A40 Access to Witney

Preliminary Design
Lay-by Review Report

Oxfordshire County Council

Project reference: MHA PSP3 OCC A40 Access to Witney Prelim
Project number: 60611611

December 2021

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Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	06/08/2021	First Issue	PN	Philippe Nirmalendran	Technical Director
1	07/12/2021	Amendments following site visit	PN	Philippe Nirmalendran	Technical Director
2	07/02/2022	Following OCC comments	PN	Philippe Nirmalendran	Project Manager
3	17/02/2022	Following OCC comments	PN	Philippe Nirmalendran	Project Manager

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1. Introduction

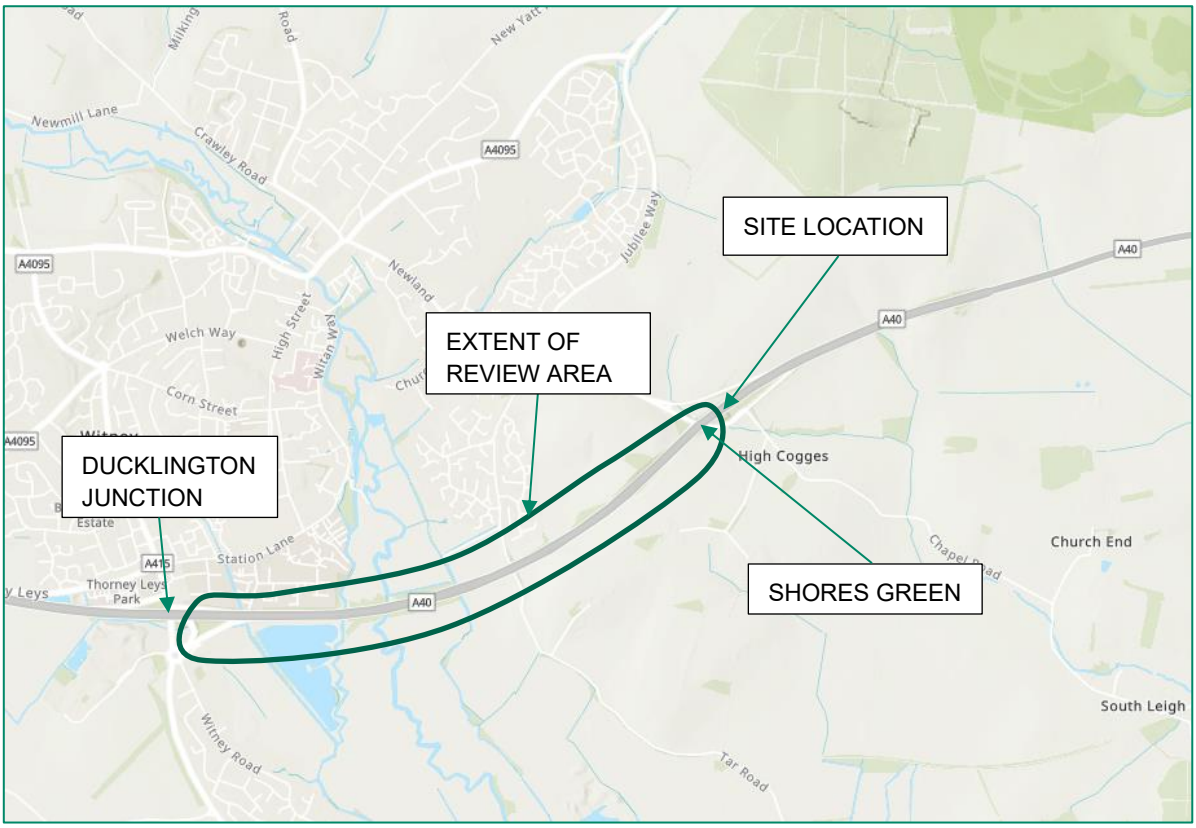
1.1 AECOM has been commissioned by Oxfordshire County Council (OCC) to develop preliminary design for A40 Access to Witney scheme. The principal aims defined for the project are:

- To reduce congestion and improve air quality in central Witney, including on Bridge Street
- To support the delivery of planned growth through the West Oxfordshire Local Plan
- To improve access to the A40 from east and north Witney.

