective 2, Sub-Objective 2, Criteria 1 (Allowance for connections north-south to the Salt Cross Garden Village and Science Park).	• Scoring for Objective S2(2) focuses on connections between West Eynsham and Salt Cross for pedestrians and cyclists whilst the scoring for Objective P2(1) captures the extent to which an option helps promote a positive relationship between West Eynsham and Salt Cross in terms of establishing a joined-up sense of place between the two development sites. However, if Option D is not considered a workable access solution for Salt Cross developers, then this opportunity indeed falls away.
15. Objective 4 P2 Scoring: Criteria 3 (Extent to which option supports the comprehensive delivery of the West Eynsham SDA), this again has scored based on the ability for cost-sharing with Salt Cross GV. It could, therefore, be argued that these various sub-categories double count the scoring. Given the ongoing concerns relating to viability, there is potential for further delay if there are even more landowners to agree and access solution with than just those involved in the SDA allocation. With regard to delivery, the access option presented by Welbeck would enable a significant first phase of development to come forward, helping to fund the access and first section of spine road into the SDA.	• Objective P2(3) has been scored based on a high-level assessment of likely order of costs associated with delivering an option with the idea that lower costs associated with delivering the access infrastructure will mean that the developer has more money to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc…). The opportunity to cost share with the Salt Cross developer was one aspect that fed into the high-level assessment of the costs associated with the delivering an option. • Delivery risks associated with multiple developers/landowners working together have been captured within the options assessment. • It is noted that the access option presented by Welbeck would enable a significant first phase of development to come forward, helping to fund the access and first section of spine road into the SDA. This is reflected

	in the report (as mentioned below) and in Option B's scoring for Criteria D2.2, which scores the maximum score of +2.
16. Objective 5 Scoring - It is also noted that the report confirms that Option B would provide the lowest risk associated with the delivery of the first phase of development, since access and development can be provided via a single party, whilst all other options carry an element of additional risk as they would involve multiple land owners/interested parties.	• Noted.
Berkeley Homes	
Comment	**Response**
1. Conclusion - Berkeley is supportive of the approach taken in the report and of its clear conclusion that Option D – Core is the preferred access arrangement.	• Noted.
2. Methodology - the methodology employed in the report inevitably means that there has been some subjectivity used in the scoring and that this is likely to mean that some variation of the scoring for all Options could be argued. However, any change in the scoring in this respect is unlikely to make a significant difference to the overall conclusion.	• Noted.
3. Criteria E1.1: Impact on the Floodplain - Options C and D are scored lower than Options A and B due to proximity to the floodplain. However, all Options can be delivered outside the floodplain and this, rather than proximity to the floodplain, should be the relevant consideration. Therefore, given that all Options can be delivered outside the floodplain, they should all be given the same scoring of 2.	• The Criteria E1.1 scoring for Options C and D reflects the fact that these options can be delivered outside of the floodplain (as referenced in the rationale for scoring appended to the report as **Appendix C**) with their scores still being positive or neutral for the criteria. • The proximity of options to the floodplain has been considered in the scoring due to its potential impact to deliverability (e.g. the potential requirements for regulatory approvals) and operation (e.g. there is a higher likelihood that junctions located closer to the floodplain could be impacted by flooding in extreme weather events, additional rainfall associated with future climate change etc…).
4. Criteria D2.2: Phased Delivery - Option D is scored lower than the other Options due to the junction design offering less flexibility for phased junction delivery than a staggered junction. However, as we have stated previously, the Option D junction design is capable of being delivered in two standalone phases.	• Option D's scoring for Criteria D2.2 reflects the fact that the West Eynsham access junction proposed in Option D is capable of being delivered in two standalone phases scoring a positive score of +1. Design drawings showing how Option D is capable of being delivered in

