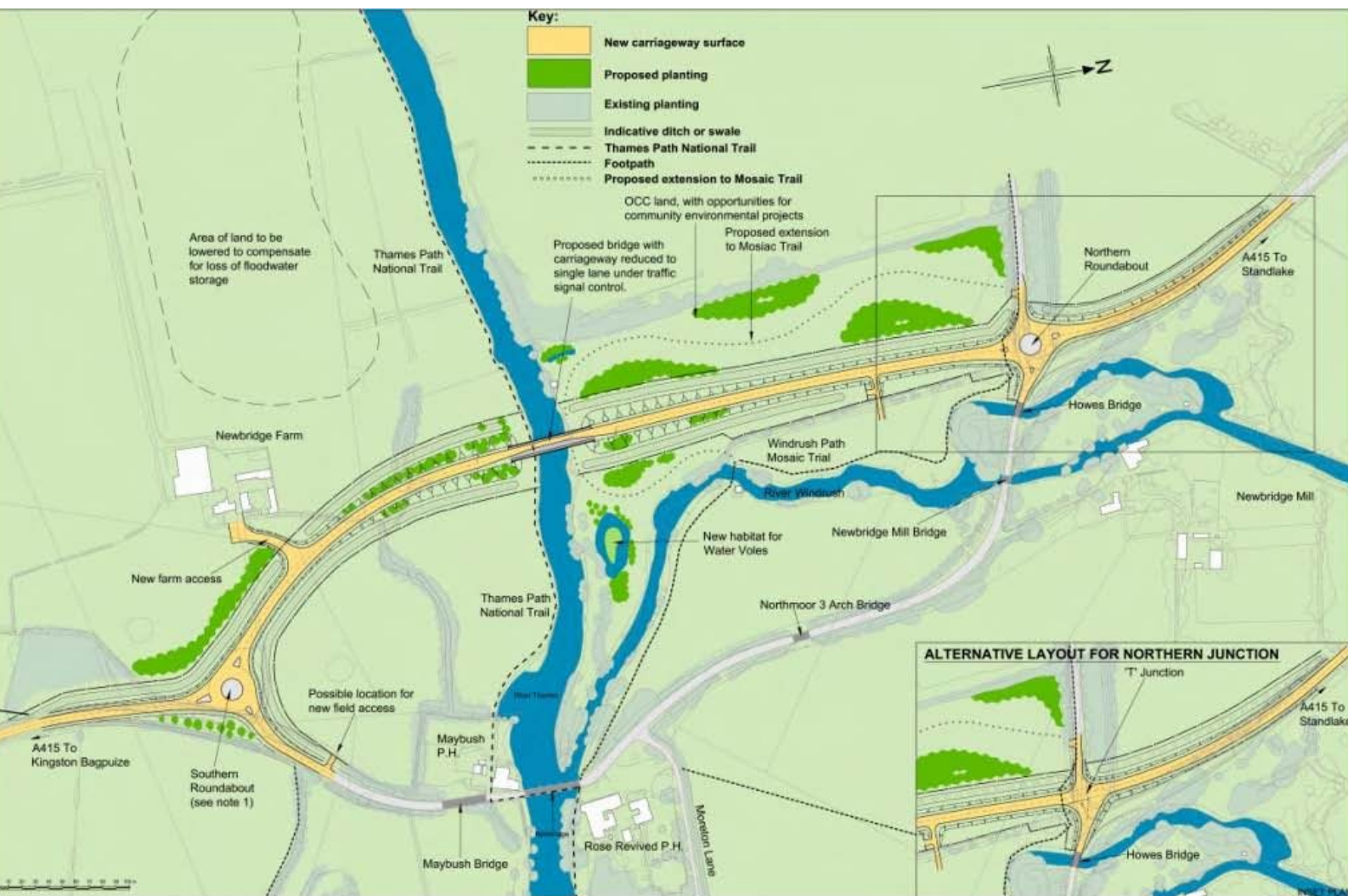




## Proposed New A415 Thames River Crossing

## Public Consultation Feedback



## Document control sheet

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## 1 Background and Introduction

In March 1996, Newbridge, the existing A415 Thames river crossing was assessed as having a zero live load capacity. Following a further assessment in February 2000 and a Principal Inspection in 2004, Oxfordshire County Council in 2006, introduced a temporary 18 tonne weight restriction on Newbridge combined with close monitoring of the structure's condition. In March 2006 Oxfordshire County Council commissioned Jacobs to undertake a feasibility study and Stage 1 study for a new A415 river Thames crossing, based on the assumption that with Newbridge's Ancient Monument status that there were unlikely to be any practical strengthening options. However in parallel, commencing in December 2006, Oxfordshire County Council commissioned Jacobs to carry out a feasibility study of possible strengthening options to Newbridge.

During the Stage 1 study local opposition was raised to the scheme from Standlake, who were concerned that the removal of the temporary weight restriction would lead to an unacceptable increase in traffic, particularly heavy goods vehicles through their village. Oxfordshire County Council carried out a review of the Thames river crossings west of Oxford in 2009 to determine to what extent the A415 should be permitted to be constricted by a bridge with a structural weight limit. Jacobs were commissioned in parallel to re-examine the strengthening feasibility study of Newbridge to 40T and to look at partial strengthening options to 3T, 7.5T, 10T, 13T, 18T. Further consultation with English Heritage was carried out to obtain their views on the proposed new crossing and Newbridge strengthening options. Again in parallel Oxfordshire County Council commissioned Jacobs to carry out a Stage 2 study for a new A415 Thames crossing, which involved the development of a preferred route from the Stage 1 study and this consultation process.

The consultation process consisted of a series of meetings with Parish Councils presenting the preliminary proposals for the preferred new Thames river crossing route, informing them of the studies that had been carried out and seeking their views on the details for the preferred route. This was followed by a three day public exhibition at the Rose Revived public house adjacent to Newbridge from 26 to 28 November 2009, which was attended by approximately 700 people. The exhibition material was also displayed on Oxfordshire County Councils website. The public were given the opportunity to ask questions and to provide feedback at the exhibition and on the website until 24 December 2009. Feedback was obtained verbally at the exhibition, but the public were encouraged to write this down on the provided questionnaires at the exhibition and on the website, Comments were also obtained in the attendance book at the exhibition and via e-mails.

A total of 489 questionnaires were returned by the consultation closing date. 65 comments were recorded in the attendance book and 76 letters/e-mails with comments and questions were received from individuals/groups and 7 letters/e-mails were received from Parish Councils and 2 from District Councils. A letter was also received from the landowner, St John's College, south of the river Thames.

The majority of questionnaire responses were from individuals, but some were from groups, such as Parish Councils. Several similar responses were obtained from the same post code and in the same hand writing or using the same wording in comments. It is not clear whether more than one response has been obtained from an individual, as these could be from different members of a family or group with the same views.

## 2 Quantitative Questionnaire Results

### 2.1 Demographics

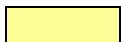




Table 2.1 below shows the breakdown by home postcode area of the questionnaire respondents to the exhibition at the Rose Revived.

The questionnaire said “It would be helpful if you could provide some information about yourself so that we can check how the effects of our proposals impact on communities along the A415 and on the alternative Thames crossing routes.” and asked that they tick which of the following applied to them:

- Benefit from reduced journey times on the A415
- Suffer if traffic increases on adjacent Thames crossing routes
- Suffer if traffic increases on the A415

It also asked “How many times do you cross Newbridge each week?”

**KEY:**

-  Town/village on A415
-  Town/village off A415 close to the proposed new crossing, on a road which does not lead directly to an alternative Thames crossing route
-  Town/village on alternative crossing route
-  Town/village off A415 on a linking road to an alternative Thames crossing route
-  Remote Town/village

It can be seen from Table 2.1 that the majority (57.4%) of those who returned a questionnaire lived in a town or village through which the A415 passes or close to Newbridge. The majority (82.3%) of these people indicated that they considered that they would suffer if traffic increased on the A415 and a minority (18.5%) of these indicated that they thought they would benefit from reduced journey times on the A415. These respondents indicated that on average they crossed Newbridge 7.3 times per week.

A minority (35%) of those who returned a questionnaire live in a town or village on an alternative Thames crossing route, a linking road to an alternative Thames crossing route, or remote from the area. The majority (53.4%) of these indicated that they thought they would benefit from reduced journey times on the A415 and a minority of these (27.9%) indicated that they thought they would suffer if traffic increased on the A415. These respondents indicated that on average they cross Newbridge 5.5 times a week

7.6% of questionnaire respondents did not indicate where they live. These respondents indicated that on average they cross Newbridge 3.1 times per week.

Table 2.1

Postcode Area	Percentage of total questionnaire respondents	How many times do you cross Newbridge each week? (Average number of times)	Percentage that considered they would benefit from reduced journey times on the A415	Percentage that considered they would suffer if traffic increases on adjacent Thames crossing routes	Percentage that considered they would suffer if traffic increases on the A415
Standlake/Brighthampton Resident off A415	21	8.1	18.6	18.6	82.3
Standlake/Brighthampton Resident on A415	18	6.8	3.3	18.6	94.4
Kingston Bagpuize	8	5.4	36.6	7.3	65.8
Ducklington	2	5.3	45.5	36.4	81.8
Marcham/Frilford	2	7.1	25.0	0	75.0
Northmoor	5	10.4	28.0	52.0	68.0
Hinton Waldrist	1.4	4.7	28.6	28.6	85.7
Sub-total	57.4	7.3	18.5	20.1	82.3
Bampton/Aston	5	7.0	58.3	29.2	29.2
Cumnor	1	3.2	20.0	40.0	20.0
Carterton Brize Norton	1	9.2	100	20.0	20.0
Eynsham	1	0.8	0	100	0
Sutton/Stanton Harcourt	4	7.2	57.1	23.8	28.6
Appleton/Eaton	0.8	3.3	50.0	25.0	0
Witney	9	6.1	65.2	19.6	30.4
Abingdon	3	4.1	64.3	7.1	35.7
Freeland	1.4	3.3	28.6	0	14.3
Botley/Summertown	1.4	2.9	14.3	14.3	57.1
Shipton Under Wychwood	1	3.8	60.0	40.0	0
South Oxford	0.8	4.0	25.0	25.0	50.0
Wantage	0.6	1.3	0	0	0
Other distant from area	5	5.5	53.8	15.4	30.8
Sub total	35	5.5	53.4	22.2	27.9
Postcode not provided	7.6	3.1	33.3	13.9	36.1
<b>All questionnaire respondents</b>	<b>100</b>	<b>6.4</b>	<b>32.3</b>	<b>20.0</b>	<b>60.3</b>

## 2.2 Support for a New Crossing and the Chosen Route

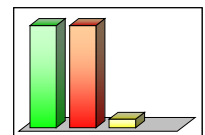
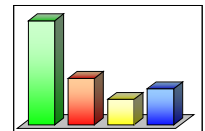
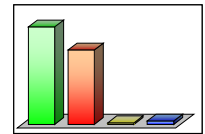
The questionnaire asked:

- To what extent do you agree or disagree that a new A415 river crossing is needed.
- To what extent do you agree or disagree that the new crossing should be based on the green route corridor
- Overall to what extent are you in favour of Oxfordshire County Council’s proposals for enabling the A415 to remain open by constructing a new Thames river crossing?

Table 2.2 below shows the percentage of all 489 questionnaire respondents answers to the above questions.

**Table 2.2**

	Strongly or tend to agree	Strongly or tend to disagree	No preference	No reply to this question
<b>A new A415 river crossing is needed</b>	55	42	1	2
<b>Route should be based on green route</b>	49	22	12	17
<b>Overall in favour of proposals*</b>	48	48	4*	*



\* In the vast majority of cases where there was no tick in a box for this question, there were accompanying comments which made it clear that the questionnaire respondent was against the proposals. Many of these indicated that they were refusing to answer the question as they did not believe that it was necessary to build a new crossing in order to enable the A415 to remain open. These null responses have been included as strongly or tending to disagree with the proposals in this table. In the few cases where it was not absolutely clear from the comments whether they were for or against the proposals then they have been included within the no preference group in this table.

These above responses have been further broken down by geographical area and are shown in Appendix B.