1.2 Various different options have been reviewed as a part of the feasibility study. These options were refined through a scoring and sifting process and the assessment identified west-facing slip roads at Shores Green as the preferred option. A series of different designs for the junction were then appraised, resulting in a final preferred design with signalised control where the new slip roads meet the B4022.

1.3 The site is located at Shores Green in Witney, Oxfordshire. The existing layout compromises of two east facing slip roads in the direction of Oxford. The design proposes two west facing slip roads which would connect the A40 with B4022 in the western direction towards Witney and Burford. The site location has been shown below in **Figure 1**.

Figure 1: Site Location. Source: AECOM Maps



1.4 This technical note has been developed in response to SMI-004. The SMI is contained in **Appendix A**. The following requirements have been listed out in SMI-004:

a) Illustrate how the existing lay-bys near Shores Green on the A40 in both directions are impacted by the selected option 2A-G (from the feasibility study).

b) Assess via the relevant DMRB guidance as to their level of usage (survey data provided to AECOM via OCC Teams in May 2021).

c) Advise OCC on the viability of non-replacement, considering that the existing lay-bys west of Eynsham are likely to be relocated further west within the dualling extension section whilst there are existing lay-bys in both directions just west of the A415 Ducklington Lane / A40 junction;

d) If c) above is not found to be viable, please advise the scope of work required to determine the location suitability between the Ducklington Lane junction and Shores Green junction.

1.5 This technical note will focus on the section of the A40 between the Shores Green and Ducklington junctions. The note reviews the existing lay-by provision along the route, its utilisation to determine whether alternative arrangements for the effected lay-bys would need to be provided along the corridor. The area under review has been shown previously in **Figure 1**.

1.6 Previous correspondence between OCC and AECOM has indicated that key stakeholder consultation has taken place.The details of the key stakeholder consultations are stated in Chapter 4.

1.7 The technical note should be read in conjunction with the Technical Note (ref: DUAL-ACM-HGN-E1_ZZ_ZZ_ZZ-RP-CH-0001 – Technical Note: A40 Lay-by Strategy) concerning A40 Smart Corridor Element 1 Dualling which is situated approximately 1.4km to the east of Shores Green.

1.8 The lay-by review utilises the traffic surveys carried out by Intelligent Data Collection Limited on behalf of OCC on 22/09/2020 to understand the current usage of the existing lay-bys.

1.9 DMRB standards CD 169 “The design of lay-bys, maintenance hardstandings, rest areas, service areas and observation platforms” version 1.0.1 will be consulted to review the existing lay-by provision in the study area against the relevant standards.

1.10 OCC have stated that the A40 has been developed to be a Freight Corridor for Oxford. As such it would be beneficial that the route has adequate provision for lay-by for Heavy/ Light Goods Vehicle users.