The southern part of the junction providing access to the West Eynsham SDA is therefore capable of being delivered independently of the northern part if the junction and its delivery is therefore not reliant on the Salt Cross GV access being delivered at the same time. Option D should therefore be given the same scoring as the other Options.	two standalone phases have been appended to the report as **Appendix G**. • Option D has been scored lower than the other options for Criteria D2.2 as it is envisaged that, even though the West Eynsham access junction proposed in Option D is capable of being delivered in two standalone phases, delivering the junction would still require some joint working and agreement with the Salt Cross developer, which could have some deliverability implications.
Grosvenor / Stantec	
Comment	**Response**
1. Benefits of Roundabout Access to Salt Cross - The Area Action Plan and submitted outline planning application for the Salt Cross Garden Village identified a roundabout access from the A40. This access option has some advantages which are not reflected / acknowledged in the report, including the control of speeds, the ability to allow vehicles to exit the eastbound layby and U turn in a safe manner, adequate capacity and the ability to deliver an access that can be phased when required by either party. It is understood that the County Council's preference is moving away from the roundabout access solution and this appears to be predicated mainly on the use of the highway by vulnerable road users. We would note that these could be well provided for alongside a roundabout solution, with walking and cycling routes and new crossings provided east of the roundabout access and inset from the junction on desire lines. The change in approach from the AAP access solution should consider some of the benefits of the roundabout would have resulted in and how these elements are to be addressed if the County Council conclude a change of the form of access is preferred.	• It is agreed that a roundabout solution at the Salt Cross access would provide benefits around highway capacity, speed control and by allowing traffic to U-turn. The commentary and scoring of the options including a roundabout access have been reviewed and updated to better reflect and acknowledge these points (where deemed appropriate). In addition, the following text has been added to Section 4.3 of the report to summarise why options including a roundabout access at Salt Cross weren't shortlisted: *Figure 4.1 shows that options including the roundabout access at Salt Cross Garden Village scored lower than the sensitivity options, which propose a signalised T-junction access instead. This lower scoring is primarily due to the relative scale of delivering a roundabout (in terms of the associated construction, land take and impacts on the wider landscape), as well as the roundabout layout not providing the ability to proactively manage traffic on the A40 Corridor and not offering a consistency with the proposed West Eynsham junction layout (negatively impacting the sense of place between the two developments). In addition, the assessment of the roundabout options were based on the most recent designs included in the Salt Cross Garden Village planning application which made no provision for active travel crossings, negatively impacting its score for the "Encourage and enable safe, healthy and sustainable travel" and "Support positive healthy placemaking" objectives. However, it is acknowledged that it would be possible to incorporate active travel*

Whilst we do not have an in-principle issue with a traffic signal junction in place of a roundabout, there is a need to consider this in the round and ensure that the change in nature of the A40 through the allocated sites / existing village provides a safe and viable solution.	*crossing facilities into a roundabout design which would better align to the assessment objectives.*
	• The assessment of a roundabout was based on the most recent designs included in the Salt Cross Garden Village planning application which made no provision for active travel crossings.
	• It is acknowledged that it would be possible to incorporate active travel crossing facilities into a roundabout and that this would improve the performance of this option.
	• Overall, the options including the roundabout performed poorly for a range of reasons including:
	  • providing a reduced level of provision for pedestrians and cyclists relative to the signalised options;
	  • offering less control over traffic flows through and into this part of the network thereby limiting network management opportunities and the ability to coordinate and optimise the operation of this junction with the other signalised junctions and crossings through Eynsham;
	  • limiting the potential for bus priority measures to be introduced at the junction;
	  • being out of context with other signalised junctions that are now proposed as part of the HIF2 scheme; and
	  • resulting in greater land take.

2. Holistic Access Solution Needed - Any access solutions for West Eynsham need to ensure a western access to Salt Cross Garden Village is provided. At present the report includes some drawings / options that show only access to the south of the A40 and do not consider the holistic access solution needed. These options are therefore incomplete and cannot be properly considered until the implications on the access to the Garden Village are added to the drawing and considered fully in terms of phasing, safety and any implications for the location of the Garden Village access, as well as the layby provision.	• Agreed - given the close proximity of the proposed access points onto the A40 the study brief given to PF by OCC and WODC recognised the need for a holistic approach, considering 4 options that served both West Eynsham, Salt Cross and the Park & Ride site. • The study was based on options developed from the design drawings being put forward by various developers. Indicative schematics were developed to help visualise each option and inform the assessment. • Whilst some of the option drawings only show access to West Eynsham, the 4 options assessed did consider these in combination with an access to Salt Cross. • Developing new design drawings for each option was not within the scope of this option assessment study.
3. Employment Allocation at Salt Cross - Any relocation of the access further east such as in the crossroads solution is less than	• Noted.