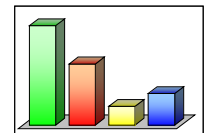
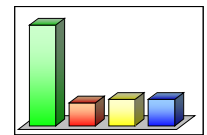
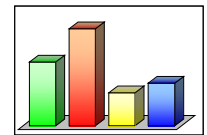
### 2.3 Preference for a Particular Bridge Type

The questionnaire asked how they rated the appearance of each proposed bridge option for this upper Thames location. It then went on to say that the arch bridge would cost at least £1m more to construct than the beam bridge option and asked if they thought it was worthwhile spending this extra money.

Table 2.3 below shows the percentage of all 489 questionnaire respondents answers to the above questions.

**Table 2.3**

	Strongly or tend to agree	Strongly or tend to disagree	No preference	No reply to this question
<b>Beam Bridge</b>	27	41	14	18
<b>Arch Bridge</b>	57	13	15	15
<b>Worth Spending extra £1m for arch bridge</b>	(Yes) 47	(No) 29	9	15



These responses have been further broken down by geographical area and are shown in Appendix B.

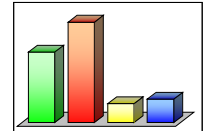
### 2.4 Support for Closing Newbridge

The questionnaire said that we were proposing to close the existing bridge to all motor vehicles once a new crossing is opened and asked if they supported this measure.

Table 2.4 below shows the percentage of all 489 questionnaire respondents answers to the above questions.

**Table 2.4**

	Yes	No	No preference	No reply to this question
<b>Support closure of Newbridge</b>	33	47	9	11



These responses have been further broken down by geographical area and are shown in Appendix B.

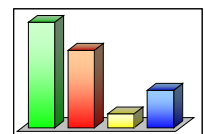
### 2.5 Support for Providing Traffic Control Measures

The questionnaire said that we are proposing that the road over the new Thames bridge would be single lane controlled by traffic signals to discourage an increase in traffic on the A415 and asked if they supported this proposal. It also invited written suggestions for other traffic mitigation measures which could be introduced along the A415 to discourage additional traffic and/or to improve conditions for their community.

Table 2.5 below summarises the tick box responses as a percentage of all 489 questionnaire responses to the above question.

**Table 2.5**

	Yes	No	No preference	No reply to this question
<b>Support proposal for single lane with traffic lights on the new Thames bridge</b>	45	33	6	16



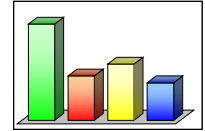
### 2.6 Preference for Type of Northern Junction

The questionnaire asked that at the northern end of the proposed crossing (Standlake side) do you have a preference for the roundabout or the alternative junction layout shown?

Table 2.6 below summarises the percentage of all 489 questionnaire respondents' answers to the above questions.

**Table 2.6**

	Roundabout	T Junction	No preference	No reply to this question
Support proposal for particular junction type	41	19	24	16



These responses have been further broken down by geographical area and are shown in Appendix B.

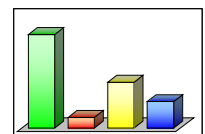
### 2.7 Support for Providing an Additional length to the Mosaic Trail

The questionnaire asked if they supported the proposal for providing an additional length of path to the Windrush Mosaic Trail.

Table 2.7 below summarises the tick box responses as a percentage of all 489 questionnaire responses to the above question.

**Table 2.7**

	Yes	No	No preference	No reply to this question
Support proposal for provision of an additional length of mosaic trail	53	6	26	15



The Table 2.7 responses have been further broken down by geographical area and are shown in Appendix B.

The questionnaire then asked if they had any suggestions for community/environmental projects on the Oxfordshire County Council land shown on the plan. The following suggestions were made. Where similar suggestions have been made these are only listed once.

- I am not in favour of any environmental projects that would encourage public picnic type access and should definitely not include any ability to park. Local

residents have experienced significant abuse of the land by Howes bridge with “Raves” and invasive sun bathers, river bathers and picnickers.

- Make the site a bird nesting and observation location, the two pubs could leverage this to sustain their business

## 3 General Comments from Questionnaire Respondents

### 3.1 Expressed Concerns of Questionnaire Respondents

The comments made by all of the questionnaire respondents have been reviewed and grouped into main areas of concern as given in Table 3.1 below.

**Table 3.1**

Concern	Percentage of all questionnaire respondents
Heavy goods vehicles (HGVs)	43
Pedestrian safety through Standlake on A415, due to narrow carriageway and footways (mainly in relation to HGVs)	23
Existing bridge can be strengthened, so new crossing is not necessary	14
Increased traffic	11
Noise/vibration/pollution (mainly in relation to HGVs)	9
Bypass of village/town required (mainly Standlake)	9
Congestion due to proposed traffic signals on new crossing	7
Mitigation for increased traffic/HGVs in Standlake required	5
The A34/A40 junction should be upgraded and HGVs diverted from A415 onto A34	5
Proposals will increase the risk of flooding	5
Speeding traffic through Standlake	4
Loss in pub trade due to closure of existing bridge	3
Devalue property in Standlake (mainly in relation to HGVs)	2
Difficulty in exiting Moreton Lane onto A415 with existing bridge closed	1

### 3.2 Additional Proposals of Questionnaire Respondents

The following additional proposals were suggested by respondents to the questionnaire. Where similar proposals have been suggested these have only been listed once.

- “Heavy traffic through Standlake is obviously a problem and a by-pass is needed sooner rather than later. As an interim solution, traffic calming should be considered on the A415 through the villages (speed humps, single lane gates with traffic light or speed cameras)”

- “This bridge would mean unlimited access to all HGV in the village. I would favour an environmental weight limit to reduce the impact of such lorries.”
- “I think it would be best to eliminate use of the bridge by heavy vehicles (use of height or other restriction) and spend £8m on something else”
- “Disincentivise through traffic with a toll or simply ban HGV’s. Keeping traffic flowing must help our environment”
- “Designate the new road as a “B” class, so to remove it from Sat-Nav routing.”
- “Would like ban a on heavy lorries to continue. The Abingdon Road is not wide enough to support these large vehicles. Cycling or walking down the Abingdon Road is positively dangerous with heavy lorries thundering past. The bend at the top has also resulted in accidents. Added together with the problems with Marcham the A415 is just not suitable for 40 Ton lorries.”
- “Restrict usage of A415 through Marcham by heavy vehicles by comparable weight restriction to that on new bridge”
- “To help the two pubs at Newbridge there should be good signs to encourage passing trade to stop.”
- “A cycle path from Standlake to Kingston roundabout is very necessary”
- “Additional parking required for access for Thames path users (without using pub car parks)”
- “If the beam bridge could be faced with stone at a lower cost than the arch bridge then this would be the most acceptable”
- “Provide direct access from A40 to A34 at Wolvercote”
- “Provide unimpeded A40 – M40 access across Oxford”
- “Dangerous traffic lights in Witney (Station Lane/Duck lane) need immediate improvements before increase in traffic.”
- “The speed limit through Ducklington should be looked at.”
- “Speed camera on entrance to Standlake.”
- “Any traffic calming measures in Standlake should include a mini-roundabout at the junction of the High Street and the A415.”
- “Would it be possible to have a bridle path leading from the Rose Revived, over Newbridge and past the proposed southern roundabout? In order to link up with the existing bridle path that goes towards Kingston Bagpuize there would need to be a crossing over the A415.”

- “Marcham by-pass made even more imperative”
- “Measures needed to keep traffic out of Rack End.”

### **3.3 Information Provided by Questionnaire Respondents**

The following site information was provided by respondents to the questionnaire.

- “Otters in area and seen regularly”

### **3.4 Statements Provided by Questionnaire Respondents**

The following statements were provided by questionnaire respondents. Where similar statements were provided these have only been listed once.

- “Get it built as soon as possible”
- “This is a golden opportunity to improve traffic flow and should not be squandered.”
- “Swinford bridge is blocked, the A40 – A34 is clogged so this should offer a fast route for commuters.”
- “The current proposal is no real fix at all for Witney residents (of which there will be more due to increased housing development)”
- “There are a lot of haulage jobs in Witney that will benefit from this scheme.”
- “Adding pollution through stationary traffic at traffic lights is crazy”
- “The road has been so much more pleasant since the weight restriction was introduced, the whole village has benefited as a result (Standlake resident)”
- “Standlake footpath on Abingdon Road not wide enough. Impact of heavy vehicles on cyclists, horse riders, children. School abuts A415 – children with unpredictable behaviour greatly at risk. Existing speed limit constantly flouted especially by lorries.”
- “Do not accept Newbridge “cannot be reconstructed” and ...”cannot..be easily strengthened” is relative and not proven.”
- “We do not want the views of Standlake residents to outweigh the necessity and efficiency of the investment in a new bridge.”
- “An attractive bridge would be built for use for hundreds of years so justifies extra expense.”
- “Newbridge is a great tourist attraction and the new crossing, landscape/planting, design etc should be very sympathetic to Newbridge.”

- “Obviously, if new bridge will have traffic signals, old bridge must be closed to all traffic to avoid rat running.”
- “Walking/cycling along A415 through Standlake will revert to a very dangerous pastime. There is a pavement only on one side of the road and in places one has to walk in single file. The “sucking” of air after a large vehicle has passed is very dangerous, pedestrians run the risk of being dragged into the road.”

## 4 General Comments by Letter or E-mail (Unaccompanied by a Questionnaire)

A total of 76 responses were obtained by letter or e-mail un-accompanied by a questionnaire. Several of these indicated that they had or were also responding with the questionnaire. Approximately 20% of these respondents indicated that they thought that the questionnaire was biased and did not give them adequate opportunity to express their opinion and so had written or e-mailed instead.

The majority 70% of these letter and e-mail respondents indicated that they were from Standlake or Brighthampton. 18% of these respondents did not indicate where they were from. The remainder indicated that they were from Witney, Abingdon and Northmoor.

The comments received by letter, unaccompanied by a questionnaire, have been reviewed separately and grouped into main areas of concern as given in Table 4.1 below. Please note that it is possible that the writers of some of these letters may have also expressed their view with a questionnaire and their views may already be included within Section 2 and 3 above.

**Table 4.1**

<b>Concern</b>	<b>Percentage of respondents out of 76 which expressed this concern</b>
Wide vehicles passing on narrow A415, concern for pedestrian & cyclist safety	75
Pedestrian safety through Standlake etc / Footways too narrow / houses very close to road	71
Heavy goods vehicles (HGVs)	67
Increased traffic (comment not specific and may not necessarily relating to HGVs)	64
Noise/vibration/pollution/environmental impact	58
Existing bridge could be strengthened and weight limit increased (consult with English Heritage)	49
Cokethorpe School/ Mulberry Bush School, safety of school children	43
The A34/A40 junction should be upgraded and HGVs diverted from A415 onto A34	42
Proposals will increase the risk of flooding	32
Will ruin views of the countryside, Environmental issues, Historic setting	22
Devalue property in Standlake / Damage to property	21

**Table 4.1 cont.**

<b>Concern</b>	<b>Percentage of respondents out of 76 which expressed this concern</b>
Questionnaire/Public Consultation not very good / did not give enough options / unfairly biased	20
Higher cost than alternative (mainly with reference to strengthening)	18
Bypass of village/town required (mainly Standlake)	14
Increase HGVs traffic at night	14
Parking will become more difficult with increased traffic for delivery vehicles, school buses, Postmen, Milkmen, Dustmen etc.	13
Speeding traffic through Standlake	12
Congestion due to proposed traffic signals on new crossing	12
Mitigation for increased traffic/HGVs in Standlake required	11
Use Swinford Toll Bridge instead of building a new bridge	11
Difficult for residents to exit their drives due to amount of traffic (mainly in Standlake)	8
Widening A415 / Putting in Cycle Lanes	4

## 5 General Comments from the Public Exhibition Attendance Book

The attendance book at the public exhibition at the Rose Revived Public House included a small space for comments. Of the approximately 700 people who attended this exhibition 65 people left a comment. Six of these comments were praising the presentation of the exhibition. The attendees at the public exhibition were encouraged to complete a questionnaire to express their views in more detail. Many of the comments within the attendance book are therefore expected to have been duplicated within the questionnaire responses detailed in Section 2 and 3 above.