2. Existing Lay-by Provision

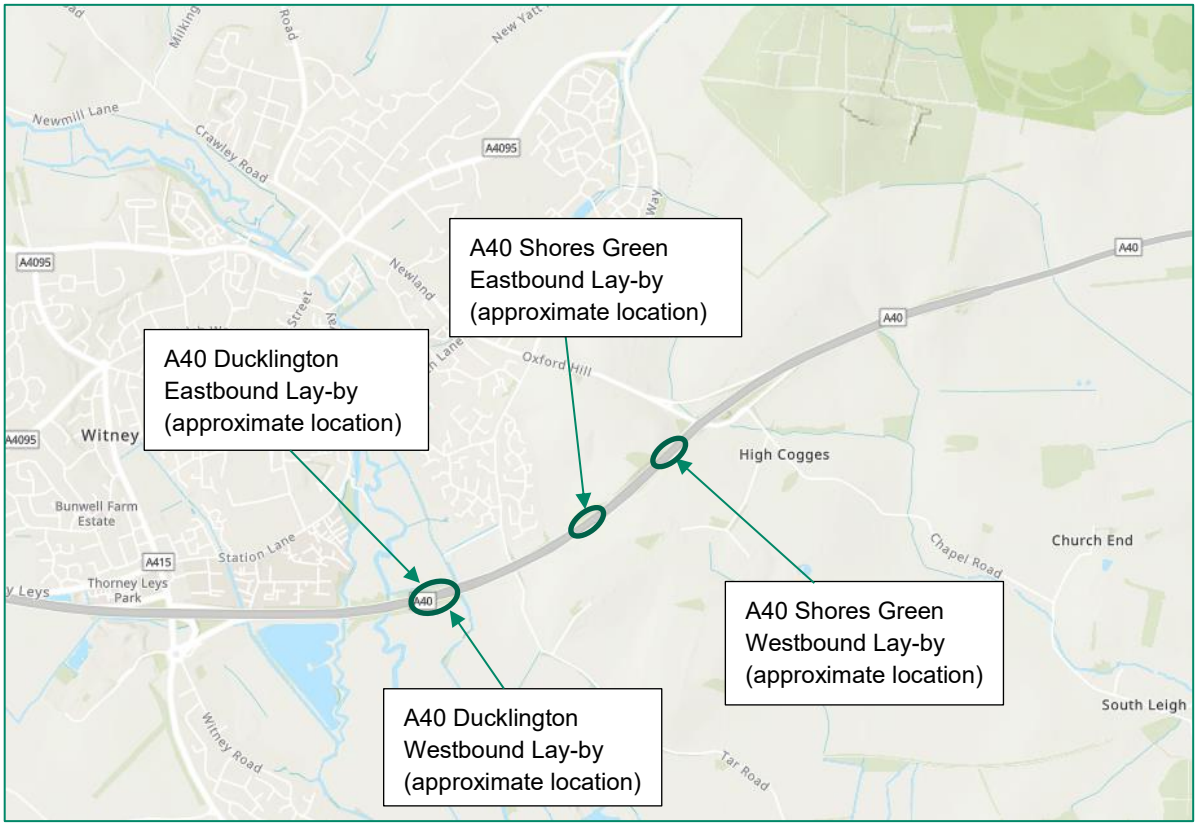
2.1 As mentioned in **Section 1**, the proposed layout for the scheme consists of west-facing slip roads at Shores Green to complement the existing east-facing slip roads. The layout of the west-facing slip roads is observed to impact the existing lay-by provision at Shores Green on the A40.

2.2 There is currently a total of 4 lay-bys in the section between Ducklington junction and Shores Green. The lay-bys for the report have been named in the following manner:

1. A40 Shores Green Westbound Lay-by – Located approximately 265m to the west of Shores Green. It is a Type B layout. Lay-by layout discussed in detail below.
2. A40 Shores Green Eastbound Lay-by – Located approximately 680m to the west of Shores Green. It is a Type B layout. Lay-by layout discussed in detail below.
3. A40 Ducklington Eastbound Lay-by – Located approximately 1.17km to the east of Ducklington Junction.
4. A40 Ducklington Westbound Lay-by – Located approximately 1.17km to the east of Ducklington Junction.

2.3 The lay-by locations have been shown below in **Figure 2**.

Figure 2: Lay-by Locations. Source: AECOM Maps



A40 Shores Green Westbound Lay-by:

2.4 The proposed A40 On-slip road layout directly impacts the existing A40 Shores Green westbound lay-by directly, as the merge location conflicts with the existing lay-by location. It is therefore proposed to remove this lay-by as part of the proposed project and no replacement for this provision is currently proposed.

A40 Shores Green Eastbound Lay-by:

2.5 The existing A40 eastbound lay-by is located immediately to the west of the proposed A40 Off-slip road and conflicts with the need to provide Advance Warning Signs (ADS) for the proposed Off-Slip road. CD 169 specifically states that ADS signs should not be provided where a lay-by is present between the ADS and the Off-Slip road. This lay-by would be also proposed to be removed as part of the proposed project to provide a compliant layout and no replacement for this provision is currently proposed. which would require removal of the lay-by on safety grounds to prevent motorists from confusing the lay-by as the Off-slip.

A40 Ducklington Eastbound Lay-by:

2.6 The existing A40 eastbound lay-by is located to the west of the proposed A40 Off-slip and to the east of the Ducklington junction. It is approximately 1.17km to the east of Ducklington Junction and approximately 1.45km to the west of Shores Green. It is proposed that this lay-by would be retained as part of the proposed project.

A40 Ducklington Westbound Lay-by:

2.7 The existing A40 westbound lay-by is located to the west of the proposed A40 Off-slip and to the east of the Ducklington junction. It is approximately 1.17km to the east of Ducklington Junction and approximately 1.45km to the west of Shores Green. It is proposed that this lay-by would be retained as part of the proposed project.