ideal in terms of the delivery of the employment allocation as it compromises the parcels of land achievable to a degree by bisecting the allocated area for employment. A rework of the Salt Cross masterplan would be needed to address that issue and it will reduce flexibility for delivery.	
4. A40 Dualling - The PF report assumes that the dualling of the A40 is now not happening in the future. Clarity over this would be welcome.	• OCC has confirmed that the dualling of the A40 west of the Park & Ride no longer forms part of the current HIF capital plans for OCC and will require a new business case and funding bid for any future consideration.
5. Employment Allocation at Salt Cross - The report solely references housing delivery but omits that the Salt Cross Garden Village is also the sole employment allocation. It would be appropriate to reflect this in the report not least as the employment area is closest to the western access but also relating to phasing.	• Agreed – Section 1.1 of the report has been updated to include the following text: *It should be noted that the Salt Cross Garden Village development contains the only employment land allocation within both the West Eynsham and Salt Cross sites. It is understood that this employment development is likely to be located to the south-west of the site, close to A40 and associated access junction[1], and therefore options which locate Salt Cross' A40 access to the west may require a revision of the site layout in the Salt Cross Area Action Plan.*
6. Design and Safety a) The A40 is a rural road to the west of Eynsham. Any design solution for signals needs to consider this and address a change in **speed** limit and provide a gateway into the area of the A40 delivering both the Garden Village and West Eynsham. A much lower speed environment should be the basis of the design solutions and this should be backed up by a gateway to the west of the signals. The failure to do this risks re-visiting some of the issues of speed and vulnerable road users as has been an issues at Barton Park (also on the A40). b) The report should be clear what the new **speed** limit is intended to be and how this will be addressed in a design sense (both developments as well as highway).	• Agreed – reductions in speed limit will need to be considered in finalising the designs for development access. • OCC has confirmed that approaching Eynsham from the west the current unrestricted single carriageway speed (60 mph) with the HIF2 scheme in place will be reduced to a 40 mph limit 150m west of the Park & Ride junction. With the introduction of Salt Cross and West Eynsham junctions this 40mph limit will need to be extended and commence further west. • See Above

[1] Understanding based on the Salt Cross Area Action Plan – Illustrative Framework Plan and Masterplan

c) If signals are recommended then it is not generally accepted on safety grounds to have signals with a National Speed approach and where the 85th speed limit is high. Avoiding speeding traffic approaching a sudden queue is important. A gateway to the west of the access junction should be considered alongside a significant reduction in **speed**.	• See Above
d) The access solution needs to be considered as a series of junctions with the P&R and further crossings to the east as well. These will change nature of this part of the A40 considerably. It will feel a lot less rural with new development either side and multiple crossings and junctions. The **speed** limit changes should reflect that.	• See Above
e) **Staggered junctions** are generally safer than crossroads where there is a movement between side arms as will be the case in this location. However it is noted that the staggered arrangements would be the wrong way around if followed as the flood risk constraints south of the A40 mean a more conventional right / left stagger from the side arms is not deliverable.	• Noted
f) A **Road Safety Audit** will be needed and it would be helpful for this to be done on the preferred solution early on and to provide comfort that there are not significant issues that cannot be addressed.	• Agreed. A Road Safety Audit will be required on any A40 access designs proposed by developers.
g) The **eastbound layby** is rather dismissed as an issue for Salt Cross to address in the report, but the solution for any access option needs to address all the requirements of the A40 in this location and consider this as a part of the wider junction works / gateway entry. To not to do so would not be looking at the design in a comprehensive way. Safety concerns over HGV egressing the layby /	• The options assessment undertook a holistic approach considering 4 options that served both West Eynsham, Salt Cross and the Park & Ride site. This approach did capture the impacts that the Salt Coss junction would likely have on the eastbound layby within the assessment.

turning right / the layby being used by some to jump the queue at the signals should be addressed so it can be considered if the access is deliverable. It is noted that these issues are not a concern with the original roundabout solution and if signals are preferred these cannot be considered without addressing the concerns that have been raised.	
h) Some of the designs of the signals seem to have reasonably **narrow islands** for the crossings which may need to be wider to accommodate cyclists.	• Agreed. Any design proposals will need to include crossings that accommodate cyclists meeting relevant local and nation design guidance.
i) **Some options in the report do not show the access to the Garden Village** and although these are not preferred these cannot be considered to achieve a solution until all the accesses required are shown and demonstrated to work. No access to West Eynsham can be put forwards that doesn't allow for the only Garden Village access from the A40.	• Agreed. A holistic approach is needed. See response to comment 2 above.
j) The new **EA flood mapping** seems to cross the A40 and have wider extent of Flood Risk in West Eynsham.	• Berkeley have indicated that both of their design options fall outside the modelled flood risk area. Berkeley need to confirm this remains the case based on the latest EA flood mapping.
k) The report alludes to **bus priority** on the A40 eastbound approach to the Salt Cross junction. This, alongside the relocated layby is a significant issue which is not addressed comprehensively in the report. Clarity is needed on the requirement (or not) for this further bus lane.	• To date, design drawings and transport modelling have not included bus priority on the A40 eastbound approach to the Salt Cross junction. However, OCC are of the firm view that safeguarding for future bus priority west of P&R junction is as important element to achieve vital increases in the share of future trips undertaken by sustainable modes.
7. Phasing and Delivery a) The **phasing** of Salt Cross Garden Village initially intended that this A40 access would be provided later on with the early phases from Lower Road to the east.	• Noted. • Noted.