Similar comments have been grouped together and included within table 5.1 below for information.

**Table 5.1**

Comment	Number of similar comments in exhibition attendance book
Concerned about Increased traffic in Standlake	15
Agree fully with the proposals and want them built as soon as possible	13
Concerned about increase in heavy goods vehicles (HGVs)	7
Have a preference for the arch bridge	6
Totally against the proposals, do not want a new bridge	6
Want a bypass of Standlake	4
The A34/A40 junction should be upgraded and traffic diverted from A415 onto A34	4
Concern about safety in Abingdon Road	3
Concern about traffic on Marston Road	1
Disappointed no evidence of cyclists requirements	1
Proposals will increase the risk of flooding	1
Will ruin views of the countryside, Environmental issues, Historic setting	1
Existing bridge could be strengthened and weight limit increased (consult with English Heritage)	1
If it wasn't for the Gravel Extraction pit, this wouldn't be up for consideration	1
Noise/vibration/pollution/environmental impact	1

## 6 Letters and Questionnaires from Parish Councils

The questionnaires received from Parish Councils are included within Sections 2 and 3 above, the Quantitative Questionnaire Results and General Comments from Questionnaire Respondents. The main comments from each Parish have been summarised as follows:

### 6.1 Kingston Bagpuize with Southmoor Parish Council

Overall, the Parish Council conditionally supports the proposal to enable the A415 to remain open. They are strongly in favour of restrictions to traffic flow through single-lane controlled by traffic signals. They are strongly in favour of the proposed Arch bridge option and think it is worth the extra cost. They tend to agree that a new river crossing is needed based on the proposed route corridor.

The Council is concerned that by removing the existing restrictions on traffic flow, particularly of heavy goods vehicles, will encourage a substantial increase in traffic through the villages on the A415. They consider that there is a risk that the proposed single lane restriction at the new bridge may be removed if congestion as a result becomes too severe.

The Council's conditional support for the proposals is based on the following measures being introduced:

- a light controlled pedestrian crossing near the Hind's Head,
- a speed limit of 50mph from Rectory Lane to Frilford,
- safe pedestrian and cycle access to Kingston Bagpuize Cricket Club by improving and extending the existing footway,
- white gates at the village entrances on the A415 and
- automatic speed displays at these entrances.

### 6.2 Standlake Parish Council

Standlake Parish Council provided a letter and electronic questionnaire response to the consultation, with the letter contents duplicated on the questionnaire.

The Parish Council do not believe the information provided by the County Council and consider that the Consultation information misrepresented the facts. In particular the Parish Council does not believe that the strengthening options for the existing bridge have been adequately explored.

The main concern of the Parish Council appears to be the removal of the current weight restriction, with consequential increases in HGV traffic on the A415. They consider the A415 to be unsuitable for these types of vehicles, particularly the Abingdon Road in Standlake and also in Marsham, Kingston Bagpuize and Cokethorpe. They wish the whole of the A415 to be upgraded with bypasses as a single project, from Marcham to the Ducklington bypass before permitting a return of a large number of HGVs to this route. If funds are not available for this they want action taken to ensure that HGVs use the A34, A40 and A420 instead.

They consider the idea of artificially restricting the new crossing to a single lane working with traffic lights, thereby discouraging more traffic from using the A415, is not credible given the major choke point on the route is Marcham, not the existing Newbridge traffic control. They consider this will not discourage in any way the major cause of concern in Standlake, which is the return to much greater levels of HGV traffic than pertained pre weight limit.

The Parish Council believe that any traffic calming measures imposed on Abingdon Road in Standlake, would lead to “rat running” on less suitable roads.

They have expressed concern that a new crossing may increase the risk of flooding and would ruin the view. They do not believe that the public’s view will be taken into consideration in the selection of the form of construction of the new bridge.

### **6.3 Bampton Parish Council**

Bampton Parish Council is fully supportive of the proposed crossing route, and that the unanimous view of the Council was that the bridge should be two lane, with no traffic restrictions. They would like to see it built as soon as possible.

### **6.4 Cumnor Parish Council**

Cumnor Parish Council provided a letter and questionnaire response to the consultation.

Cumnor Parish Council strongly supports the proposed crossing route. They see no sense in narrowing the carriageway down to a single lane with traffic control over the new bridge and believe that the crossing should be built to “A” road standard. They support the idea that vehicles particularly HGVs use the A415 rather than other minor roads. They support OCC’s opposition to utilising Swindford Bridge as an alternative Thames crossing route to the A415.

The Parish Council prefer the appearance of the proposed arch bridge over the beam bridge and consider it worthwhile spending the extra money to obtain the arch bridge. They support the proposed closure of the existing bridge to motor vehicles. They have no preference for the northern junction type. They support the provision of an extra length of Windrush Mosaic Trail. They have reiterated in their questionnaire response the unsuitability of Swindford Bridge and the B4044 taking A415 traffic.

### **6.5 Northmoor Parish Council**

The majority of Northmoor Parish Council was critical of the proposals, although one member, a former haulage contractor, was in favour of the scheme so as to allow HGVs unrestricted passage along this route.

Of those critical of the scheme, they did not wish vehicles exceeding 18 tonnes, to be permitted to use the route without first taking into account the effect of this on the communities of Marcham, Kingston Bagpuize and Standlake, and the indirect effect on the health and safety of parishioners living close to but not on the A415.

The council considers that it has not been properly demonstrated that the existing bridge cannot be practically strengthened. They have safety concerns about the reintroduction of the larger HGV vehicles on equestrian, cyclists and pedestrians. They are concerned that the new crossing may increase the risk of flooding. They are sceptical that the proposed traffic signals on the new bridge, to reduce the change in traffic flow on the A415, will remain with the pressure of traffic volume growth.

Northmoor Parish Council indicate that they would be more willing to accept the proposals if it included bypasses around the affected villages, measures such as footpaths and cycle-ways and proper account was taken of the risk of flooding.

### **6.6 Aston, Cote, Shifford & Chimney Parish Council**

The Parish Council is broadly supportive of the proposed new Thames River crossing. They are however concerned that since the introduction of the temporary weight restriction at Newbridge that the size and volume of HGV traffic in general has increased and consider that the A415 through Standlake and Marcham is no longer suitable for unrestricted HGV traffic. They consider that HGV traffic should be encouraged to use the A40, A34 and A420 and that an environmental weight restriction should be considered for Marcham and Standlake. The Parish Council requests that the County Council does everything in its power to secure funding for bypasses of these villages.

The Parish Council also sought clarification on whether or not it was practical to strengthen the existing bridge.

### **6.7 Frilford Parish Council**

A questionnaire was returned with the comments “These comments come from several members of Frilford Parish. 3 members have asked me as chairman of the Parish meeting to express their support for the proposals” It is not therefore clear whether or not the questionnaire response was fully representative of the Parish Council.

This questionnaire indicated that they strongly agreed that a new A415 river crossing was needed and strongly agreed that it should be based on the proposed green route corridor. They considered the appearance of the beam bridge option to be good and the arch bridge option very good and thought that it was worthwhile spending the extra money for the arch option. They indicated that they disagreed with the proposed closure of Newbridge to motor vehicles. They showed a preference for the roundabout junction at the northern end of the scheme. They support the proposal for the provision of an extra length of Windrush Mosaic Trail. They indicated that they are strongly in favour of the proposals overall for enabling the A415 to remain open by constructing a new Thames river crossing.

## 7 Letters and Questionnaires from Statutory Consultees

Statutory Consultees include owners of the land which may need to be compulsorily purchased and the following groups:

Environment Agency  
Statutory Undertakers

The questionnaires received from Statutory Consultees are included within Sections 2 and 3 above, the Quantitative Questionnaire Results and General Comments from Questionnaire Respondents. The main comments from each Statutory Consultee have been summarised as follows:

### 7.1 St John's College, Owners of Land South of River Thames

St John's College acknowledges the problems with Newbridge and consider the proposed green route corridor to be the most sensible in broad terms, but have issues with the details of the alignment across their land. They are concerned as to how close the detailed route passes to their farm and wish it to be moved further away, but not so far as to make it detrimental on the setting of Newbridge. They do not wish any section of the road south of the river to be street lit. They are querying the need for a southern roundabout and consider that a straight through alignment with a "T" junction to the Maybush public house, possibly with a dedicated right turn lane would be sufficient for the limited volume of vehicular traffic accessing the Maybush.

The College considers one of the most concerning features to be the proposed lowering of part of their land west of the farm for floodwater storage compensation. They are aware that the provision of floodwater storage compensation in this instance will have little impact on the risk of flooding and that it is primarily being proposed to satisfy an Environment Agency general requirement and query its need. The College considers that this proposal would needlessly render this land largely useless.

The College considers the appearance of both the proposed new bridge options to be acceptable, but consider it is worthwhile spending the extra money for the arch option. They support the implementation of road narrowing and traffic signals on the new bridge as a traffic calming measure, but believe that this is not intended to be a long time measure. They are concerned about future increases in traffic volumes on the A415. They have been informed that traffic calming measures within Standlake were being given further consideration to help reduce traffic volumes and they welcomed this.

### 7.2 Farm Business North of River Thames, Presumed Owners of Land required at Northern end of Proposals

Questionnaire responses were obtained from a family who indicated that they owned the land at the northern end of the proposals. They have indicated that they are strongly against the proposals. Within their comments they indicate that they believe the camera enforcement of the weight restriction on Newbridge would

remove the necessity for building a new crossing. They indicate that they are concerned that the proposed crossing's embankments would impede water flow and slow down dispersal of flood water. They have queried whether continuous funding for the embankments would be available to ensure they do not weaken and become exceeded making flooding even worse.

They have indicated a preference for the arch bridge option and consider that it is worthwhile spending the extra money for it. They do not agree to the proposal for closing the Newbridge to motor vehicle traffic. They support the narrowing of the road over the new bridge with traffic signals. They prefer the roundabout junction arrangement at the northern end of the scheme. They support the provision of an extra length of Windrush Mosaic Trail.

### **7.3 Vale of White Horse**

The Vale welcomes the proposal for this new river crossing which they consider will encourage traffic, particular heavy goods, onto this strategic A route between Abingdon and Witney.

The Vale recommends that once the weight restriction on Newbridge is removed that consideration should be given to imposing a weight restriction on the B4044 to discourage heavy goods on this route (which includes Swindford toll bridge)

The Vale is content with the proposal to replace the existing two sets of lights on the A415 at Newbridge with a single set of traffic lights, which should reduce journey time delays. They consider that it is helpful that queuing at the lights each side of the new bridge will be in open countryside.

It is considered important that the new bridge is constructed to accommodate two lanes of traffic, to meet the long-term needs of the route.

It is noted that it is proposed to operate the new bridge as a single lane with traffic signals to restrict the attractiveness of the route, for which the consultation documentation highlights is important for Standlake. The Vale considers that it is also important to consider the impacts on Kingston Bagpuize, Frilford cross roads, Marcham and Abingdon. These locations already suffer from congestion and road safety problems which need to be addressed in the medium/long-term. They consider that it is important that the new crossing does not have a further negative impact on these locations. They ask if any wider traffic modelling has been undertaken to evaluate the impact of operating the new crossing with two unrestricted lanes.

The Vale suggest that before any further design work is undertaken particularly in consideration of alternative routes for a new bridge that they are consulted to assess the implications of the alternative routes on the setting of the various listed buildings.

### **7.4 West Oxfordshire District Council**

West Oxfordshire District Council (WODC) agrees that the correct course of action to preserve Newbridge is to construct a new crossing. However, they consider that the return of HGV traffic on this route will impact adversely on the quality of life of

residents of affected villages along the route. They consider that unless a control measure is put in place to restrain traffic weight to no more than existing, bypasses of Marcham and Standlake should be provided.