Lay-by immediately outside the study extents:

2.8 An additional lay-by is located between the existing A40 On-Slip Road at Shores Green and the Hill Farm Junction in the eastbound direction. The lay-by is approximately 3m wide and 90m long. It is approximately 2.15km to the east of Ducklington Junction and approximately 1.35km to the east of Shores Green. It is proposed that this lay-by would be retained as part of the proposed project. To avoid confusion with the other Shores Green lay-bys, this lay-by will be termed as the Hill Farm lay-by throughout the report.

2.9 OCC have provided further information regarding laybys outside the study extents, with further data to the west of the scheme. The plan provided is contained within Appendix F.

CD 169 Analysis:

2.10 A review of CD 169 has been undertaken for the existing lay-bys against the standards defined in DMRB to determine if lay-bys conform to the prescribed standards.

Existing Lay-by Spacing:

2.11 Table 2.2.4 of CD 169 recommends that on a dual carriageway lay-by the recommended spacing for non-emergency stopping provision is 2.5km. For a single carriageway the recommendation is between 2km and 5km for two-way Annual Average Daily Traffic (AADT) greater than 8,000, 5km to 8km for AADT between 2,500-8,000 and 8km to 12km for AADT between 1,200-2,500.

2.12 Review of the distance of the existing lay-bys against Table 2.2.4 of CD 169 indicates that to the west, the eastbound Shores Green lay-by is situated approximately 760m in distance from the Ducklington lay-bys. Whereas the westbound Shores Green lay-by is situated approximately 1.15km to the east of the Ducklington lay-by. To the east, the Shores Green eastbound lay-by is located approximately 1.35km in distance from the Hill Farm lay-by. The Shores Green westbound lay-by is located 4.80km in distance from the nearest existing 'Ox-bow' lay-by located to the west of Cuckoo Lane. Please refer to paragraph **3.6** in **Section 3** for lay-bys spacing post construction completion.

2.13 From the information presented in paragraph **2.12**, it can be deducted that the distances between the existing lay-bys on A40 are compliant to the west whereas non-compliant to the east. There remain some concerns over the close proximity of A40 Shores Green eastbound lay-by to the A40 Ducklington eastbound lay-by. According to CD 122, paragraph 4.5, there shall be a minimum of 1 km weaving section to ensure safe merging and diverging movements of vehicles.

Existing Lay-by Geometric Layout:

2.14 According to CD 169 Table 4.2a, a dual carriageway with a speed limit of 40mph or higher shall have a Type A lay-by with a merge taper shown about in **Figure 3** in **Appendix B**.

2.15 The review of the existing lay-by shows that the lay-by has a type B layout. A generic type B layout lay-by has been shown in **Figure 4** in **Appendix B**.

2.16 Measurement of the A40 Shores Green Westbound and A40 Shores Green Eastbound lay-bys show that the length of the lay-bys complies with the dimensions shown in **Figure 3** with the lay-bys measured to be 170m long. The lay-bys do not contain a footway as included in the type B layout general arrangement. Measurement of the widths of the lay-by indicates that the lay-bys have substandard width of below the minimum required 3.5m with widths ranging from 3m to 3.2m for both the lay-bys. The entry taper on the A40 Shores Green eastbound lay-by was measured to be 40m whereas on the A40 Shores Green westbound lay-by it was measured to be 30m long which is below the 45m standards set forth by CD 169. The measurement of the exit tapers indicate that they are according to standards for both the Shores Green lay-bys.

2.17 Although the lay-bys comply with the lengths prescribed for a Type B lay-by, it is still a substandard provision as CD 169 requires a Type A – with merge taper to be provided on dual carriageway with a speed limit exceeding 40mph.

2.18 From the above it can be concluded that both the Shores Green and Ducklington lay-bys currently have substandard layouts as compared to CD 169 requirements.

2.19 Further review of CD 169 requirements indicates that lay-by shall not be provided on opposing sides of the carriageway opposite to each other as it has the potential for road users to cross between the two facilities on foot. It can be seen that the Ducklington lay-bys are situated directly opposite to each other on opposing sides of the carriageway.

Collision Data Analysis:

2.20 A review of the collision data supplied by OCC dated between 01/01/2014 to 30/09/2019 indicates that no collisions on the A40 are related to these existing at the Shores Green and Ducklington lay-bys.