b) However at an appropriate point in time the spine road will need to be connected and this access made available to access the wider housing provided at Salt Cross and therefore the **ability to phase the western access** is of importance to avoid delaying housing delivery. c) The western access will also provide access to the employment allocation and any solution provided needs to be able to be phased so the delivery of employment is not frustrated by developers in West Eynsham. On this basis the **phasing** of any solution would need to be able to be delivered in a manner where either the southern arm can come first or the northern arm (or indeed as one overall construction if the two aligned) so that the commercial space is not compromised. d) Any phasing of the **delivery of infrastructure needs to also be carefully aligned to the A40 HIF delivery** to try and minimise disruption and maximise the mutual investment in the A40 corridor. Understanding what the HIF works will deliver and by when and avoiding abortive works which cost developers money later on and frustrates the public should be a key focus for the next steps in developing whichever access strategy that is adopted.	• Noted and Agreed. • Noted and Agreed. OCC has provided a note providing further information around the status of the HIF2 scheme, interfaces, latest programme milestones etc…
8. Capacity a) The flows used in the modelling appear to be very low into and out of the Garden Village. As one example, there are only 47 vehicle flows entering the western access in the AM peak. To provide a comparison, the TA for Salt Cross Garden Village outlined in Table 6-43 that there would be 742 external people trips arriving in the AM peak. It is also worth noting that the person trip generation from TA was based on a mix of employment provision land uses (including industrial and B8) rather than the AAP	a) Firstly, the flows in the model only cover one access point to the Garden Village development area with a more direct access for traffic destined to/from Oxford via Lower Road. The flows used in the LinSig model were derived through a multi-tier approach, with the OSM originally used and cordoned to the A40 SATURN model, then the flow differences from the SATURN model forecast-base were applied to the VISSIM base model flows (to get the reassignment and growth applied to the more accurate base VISSIM model flows). The flows used therefore follow a robust method but are

suggestion of R&D and office use. The area assessed for commercial use was also smaller. Applying the modelled flows to the envisaged person trips would mean a very low level of private vehicle mode share (approximately 6%) which seems unlikely. This low level of vehicles in the PF report are considered unlikely given the location, scale and nature of the employment allocation. b) In general crossroads tend to afford less capacity compared to other forms of signalised junctions, especially if there is a reasonable demand on all arms, as may the case here and given the scale of growth and limited accesses proposed. c) The staggered option would ideally be with Salt Cross arm to the east not as shown to the west as a right left staggers from minor arms would mean no right turn demand on the A40 which is a capacity constraint of the staggered junction options. However it accepted such an arrangement may not be delivered due to the flood risk constraints south of the A40. d) The right turn to Salt Cross employment would be expected to be a much larger demand in both AM and PM given the very limited points of access provided to the wider allocated Garden Village site and that it serves the employment as well as residential. The limited flare lengths for the right turn lane on sone design options are a concern. This would be exacerbated in the “wrong way around” staggered option as people West Eynsham to Salt Cross or visa-versa also turn right. e) There is a potential issue with the re-provided laybys being used by people to bypass queues on A40 eastbound which needs to be considered / addressed.	actual flows and not demand. We have checked the zone demands and the flows in and out of the Salt Cross development using both access points using the 2041 AM Peak as an example as follows: There are 3 zones covering Salt Cross with 382 incoming and 762 outgoing trips, this is compared to the turning movements in and out of the access junctions: Lower Road Inbound – 788 vehicles Lower Road Outbound – 737 vehicles Salt Cross Inbound – 47 vehicles Salt Cross Outbound – 114 vehicles It should be noted that both access point also serve other zones including the Harnborough and Freeland villages to the north, hence why the totals at the junctions exceed the Salt Cross development zone totals. The findings clearly show that the model is assigning the majority of the traffic to use the Lower Road junction. The largest zone is also located to the east of the site nearest to Lower Road. b) Results from both the LinSig and VISSIM modelling indicated that all options work within capacity. c) Noted. d) See answer to a) for the AM peak, for the PM peak the figures are as follows: There are 3 zones covering Salt Cross with 713 incoming and 477 outgoing trips, this is compared to the turning movements in and out of the access junctions: Lower Road Inbound – 913 vehicles Lower Road Outbound – 668 vehicles Salt Cross Inbound – 89 vehicles Salt Cross Outbound – 73 vehicles