WODC believe that insufficient consideration has been given to the proposed location of the new crossing of the river Thames. They note English Heritage's view that the preferred route would not be detrimental to the setting of Newbridge with respect to its ancient monument status. However they consider that it would impact on the riverside landscape, including the other buildings which have developed over time in relation to Newbridge. They consider that it would be preferable to move the new crossing closer to Newbridge, to reduce the required length of the linking roads and impact on the landscape and riverbank setting, whilst making Newbridge more visible to passing traffic. They would not however wish the new crossing to be "jammed right up along side" Newbridge or for it to have an adverse affect on the adjacent pubs' business.

WODC are concerned that the new crossing may increase the risk of flooding and believe that the highest priority should be given to ensuring that this does not happen.

## 8 Discussion

The purpose of the public consultation was to inform and obtain a better understanding of the public's opinion about the proposals. This was to enable the details of the proposals to be shaped to address as many of the public's concerns as possible. It was known that the benefits of the proposals to the users of the A415 (approx. 15,000 people per day), residents on adjacent river Thames crossing routes and local businesses would need to be balanced against the views of the residents living within the vicinity of the A415. The consultation has been planned to obtain the views of as many of these groups as possible through advertising and utilising the internet. It was recognised that it would be more difficult to obtain the views of those who lived furthest from Newbridge and from those who considered that they would not disbenefit from the proposals and had no concerns to express. In this regard it is considered that the consultation has been successful, but it is realised that the number of questionnaire responses received from each of the above groups is disproportional to the number of people in each of these groups. The number of questionnaire responses received from each group is considered likely to some extent to be representative of the strength of feeling of the expressed views from that group.

For the purpose of drawing conclusions about the opinion of the public the questionnaire responses have been used as the main body of information. This includes questionnaires, which were not fully completed and those with comments indicating that the respondent was not in favour of the proposals and considered the questions to be too biased to answer. Comments received by other means including letters and e-mails have also been taken into consideration.

It is clear from the Demographics Table 2.1, and Appendix B, the questionnaire responses by area, that there are clear differences in opinion between those living on the A415 or close to Newbridge and those living on an alternative river Thames crossing routes or more distant from Newbridge. It also appears from the questionnaire responses that the respondents from different areas have not necessarily answered the questions in the same manner and cannot necessarily be taken at face value. For example from Table 2.1 it can be seen that the questionnaire respondents from the Standlake and Brighthampton area use the A415 to cross the river Thames at least as frequently as those from other areas, but consider that they will gain very little benefit from a reduced journey time on this route. It appears therefore that even though they would benefit in their travels that they consider that some other factor, possibly a consequential increase in traffic flow would outweigh this benefit. The questionnaire responses have therefore been interpreted to some degree in relation to the most likely group the respondent was from. The groups including residents living on the A415, close to it or on an alternative river Thames crossing route and commuters could be established from the provided residential and business postcodes.

## 9 Analysis and Conclusions

### 9.1 Support for the Proposals

Looking at the total number of questionnaire responses there is a majority, 55% for and 42% against, the provision of a new A415 Thames river crossing, but a split of 48% for and 48% against the proposals overall. There is a majority of 49% of questionnaire respondents that are in agreement that the crossing should follow the proposed route corridor, with a minority of 22% disagreeing. 17% of questionnaire respondents did not reply to this specific question, probably because these respondents were disagreeing that a new crossing should be provided. From this it can be concluded that there is a small majority for the provision of a new A415 crossing and the proposed route, but not an overall agreement to the proposed details of the route.

Looking at the questionnaire responses by area (as shown on drawing no. B0161900/F/001 in Appendix B) it can be seen that from outside the immediate area of Newbridge that there is an overwhelming proportion of people in favour of a new A415 crossing being provided. With regard to the public's view on the overall proposals (as shown on drawing no. B0161900/F/010 in Appendix B) it can be seen that outside the A415 route corridor between Ducklington and Kingston Bagpuize that there is again overwhelming support. The reasons for the diminished support for the details of the proposals rather than the crossing itself along the A415 between Ducklington and Kingston Bagpuize are examined below.

### 9.2 Analysis of Expressed Concerns and Wishes of those Indicating that they were Opposed to the Overall Proposals

Of the questionnaire respondents who indicated that they were opposed to the overall proposals 72% expressed one of their concerns as being HGV traffic.

Of the questionnaire respondents who indicated that they were opposed to the overall proposals 41% expressed one of their concerns as being pedestrian safety in Standlake. This comment in several cases was made with referred to inadequate carriageway and footway widths, resulting in pedestrians being struck by wing mirrors and vehicles driving up onto footways as there was inadequate width for two HGVs to pass.

Of the questionnaire respondents who indicated that they were opposed to the overall proposals 29.6% wrote that they believed that the existing bridge could be strengthened, so that a new crossing was not required.

Of the questionnaire respondents who indicated that they were opposed to the overall proposals 17.8% expressed a concern over increased noise, vibration or pollution. The majority of these comments related to the anticipated increase in HGVs through Standlake.

Of the questionnaire respondents who indicated that they were opposed to the overall proposals 16.5% indicated that they wished the A34/A40 junction to be improved, with a view to diverting all HGV traffic off the A415 onto the A34.

Of the questionnaire respondents who indicated that they were opposed to the overall proposals 16.0% indicated that they wished a bypass to be built around their town/village on the A415, before a new crossing was provided.

Of the questionnaire respondents who indicated that they were opposed to the overall proposals 9.1% indicated that they considered that there would be an increased risk of flooding due to the proposals.

The main concern of those opposing the overall proposals appears to be related to the removal of the 18T weight restriction on the A415 Thames River crossing enabling the return of the largest HGVs to the A415 route.

### **9.3 Analysis of Questionnaire Responses Regarding Details of the Proposals**

As explained in section 9.1, markedly different responses have been obtained from different areas. Approximately 40% of all questionnaire respondents indicated by their postcode that they are resident of either Standlake or Brighthampton. The residents of these areas indicated strong opposition to the proposals, however they only form a minority of the people who live along the A415 or rely on its use. To obtain a representative view of the public who may be affected by the proposals it is considered necessary to analyse the results by area rather than by total number of responses.

From an analysis of the questionnaire responses from those indicating opposition to the scheme, it appears that the tick box responses to the questions on the details of the proposals have been skewed by an overriding view on whether or not it was considered that a new crossing should be provided. It was found that from the majority of those who opposed the proposals that a negative response was given to any question that could be considered to condone the proposals and a positive or neutral one to that which did not. It appears therefore that these questionnaire respondents' views on the details of the scheme, if it were to go ahead, may not have been accurately represented. It is therefore considered necessary in interpreting the responses from each area about the details of the proposals to consider the proportion of people from that area who are opposing the proposals overall.

#### **9.3.1 Preference for a Particular Bridge Type**

From the public's response presented on drawing no. B0161900/F/003 in Appendix B it can be seen that there is generally no strong agreement for or against the beam bridge type having an acceptable appearance. The responses from Standlake/Brighthampton and Ducklington indicate that there is a large majority against the appearance of the beam bridge. From drawing no. B0161900/F/004 in Appendix B it can be seen that the vast majority consider the arch bridge appearance to be acceptable. From drawing no. B0161900/F/005 in Appendix B it can be seen that there is a significant majority who consider it worthwhile spending an extra £1m for obtaining the arch bridge over the beam bridge option. For this

question, which is considered more neutral as to whether a new crossing should be built or not, a more balanced response has been obtained from Standlake/Brighthampton.

It is therefore concluded that the proposed beam bridge and the arch bridge are generally considered to have an acceptable appearance, but that there is a strong preference for the arch bridge for which there is a significant majority who consider it is worthwhile spending an extra £1m.

### **9.3.2 Support for Closure of Newbridge**

From the public's response presented on drawing no. B0161900/F/004 in Appendix B it can be seen that there are mixed views on whether Newbridge should be closed to motor vehicles once a new A415 crossing is constructed. The response from Standlake/Brighthampton and Ducklington is strongly against the closure of Newbridge. This may be because many of the residents of Standlake/Brighthampton are against the provision of a new crossing. Some respondents were concerned that the two pubs may be adversely impacted by the closure of the road over Newbridge. There appears to be a slight majority overall in favour of keeping Newbridge open to motorised traffic once a new A415 river Thames crossing is constructed.

### **9.4.2 Support for the Provision of a Single Lane Controlled by Traffic Signals on the New A415 Crossing**

From the public's response presented on drawing no. B0161900/F/007 in Appendix B it can be seen that there is strong support for the provision of a single lane controlled by traffic signals from the villages along the A415 route. However there are mixed views off the A415 route and strong opposition to it from Witney and Abingdon at either end of the A415 route and Cumnor and Eynsham on an alternative river Thames crossing route.

It was indicated in the consultation that the provision of the traffic signals would help reduce the anticipated traffic growth on the A415, by helping maintain its unattractive long journey times in comparison to other alternative routes. The residents along the A415 who may disbenefit from increased traffic may be expected to support the proposals. Those who do not live on the A415, but use it as a commuter route may be expected not to favour measures designed to reduce potential time savings on their journeys. Those who live on an alternative crossing route may be expected not to favour measures designed to keep the A415 a less attractive route to traffic than the one they live on.

### **9.4.3 Support Proposals for a Particular Junction Type**

From the public's responses presented on drawing no. B0161900/F/008 in Appendix B it can be seen that there is a large majority in favour of a roundabout junction being provided at the northern end of the proposed new crossing route, with many others having no preference as to whether a "T" junction would be more suitable. Of those from Standlake/Brighthampton who were prepared to answer the question there was also a large majority in favour of the roundabout junction. It appears that the residents of Standlake/Brighthampton considered this question to be neutral as

to whether or not there should be a crossing at all and indicates that there is strong overall and local support for the provision of a northern roundabout junction.

#### **9.4.4 Support for Additional Length of Mosaic Trail**

From the public's responses presented on drawing no. B0161900/F/009 in Appendix B it can be seen that there is strong support from all areas for the provision of an extra length of Windrush Mosaic Trail. It appears that the residents of Standlake/Brighthampton have considered this to be a relatively neutral question with regard to the provision of a new crossing and of those questionnaire respondents giving a reply to this specific question very few have objected to the proposal.



**Appendix A Questionnaire**

## Proposed New A415 Thames River Crossing Public Exhibition Questionnaire

We would be grateful if having viewed the information either at the exhibition or online you could complete this short questionnaire to give us your views about the proposals. Please tick the appropriate box and add any comments you may have in the box overleaf.

1. To what extent do you agree or disagree with the following statements?

	Strongly agree	Tend to agree	No preference	Tend to disagree	Strongly disagree
A new A415 river crossing is needed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The new crossing should be based on the green route corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. How do you rate the appearance of each proposed bridge option for this upper Thames location?

	Very good	Good	No preference	Bad	Very bad
Beam bridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arch bridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you have any comments/suggestions regarding the design of the proposed bridge please write them in the box overleaf.

3. The arch bridge will cost at least £1Million more to construct than the beam bridge option. Do you think that it is worth spending this extra money?

Yes                       No                       Don't know

4. We propose closing the existing bridge to all motor vehicles once a new crossing is opened. Do you support this measure?

Yes                       No                       Don't know

5. We are proposing that the road over the new Thames bridge would be single lane controlled by traffic signals to discourage an increase in traffic on the A415. Do you support this proposal?

Yes                       No                       Don't know

If you have any suggestions of what other traffic measures could be introduced along the A415 to discourage additional traffic and/or to improve conditions for your community please write them in the box overleaf.

6. At the northern end of the proposed crossing (Standlake side) do you have a preference for the roundabout or the alternative junction layout shown?

Roundabout                       Alternative junction                       No preference

7. Do you support the proposal for providing an additional length of path to the Windrush Mosaic Trail?

Yes                       No                       No preference

If you have any suggestions for community/environmental projects on the Oxfordshire County Council land shown on the plan, please write them in the box overleaf.

8. Overall to what extent are you in favour of Oxfordshire County Council's proposals for enabling the A415 to remain open by constructing a new Thames river crossing?

Strongly in favour	Support	No preference	Against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any other comments (Please continue on a separate sheet of paper if required.)

**About you**

It would be helpful if you could provide some information about yourself so that we can check how the effects of our proposals impact on communities along the A415 and on the alternative Thames crossing routes.