Shores Green Lay-by Occupancy:

2.21 Lay-by occupancy survey was carried out by Intelligent Data Collection Limited on behalf of OCC on two days only. These were 17/09/2020 and 22/09/2020 for the Shores Green westbound lay-by & on 08/09/2020 and 09/09/2020 on the Shores Green eastbound lay-by. Review of the Shores Green lay-bys have been carried out only as they are impacted by the design proposals.

2.22 Review of the data indicates the highest occupancy for the westbound lay-by was observed on 22/09/2020. The eastbound lay-by had the highest occupancy on 09/09/2020. The survey time period was recorded to be 24 hours.

2.23 **Table 1** below shows the occupancy data for Shores Green westbound lay-by recorded on 22/09/2020. The vehicle classification details has been provided in **Appendix C**. The RAW data for the occupancy has been provided in **Appendix E**.

Table 1: Shores Green westbound lay-by occupancy (22/09/2020)

Type of Vehicle	Number of parked instances	Average parking duration	Maximum parking duration
Car	28	00:09:04	02:33:33
LGV	15	00:04:04	00:15:16
OGV1	6	00:16:19	00:47:04
OGV2*	22	00:10:56	00:57:14
M/C	1	00:01:00	00:01:00
Taxi	1	00:03:43	00:03:43
Results not included for: ** 1 OGV parked before midnight up to 06:57:24, full stay duration not available.* ** 1 OGV parked at 17:27:49 and still parked after midnight, full stay duration not available.*			

2.24 The data for the Shores Green westbound lay-by indicates that a maximum of 28 cars and 22 OGV2 vehicles were recorded to have utilised the facility. A comparison of the average parking duration informs that Goods vehicles utilised the lay-by for a longer period of time as compared to cars and LGVs. Although a high number of cars and LGVs were recorded to have utilised the facility frequently during the day, the average parking duration was recorded to be lower than Goods vehicles.

2.25 **Table 2** below shows the occupancy data for Shores Green eastbound lay-by recorded on 09/09/2020. The vehicle classification details has been provided in **Appendix C**. The RAW data for the occupancy has been provided in **Appendix E**.

Table 2: Shores Green eastbound lay-by occupancy (09/09/2020)

Type of Vehicle	Number of parked instances	Average parking duration	Maximum parking duration
Car	12	00:01:40	00:04:53
LGV	5	00:06:37	00:24:59
OGV1	3	00:36:23	00:50:31
OGV2	6	00:05:01	00:16:44
M/C	1	00:01:14	00:01:14
London Taxi	1	00:00:13	00:00:13

2.26 The occupancy data for eastbound lay-bys indicates lower usage for the lay-by as compared to the westbound lay-by. There was a total of 28 parking instances which is considerably lower than the 75 parking instances for the westbound lay-by.

2.27 Similarly, to the westbound lay-by, the highest average parking duration was observed for OGV1 with an average of 36 minutes. Cars had the highest occupancy was 12 parking instances but had an average parking duration of 1 minute.

2.28 The data indicates that the westbound lay-by was utilised more as compared to the eastbound lay-by. The data also indicates that the lay-bys have tended to be used for short term durations only and no overnight parking was observed on either of the two survey dates used.

3. Proposed Lay-bys in A40 Smart Corridor Scheme – Element 1 Dualling:

3.1 As mentioned previously, A40 Access to Witney scheme is neighbouring the A40 Smart Corridor schemes which commences approximately 1.4km to the east of Shores Green.

3.2 It is understood that as a part of Element 1 of the A40 Smart Corridor scheme report reference "A40 Dualling Option Assessment report", the eastbound lay-by located approximately 700m to the east of the Hill Farm (or 2.68km from Shores Green lay-by) is proposed to be removed. The lay-by located 3.24km to the east of Hill Farm (or 4.80km from Shores Green) is also proposed to be removed.

3.3 Two new lay-bys are going to be reinstated in the Element 1 of the A40 Smart Corridor scheme to mitigate the removal of the aforementioned lay-bys. The lay-by strategy option 03 has been selected as the preferred option. The preferred option has been shown in **Figure 6** in **Appendix D**.

3.4 The eastbound lay-by is proposed to be reinstated with a Type A layout approximately 2.25km to the east of Hill Farm. A further westbound lay-by to complement the eastbound lay-by is proposed to be provided approximately 1.60km to the east of Hill Farm.