f) Although the pedestrian crossings are called every cycle in the model for the crossroads, the model uses long cycle times of 100 seconds and these crossings are over two stages. It has also been noted that no pedestrian crossings for east/west movement have been included on the northern and southern arms in the model, despite this being shown in the optioneering drawings. g) Notwithstanding the above we would tend to agree with the summary in the VISSIM modelling which staties that all of the options are impacted by congestion downstream on the A40 and that this western part of the network is not the more sensitive part of the A40. h) However, it would seem appropriate given the observations on flows we have made, a concern over the resilience of the junction and in line with the County Council guidance that some scenario testing is undertaken to increase the flows to the employment and housing of the Garden Village to see how much of an impact this would result in.	The findings clearly show that the model is assigning the majority of the traffic to use the Lower Road junction. The largest zone is also located to the east of the site nearest to Lower Road. Based on these flows the results from both the LinSig and VISSIM modelling indicated that the signalised staggered crossroads options work within capacity, with forecast vehicle queueing on the right-turn lanes accommodated within the deigned flare length. e) The different options impacts to the eastbound layby has been captured in the options assessment. f) The long cycle times are required to accommodate a large number of stages, but pedestrian phases can be accommodated for all movements as per the earlier response above to Welbeck point 11. g) Noted h) A sensitivity test with an extra 100 right turners in the peak hours with full pedestrian facilities has been run for Option D which shows the PRC fall to -2.1% in the AM peak and 5.4% in the PM peak. This is still considered reasonable particularly given the 2041 forecast year and the alternative access arrangement that the model has already assigned the majority of traffic to use.
Eynsham Parish Council	
Comment	**Response**
Conclusion Eynsham Parish Council supports Pell Frischmann's assessment that **Option D1** represents the preferred solution for A40/West Eynsham access.	• Noted.
1. Spine Road Compatibility Given that Option D1 positions the A40 access point further westward, we request confirmation that this positioning is fully compatible with the Parish Council's preferred alignment for the spine road through the development site. Ensuring seamless	• Figure 4.2 in the report illustrates the shortlisted options overlaid on the West Eynsham Masterplan. This illustrates that all the options are compatible with spine road proposed in the masterplan.

integration between these infrastructure elements is essential for the project's success.	
2. Western Extension Consultation Should the spine road require extension further westward, we respectfully request that Eynsham Parish Council be actively involved in route identification discussions. Our local knowledge will be valuable in selecting an alignment that avoids environmentally sensitive areas, particularly flood plains, while meeting development objectives.	• Noted.
3. Sustainable Transport Integration We are pleased to note that Option D1 appears to support sustainable and active travel initiatives. We see significant potential for collaborative partnerships with the Salt Cross developers to create integrated transport solutions that benefit both developments and the wider community.	• Noted.

CDM Note

These drawings have been produced with reference to the CDM Regulations 2015.
Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

KEY

- OXFORDSHIRE COUNTY COUNCIL HIGHWAY OWNERSHIP BOUNDARY
- STRATEGIC LAND RED LINE BOUNDARY
- PROPOSED CARRIAGEWAY
- PROPOSED ON-CARRIAGEWAY CYCLE LANES
- PROPOSED SHARED CYCLEWAY / FOOTWAY FACILITY
- PROPOSED RED / BUFF TACTILE PAVING
- PROPOSED LANDSCAPING
- DMRB 50MPH VISIBILITY SPLAY ENTRANCE AND EXIT 160M SSD
- VISIBILITY AREA OUTSIDE OF CARRIAGEWAY TO BE KEPT CLEAR
- UNCONTROLLED LAND
- INTERVISIBILITY ZONE
- PARK AND RIDE ACCESS DESIGN (YET TO BE CONSTRUCTED)
- EA 100YEAR FLOODING AREA R70C

LAND OWNERSHIP PARCELS

1. BLAKE LAND 28.88HA
2. MACMASTERS GREEN LAND 7.21HA

Rev	Date	Revision Note	Drw	Chk	App
P01	30/05/2025	INITIAL DRAFT	SDS		

PJA
3rd Floor, TW12VE
12 Forbury Road
Reading, RG1 1SB, UK
T: +44 (0) 118 956 0909