<input type="checkbox"/> Benefit from reduced journey time on A415.	<input type="checkbox"/> Suffer if traffic increases on adjacent Thames crossing routes.	<input type="checkbox"/> Suffer if traffic increases on the A415.
---	--	---

How many times do you cross Newbridge each week? .....

Home postcode .....

Business/Work postcode .....

If you are completing this questionnaire on behalf of a parish council, group, organisation, school, or business please enter their name below and explain how these proposals might affect your group in the box above

.....

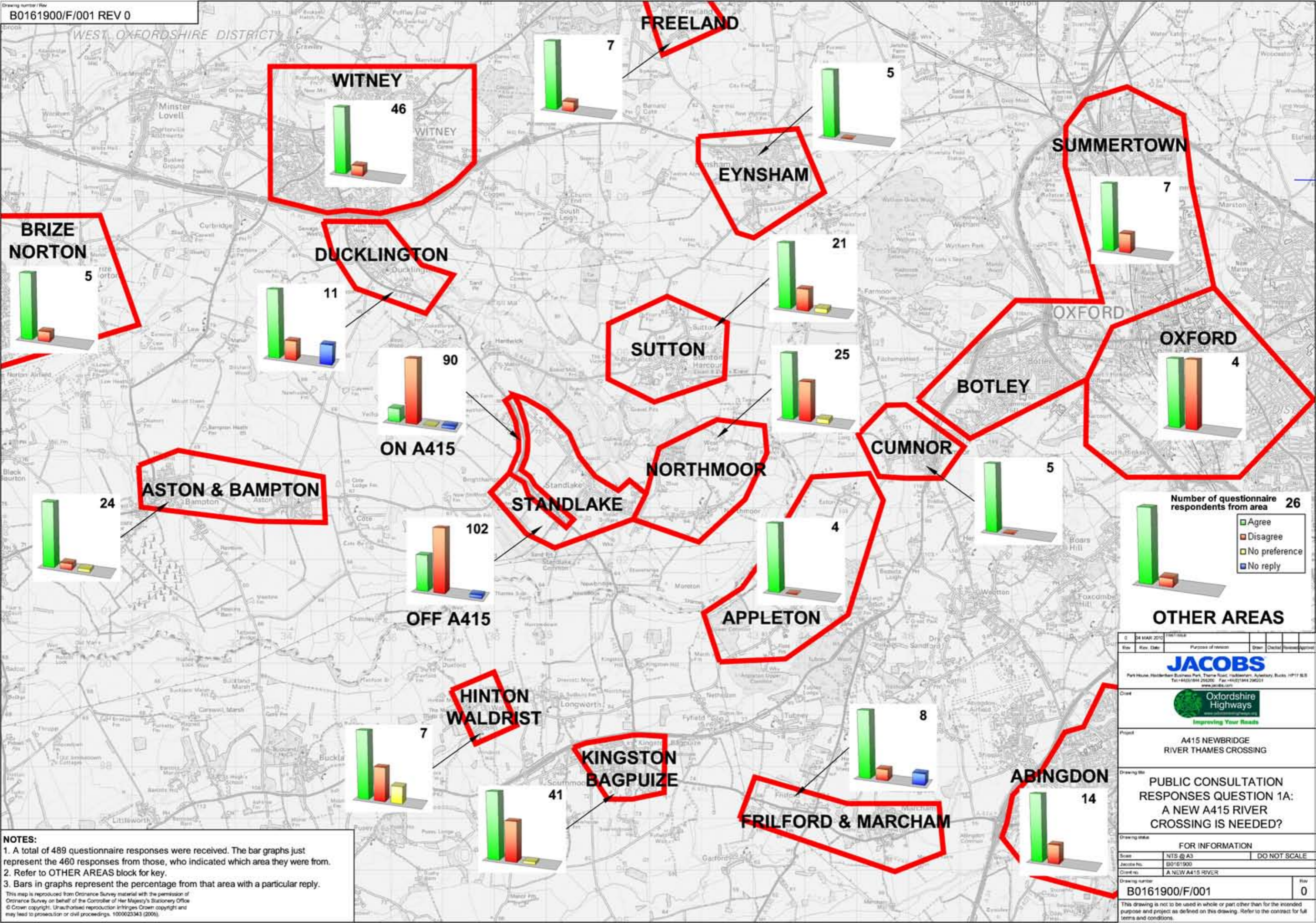
**PLEASE DETACH AND POST THIS FORM IN THE BOX PROVIDED ON YOUR WAY OUT.**

**or post it to reach us by 24 December**  
to:  
**FREEPOST OXFORDSHIRE COUNTY COUNCIL**  
(No further address required)

or you can complete an on-line questionnaire at  
[www.oxfordshire.gov.uk/newbridge](http://www.oxfordshire.gov.uk/newbridge)

**Appendix B Questionnaire Responses by Geographical Area**

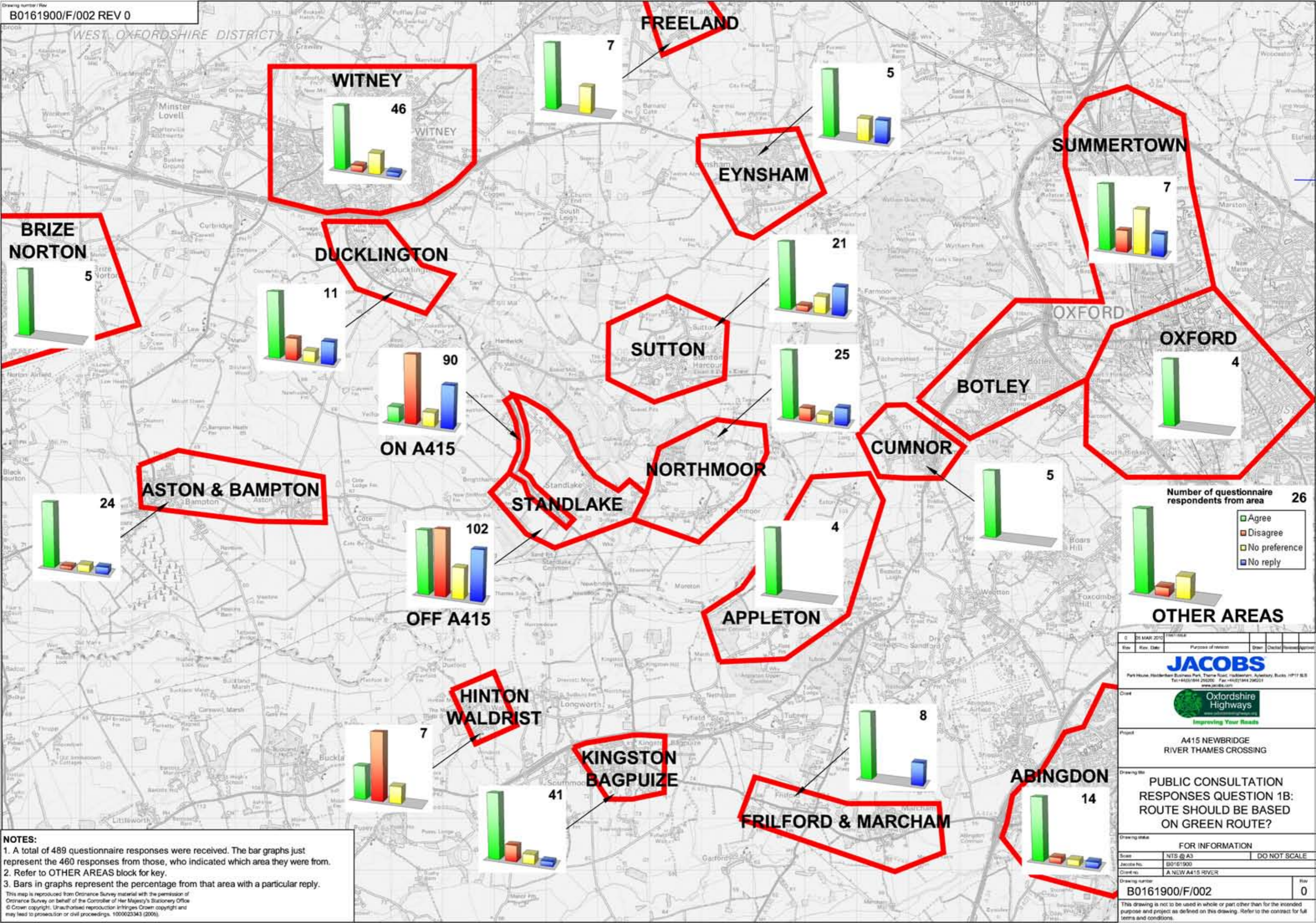




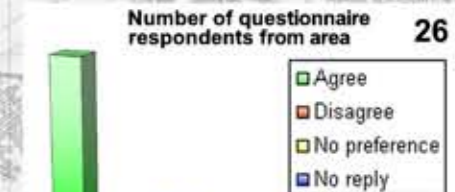
**NOTES:**  
 1. A total of 489 questionnaire responses were received. The bar graphs just represent the 460 responses from those, who indicated which area they were from.  
 2. Refer to OTHER AREAS block for key.  
 3. Bars in graphs represent the percentage from that area with a particular reply.  
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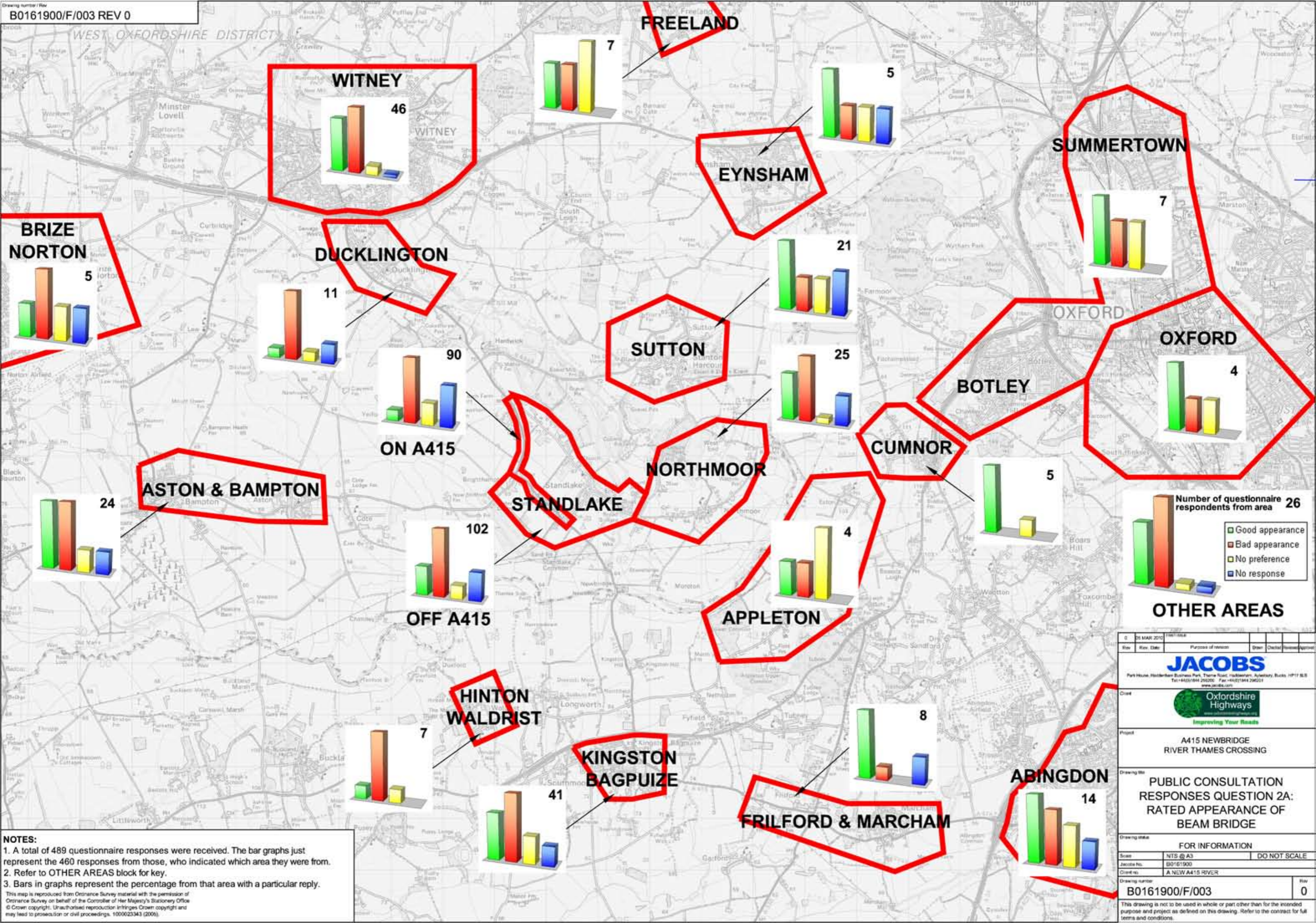
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed/Approved
<b>JACOBS</b>					
Park House, Haddenham Business Park, Thame Road, Haddenham, Aylesbury, Bucks HP17 9LS Tel: +44(0)1844 296200 Fax: +44(0)1844 296211 www.jacobs.com					
 Improving Your Roads					
<b>A415 NEWBRIDGE RIVER THAMES CROSSING</b>					
<b>PUBLIC CONSULTATION RESPONSES QUESTION 1A: A NEW A415 RIVER CROSSING IS NEEDED?</b>					
<b>FOR INFORMATION</b>					
Scale	NTS @ A3	DO NOT SCALE			
Jacobs No.	B0161900				
Client No.	A NEW A415 RIVER				
Drawing number	B0161900/F/001	Rev 0			