3.5 The proposed lay-bys will have a layout of a Type A lay-by which is according to the recommendations set forth by CD 169 as opposed to a Type B layout. A Type A layout has been shown below in **Figure 3** whereas a Type B layout is shown below in **Figure 4** in **Appendix B**.

3.6 The removal of the Shores Green lay-bys will result in the distance between the retained lay-bys of Ducklington lay-by and the Hill Farm lay-by and the proposed lay-bys installed as part of A40 Smart Corridor exceeding the recommended distance of 2.5km in both directions. The resulting distance would be approximately 3.5km between the Ducklington westbound lay-by and the proposed lay-by. The proposed eastbound lay-by would be situated at approximately 3.65km to the east of the Hill Farm lay-by.

3.7 It should be noted that the requirement of the distance between the lay-bys is not a statutory or legislative requirement but is presented as an advice. Non-compliance to Table 2.24 of CD 169 would not represent a departure from standards, but as the A40 is a Freight Corridor the appropriate lay-by provision required would need to be established with Stakeholders.

4. Stakeholder Engagements

4.1 OCC have engaged with Thames Valley Police (TVP) in November 2021 in relation to the modifications of the laybys along the A40 corridor, highlighting proposal to replace some of the existing laybys with ones at proposed locations. These have been set out in a plan submitted to TVP, along with an analysis detailing the laybys' overall lengths and capacity differences between the existing and proposed layby provisions. The feedback was positive and TVP did not object to the proposal. One query was raised regarding the design of the maintenance layby which was addressed accordingly.

4.2 OCC have met with Road Haulage Association Regional Manager in December 2021, to present the modifications proposed to the aforementioned laybys. RHA confirmed no objection to the proposal. However, advised that consideration to advanced signage would be beneficial to enable drivers to be aware of the location of new laybys to mitigate against trucks being driven into surrounding residential areas to park.

5. Conclusion/Recommendations

5.1 This report has reviewed the existing and proposed lay-bys provision proposed as part of the A40 Access to Witney scheme, situated between Shores Green and Ducklington junction. The lay-bys were reviewed against the CD 169 design standards and recorded occupancy data.

5.2 A review of the proposed strategy for the lay-by reinstatement was also carried out for Element 1 of the A40 Smart Corridor scheme which commences at Hill Farm which is situated approximately 1.4km to the east of Shores Green

5.3 The two existing Shores Green lay-bys are proposed to be removed as they either conflict directly with the scheme layout or conflict with the requirements for traffic sign provisions. The review conducted informed that all the existing lay-bys in Shores Green and Ducklington are Type B, which is non-compliant with the current standards as CD 169 recommends a Type A lay-by with merge taper on dual carriageway roads with a speed limit exceeding 40mph.

5.4 With the proposed removal of two lay-bys between Shores Green and Ducklington Interchanges, this would provide a non-compliant layout as the distance between the next two available lay-bys would exceed 2.5km (Ref CD 169 Table 2.2.4). However, this does not constitute a Departure from Standards as requirement of the distance between the lay-bys is an advice and not a statutory or legislative requirement. The post construction spacing between the lay-bys has been mentioned previously in paragraph **3.6**.

5.5 The proposals for Element 1 of the Smart Corridor will result in the provision of Type A westbound lay-bys in either direction to replace the removal of two eastbound lay-bys and one westbound lay-by in.

5.6 The removal of the Shores Green lay-bys as part of A40 Access to Witney scheme will result in the separation between the proposed lay-bys and existing lay-bys at Ducklington and Hill Farm lay-by exceeding the 2.5km recommendation. As mentioned previously, this is not a departure from standards as it is a recommendation and not a mandatory requirement.

5.7 The proposed lay-bys as part of Element 1 of the Smart Corridor scheme will also include a Type A with merge taper layout. This will upgrade the current provision to a compliant standard with a parking area length of 130m and parking area width of 7m which is sufficiently greater than the parking area length of 45m min and width of 3.5m specified by CD 169.

5.8 The occupancy data indicates that at Shores Green, the westbound lay-by was utilised more as compared to the eastbound lay-by. Moderate level of parking instances was observed on the westbound lay-by.

5.9 It is also worth noting that DMRB CD 122 recommends a minimum weaving section length of 1km on all-purpose roads. The Hill Farm lay-by is located approximately 100m to the west of the existing A40 On-Slip merge. This constitutes a departure from standards but has not been looked at in further details as it is an existing lay-by.