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Client
BERKELEY STRATEGIC LAND LTD

Project
WEST EYNSHAM SDA

Title
THREE ARM SIGNALISED JUNCTION ON A40 (WITH SIGNALISED HIF SCHEME)

Drawing Issue Status

PJA Ref	Scale @ A1	Date
08553	1:500	30/05/2025

Drawing No.
08553-TR-1019

Revision
P01

Primary Contact
jerry.muscroft@pja.co.uk

A1 1:500 10 20 30

CDM Note

These drawings have been produced with reference to the CDM Regulations 2015.
Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

KEY

- OXFORDSHIRE COUNTY COUNCIL HIGHWAY OWNERSHIP BOUNDARY
- STRATEGIC LAND RED LINE BOUNDARY
- PROPOSED CARRIAGEWAY
- PROPOSED ON-CARRIAGEWAY CYCLE LANES
- PROPOSED SHARED CYCLEWAY / FOOTWAY FACILITY
- PROPOSED RED / BUFF TACTILE PAVING
- PROPOSED LANDSCAPING
- DMRB 50MPH VISIBILITY SPLAY ENTRANCE AND EXIT 160M SSD
- VISIBILITY AREA OUTSIDE OF CARRIAGEWAY TO BE KEPT CLEAR
- UNCONTROLLED LAND
- INTERVISIBILITY ZONE
- PARK AND RIDE ACCESS DESIGN (YET TO BE CONSTRUCTED)
- EA 100YEAR FLOODING AREA R70C

LAND OWNERSHIP PARCELS

1. BLAKE LAND 28.88HA
2. MACMASTERS GREEN LAND 7.21HA

Rev	Date	Revision Note	Drw	Chk	App
P02	18/12/24	MINOR AMENDMENTS			
P01	11/12/24	INITIAL DRAFT	SDS		

PJA
3rd Floor, TW12VE
12 Forbury Road
Reading, RG1 1SB, UK
T: +44 (0) 118 956 0909

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Client
BERKELEY STRATEGIC LAND LTD

Project
WEST EYNSHAM SDA

Title
FOUR ARM SIGNALISED CROSSROADS ON A40 (WITH SALTCROSS GARDEN VILLAGE & SIGNALISED HIF SCHEME

Drawing Issue Status

PJA Ref	Scale @ A1	Date
08553	1:500	18/12/2024

Drawing No.
08553-TR-1017

Revision
P02

Primary Contact
jerry.muscroft@pja.co.uk

File name:C:\PJA\PHIL JONES ASSOCIATES\SHAREDDATA - 08553 EYNSHAM\13. TECHNICAL\13.1 DRAWINGS\241212 ADDITIONAL ACCESS\08553-TR-1017-P01 - SIGNALISED CROSSROADS - 241211\08553-TR-1017-P01 - SIGNALISED CROSSROADS - 241211.DWG, printed on 18/12/2024 14:34:58, by James Warbey

A1 1:500 10 20 30

CDM Note

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Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

KEY

- OXFORDSHIRE COUNTY COUNCIL HIGHWAY OWNERSHIP BOUNDARY
- STRATEGIC LAND RED LINE BOUNDARY
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LAND OWNERSHIP PARCELS

1. BLAKE LAND 28.88HA
2. MACMASTERS GREEN LAND 7.21HA

Rev	Date	Revision Note	Drw	Chk	App
P01	30/05/2025	INITIAL DRAFT	SDS		

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3rd Floor, TW12VE
12 Forbury Road
Reading, RG1 1SB, UK
T: +44 (0) 118 956 0909

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Client
BERKELEY STRATEGIC LAND LTD

Project
WEST EYNSHAM SDA

Title
THREE ARM SIGNALISED JUNCTION ON A40 - WITH SALTCROSS GARDEN VILLAGE & SIGNALISED HIF SCHEME

Drawing Issue Status

PJA Ref	Scale @ A1	Date
08553	1:500	30/05/2025

Drawing No.
08553-TR-1018

Revision
P01

Primary Contact
jerry.muscroft@pja.co.uk

File name:C:\USERS\GRAHA\ONEDRIVE - SMITH DESIGN STUDIO LIMITED\PJA\[001] WEST EYNSHAM\[02] DRAWINGS\08553-TR-1018-P01 - SIGNALISED CROSSROADS - 250529.DWG, printed on 30/05/2025 08:31:27, by Graham Smith