**NOTES:**  
 1. A total of 489 questionnaire responses were received. The bar graphs just represent the 460 responses from those, who indicated which area they were from.  
 2. Refer to OTHER AREAS block for key.  
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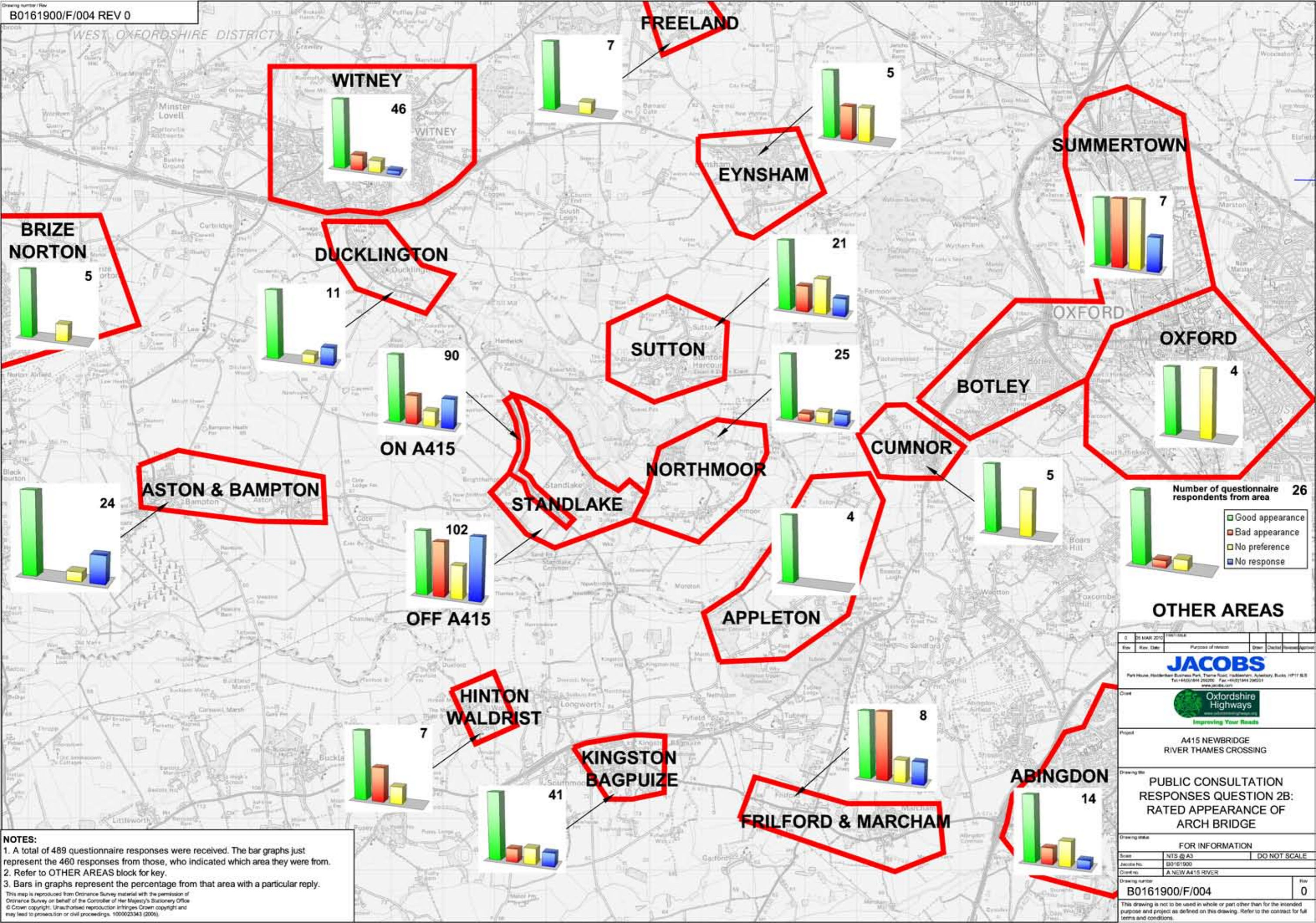
0 26 MAR 2010 10:11:04					
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed/Approved
<b>JACOBS</b>					
Park House, Haddenham Business Park, Thame Road, Haddenham, Aylesbury, Bucks HP17 8LS Tel: +44(0)1844 296200 Fax: +44(0)1844 296211 www.jacobs.com					
 Improving Your Roads					
<b>A415 NEWBRIDGE RIVER THAMES CROSSING</b>					
<b>PUBLIC CONSULTATION RESPONSES QUESTION 1B: ROUTE SHOULD BE BASED ON GREEN ROUTE?</b>					
FOR INFORMATION					
Scale	NTS @ A3	DO NOT SCALE			
Jacobs No.	B0161900				
Client No.	A NEW A415 RIVER				
Drawing number	B0161900/F/002				
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**NOTES:**  
 1. A total of 489 questionnaire responses were received. The bar graphs just represent the 460 responses from those, who indicated which area they were from.  
 2. Refer to OTHER AREAS block for key.  
 3. Bars in graphs represent the percentage from that area with a particular reply.  
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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed/Approved
<b>JACOBS</b>					
Park House, Hatherden Business Park, Thame Road, Hatherden, Aylesbury, Bucks HP17 9LS Tel: +44(0)1844 296200 Fax: +44(0)1844 296211 www.jacobs.com					
<b>Project</b> A415 NEWBRIDGE RIVER THAMES CROSSING					
<b>Drawing title</b> PUBLIC CONSULTATION RESPONSES QUESTION 2A: RATED APPEARANCE OF BEAM BRIDGE					
<b>Drawing status</b> FOR INFORMATION					
Scale	NTS @ A3		DO NOT SCALE		
Jacobs No.	B0161900				
Client No.	A NEW A415 RIVER				
Drawing number	B0161900/F/003		Rev 0		

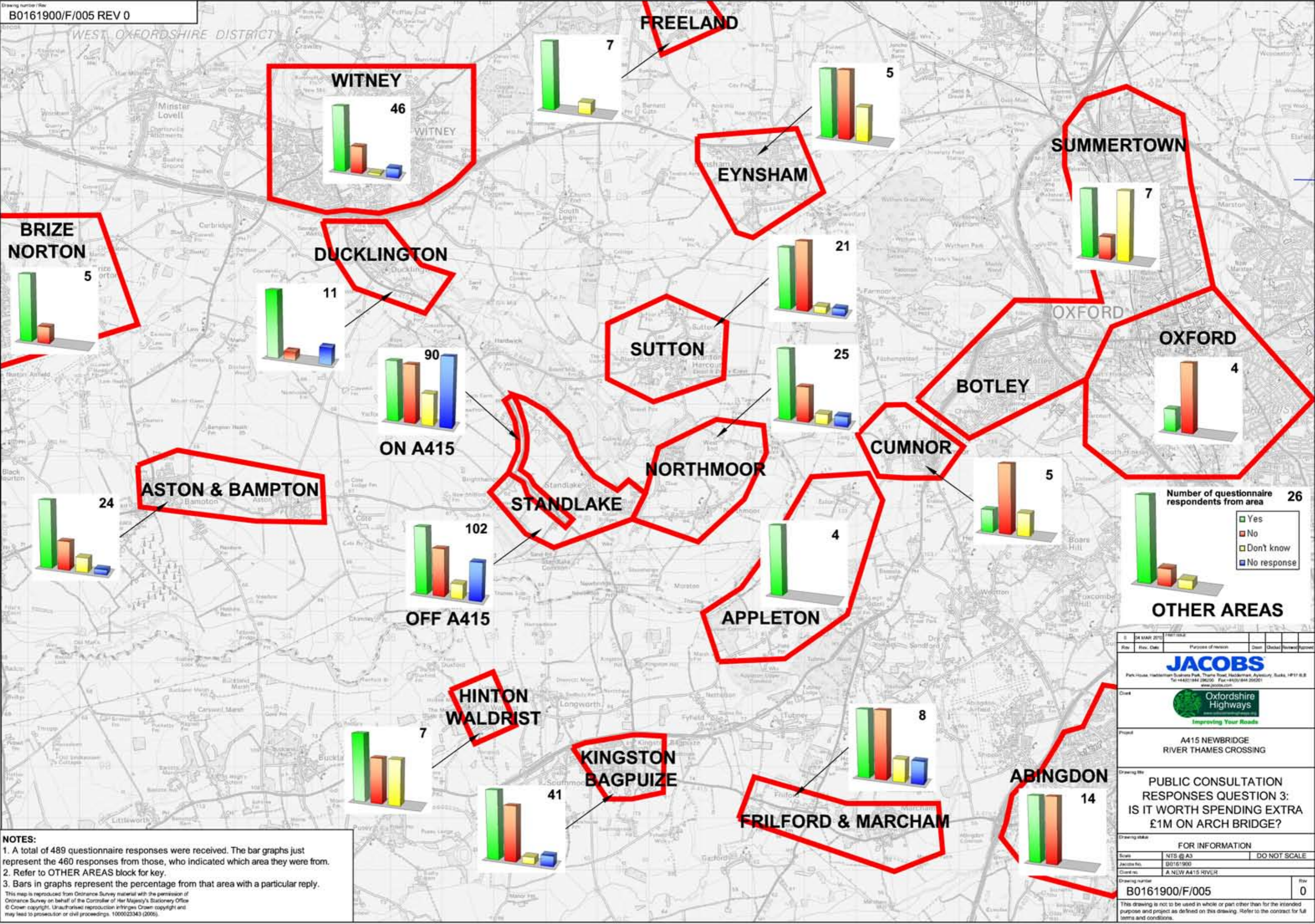
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**NOTES:**  
 1. A total of 489 questionnaire responses were received. The bar graphs just represent the 460 responses from those, who indicated which area they were from.  
 2. Refer to OTHER AREAS block for key.  
 3. Bars in graphs represent the percentage from that area with a particular reply.  
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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed/Approved
<b>JACOBS</b>					
<b>A415 NEWBRIDGE RIVER THAMES CROSSING</b>					
<b>PUBLIC CONSULTATION RESPONSES QUESTION 2B: RATED APPEARANCE OF ARCH BRIDGE</b>					
<b>FOR INFORMATION</b>					
Scale	NTS @ A3	DO NOT SCALE			
Jacobs No.	B0161900				
Client No.	A NEW A415 RIVER				
Drawing number	B0161900/F/004				
Rev	0				

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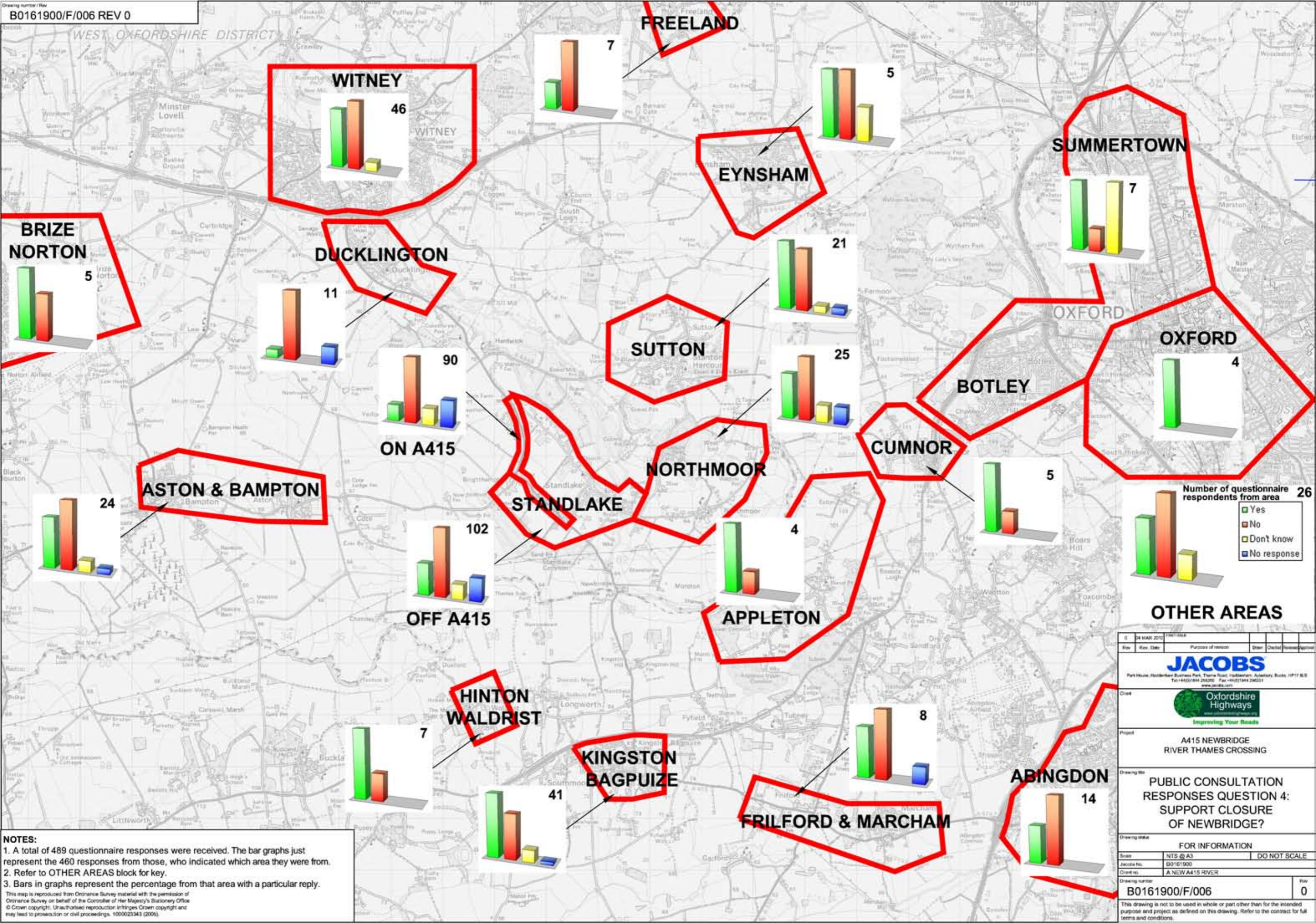


**NOTES:**  
 1. A total of 489 questionnaire responses were received. The bar graphs just represent the 460 responses from those, who indicated which area they were from.  
 2. Refer to OTHER AREAS block for key.  
 3. Bars in graphs represent the percentage from that area with a particular reply.

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 Park House, Watlington Business Park, Thame Road, Watlington, Aylesbury, Bucks, HP17 6JF Tel: +44(0)1494 296200 Fax: +44(0)1494 296201 www.jacobs.com					
 Improving Your Roads					
Project: A415 NEWBRIDGE RIVER THAMES CROSSING					
Drawing title: PUBLIC CONSULTATION RESPONSES QUESTION 3: IS IT WORTH SPENDING EXTRA £1M ON ARCH BRIDGE?					
Drawing state: FOR INFORMATION					
Scale	NTS @ A3		DO NOT SCALE		
Client	A NEW A415 RIVER				
Drawing number	B0161900/F/005				Rev
					0

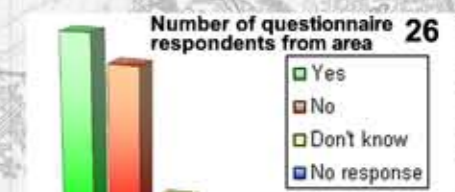
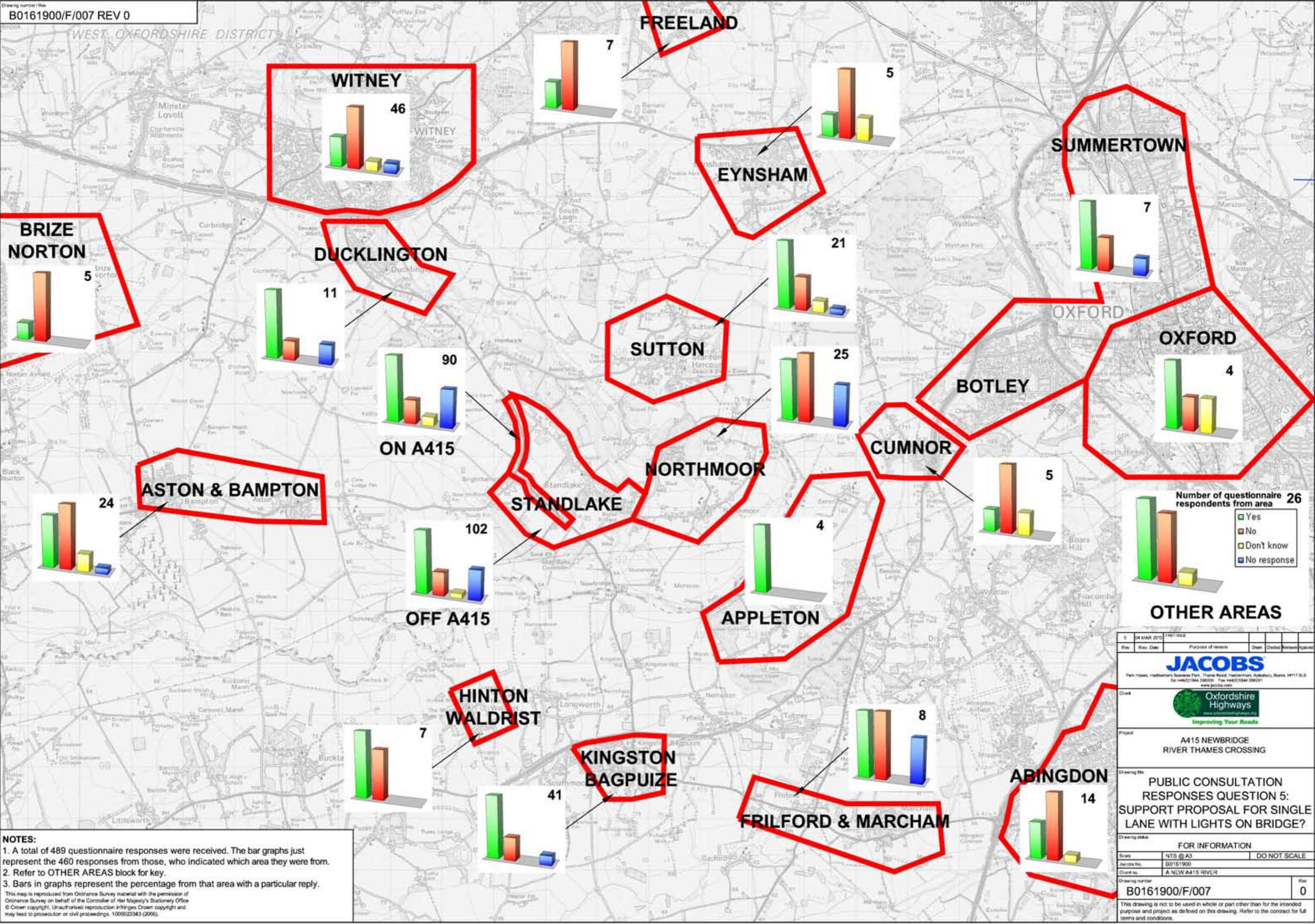
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**NOTES:**  
 1. A total of 489 questionnaire responses were received. The bar graphs just represent the 460 responses from those, who indicated which area they were from.  
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 3. Bars in graphs represent the percentage from that area with a particular reply.  
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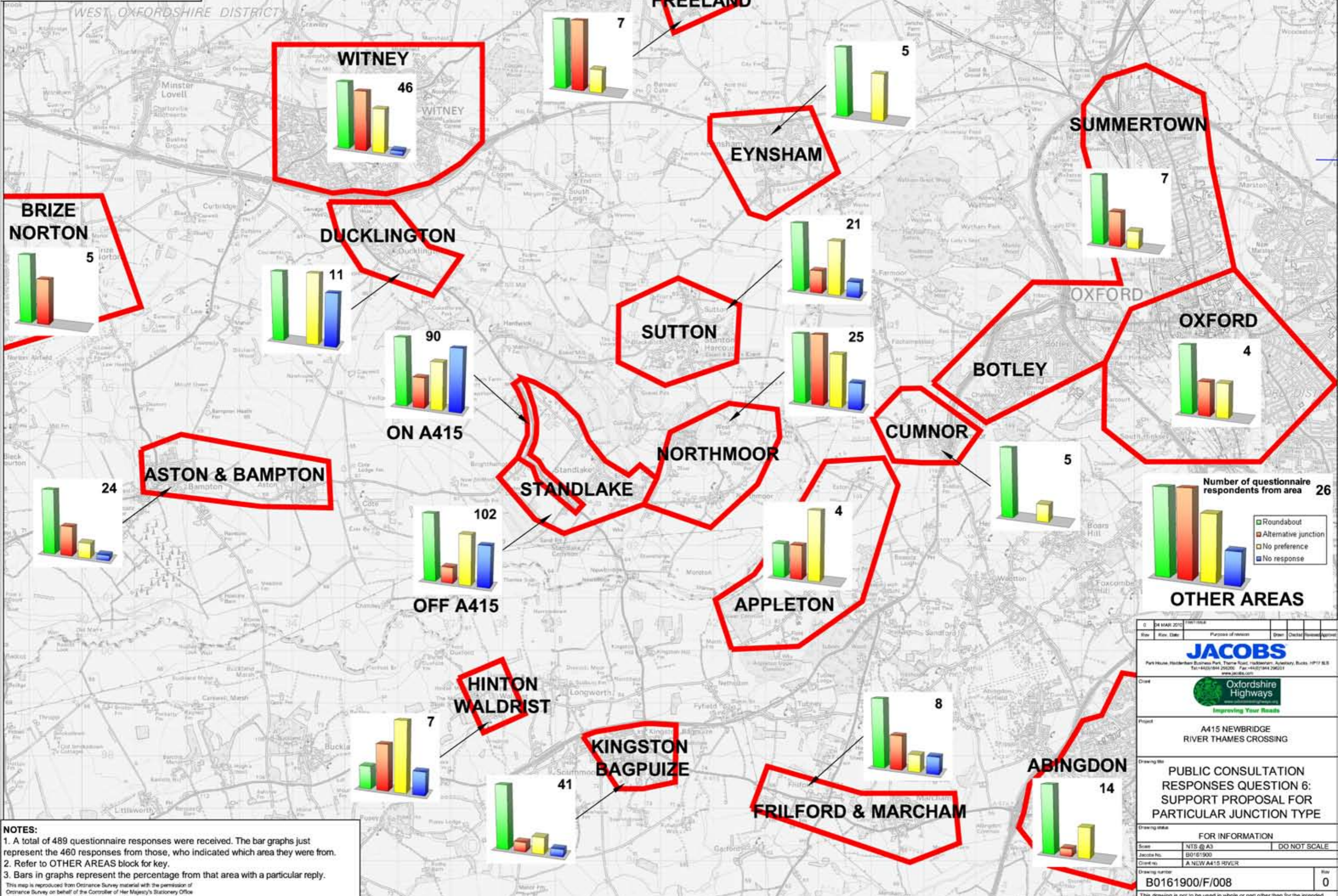
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed/Approved
<b>JACOBS</b>					
<b>A415 NEWBRIDGE RIVER THAMES CROSSING</b>					
<b>PUBLIC CONSULTATION RESPONSES QUESTION 4: SUPPORT CLOSURE OF NEWBRIDGE?</b>					
<b>FOR INFORMATION</b>					
Scale	NTS @ A3	DO NOT SCALE			
Jacobs No.	B0161900				
Client No.	A NEW A415 RIVER				
Drawing number	B0161900/F/006				
Rev	0				

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**NOTES:**  
 1. A total of 489 questionnaire responses were received. The bar graphs just represent the 460 responses from those, who indicated which area they were from.  
 2. Refer to OTHER AREAS block for key.  
 3. Bars in graphs represent the percentage from that area with a particular reply.  
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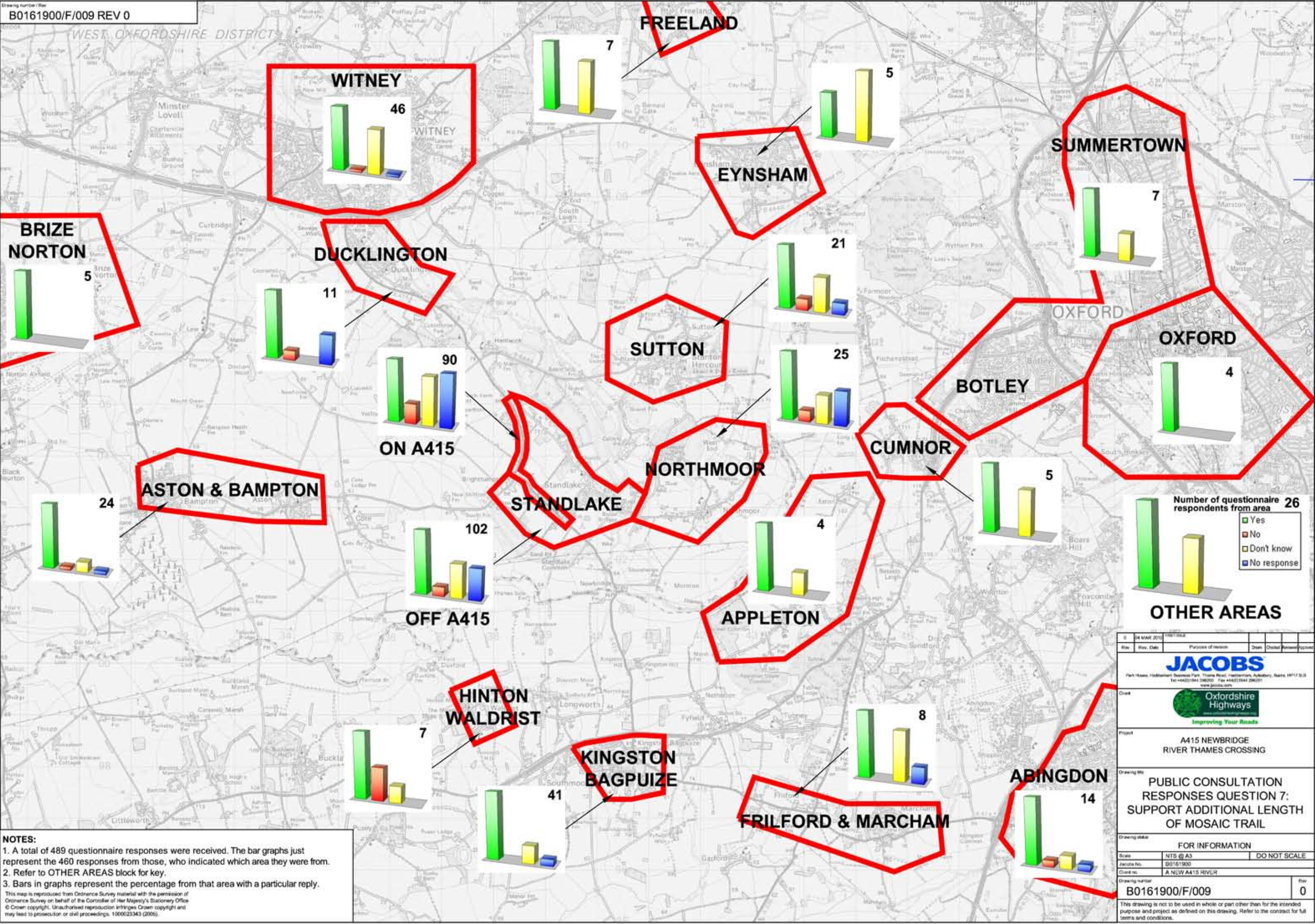
0 14 MAR 2010 09:15:04		Purpose of revision		Open	Checked	Reviewed	Approved
<b>JACOBS</b>							
Park House, 11th Floor, Business Park, Thame Road, Watlington, Aylesbury, Bucks HP17 9LS Tel: +44(0)1494 286000 Fax: +44(0)1494 286001 www.jacobs.com							
Oxfordshire Highways Improving Your Roads							
Project A415 NEWBRIDGE RIVER THAMES CROSSING							
Drawing title PUBLIC CONSULTATION RESPONSES QUESTION 5: SUPPORT PROPOSAL FOR SINGLE LANE WITH LIGHTS ON BRIDGE?							
Drawing status FOR INFORMATION							
Scale	NTS @ A3		DO NOT SCALE				
Client	Jacobs Ltd. B0161900						
Drawing number	A NEW A415 RIVER						
B0161900/F/007							Rev 0



**NOTES:**  
 1. A total of 489 questionnaire responses were received. The bar graphs just represent the 460 responses from those, who indicated which area they were from.  
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 3. Bars in graphs represent the percentage from that area with a particular reply.  
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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed/Approved
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<b>Oxfordshire Highways</b> Improving Your Roads					
Project: A415 NEWBRIDGE RIVER THAMES CROSSING					
Drawing title: PUBLIC CONSULTATION RESPONSES QUESTION 6: SUPPORT PROPOSAL FOR PARTICULAR JUNCTION TYPE					
Drawing status: FOR INFORMATION					
Scale	NTS @ A3	DO NOT SCALE			
Jacobs No.	B0161900				
Client No.	A NEW A415 RIVER				
Drawing number	B0161900/F/008	Rev 0			

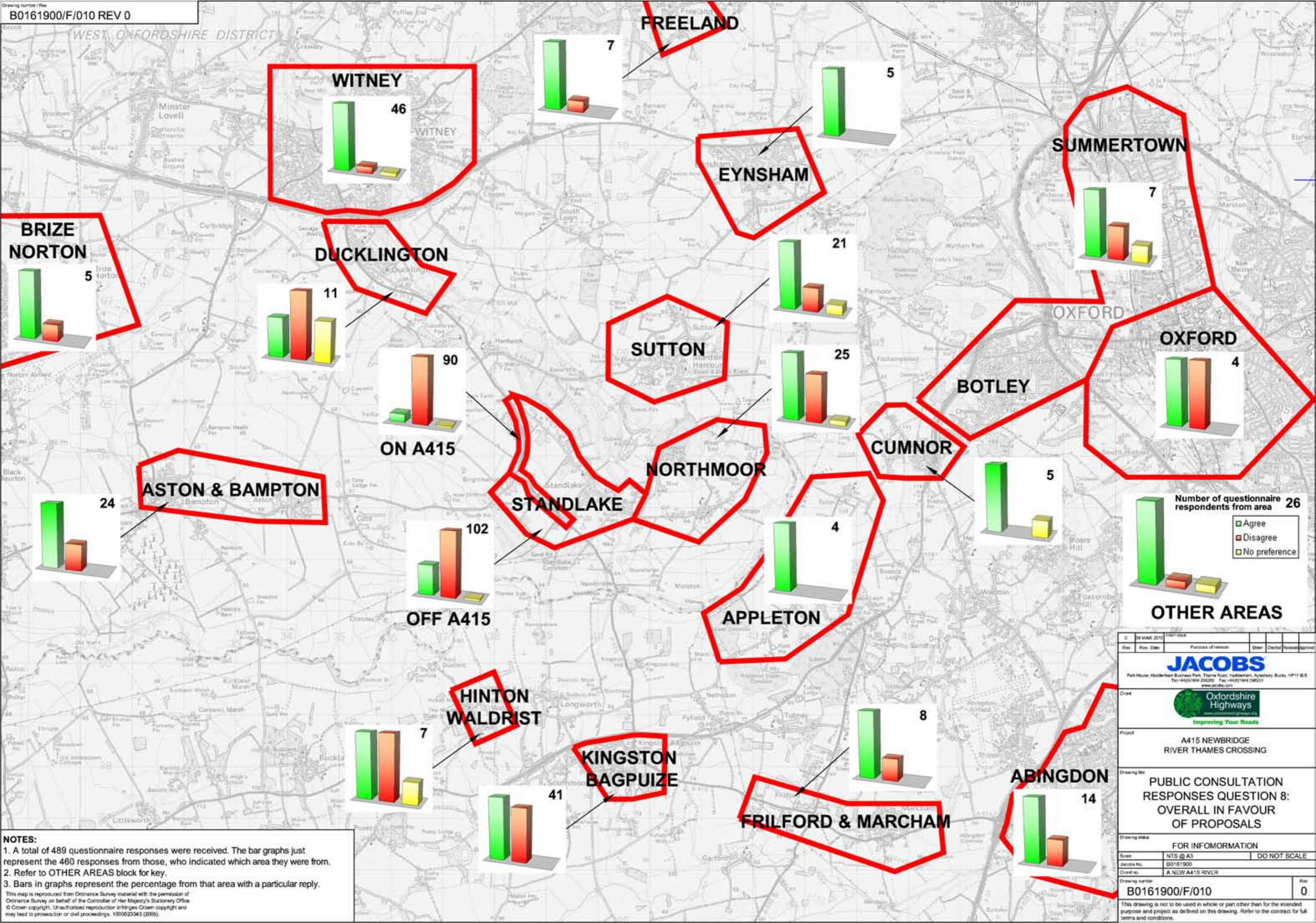


**NOTES:**  
 1. A total of 489 questionnaire responses were received. The bar graphs just represent the 460 responses from those, who indicated which area they were from.  
 2. Refer to OTHER AREAS block for key.  
 3. Bars in graphs represent the percentage from that area with a particular reply.

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Rev	Rev. Date	Proposed revision	Drawn	Checked	Reviewed/Approved
<b>A415 NEWBRIDGE RIVER THAMES CROSSING</b>					
<b>PUBLIC CONSULTATION RESPONSES QUESTION 7: SUPPORT ADDITIONAL LENGTH OF MOSAIC TRAIL</b>					
<b>FOR INFORMATION</b>					
Scale	NTS @ A3	DO NOT SCALE			
Client no.	Jacobs no.	B0161900			
Client no.	A NEW A415 RIVER				
Drawing number	B0161900/F/009				Rev
					0

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**NOTES:**  
 1. A total of 489 questionnaire responses were received. The bar graphs just represent the 460 responses from those, who indicated which area they were from.  
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<b>JACOBS</b>					
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 Improving Your Roads					
<b>Project</b> A415 NEWBRIDGE RIVER THAMES CROSSING					
<b>Drawing title</b> PUBLIC CONSULTATION RESPONSES QUESTION 8: OVERALL IN FAVOUR OF PROPOSALS					
<b>Drawing status</b> FOR INFORMATION					
Scale	NTS @ A3	DO NOT SCALE			
Jacobs No.	B0161900				
Client No.	A NEW A415 RIVER				
Drawing number	B0161900/F/010				
Rev	0				

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