5.10 The Hill Farm lay-by is also a Type “B” lay-by which is substandard as per CD 169 requirements.

5.11 It is noted that OCC has taken an holistic approach and carried out review of total number of existing lay-bys that are currently present from Shores Green to Wolvercote Roundabout and proposed provision (shown in Appendix F) in accordance with both DMRB 169 along with the views that are obtained from stakeholder consultation with key stakeholders.

Appendix A: SMI-004

SERVICE MANAGER'S INSTRUCTION
(NEC4 Professional Service Contract)

OXFORDSHIRE COUNTY COUNCIL

Project Name: Access to Witney (Prelim Design) **Project Ref.** CAT00527

Consultant: AECOM

Instruction No.: SMI-AECOM-004 **Date:** 28/07/2021

Under clause 14.3 of the above Contract, you are hereby instructed to carry out the following:

1. Provide a quote for a technical note that encompasses the following:
   a) Illustrate how the existing lay-bys near Shores Green on the A40 in both directions are impacted by the selected option 2A-G (from the feasibility study);
   b) Assess via the relevant DMRB guidance as to their level of usage (survey data provided to AECOM via OCC Teams in May 2021);
   c) Advise OCC on the viability of non-replacement, considering that the existing lay-bys west of Eynsham are likely to be relocated further west within the dualling extension section whilst there are existing lay-bys in both directions just west of the A415 Ducklington Lane / A40 junction;
   d) If c) above is not found to be viable, please advise the scope of work required to determine the location suitability between the Ducklington Lane junction and Shores Green junction;

The Consultant is instructed to submit a quotation ✓

Reason for work and estimated costs (Service Manager copy only):

Signed:  **Date:** 16/07/2021

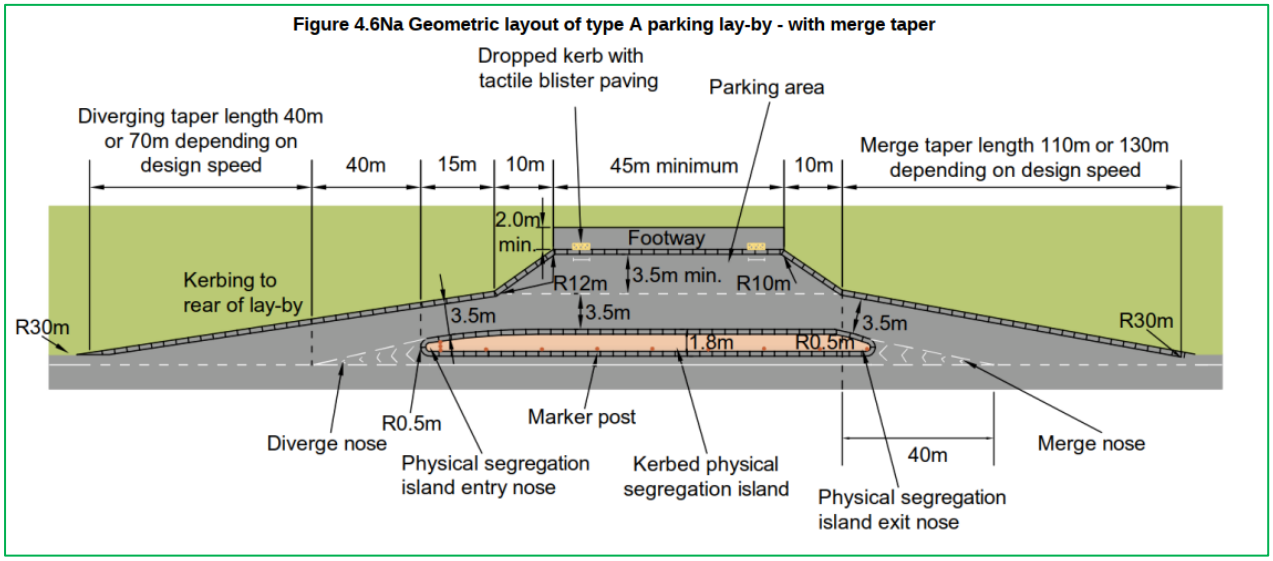
Name: T. D. Shuttleworth

Designation: Service Manager

Appendix B: Lay-by Layouts

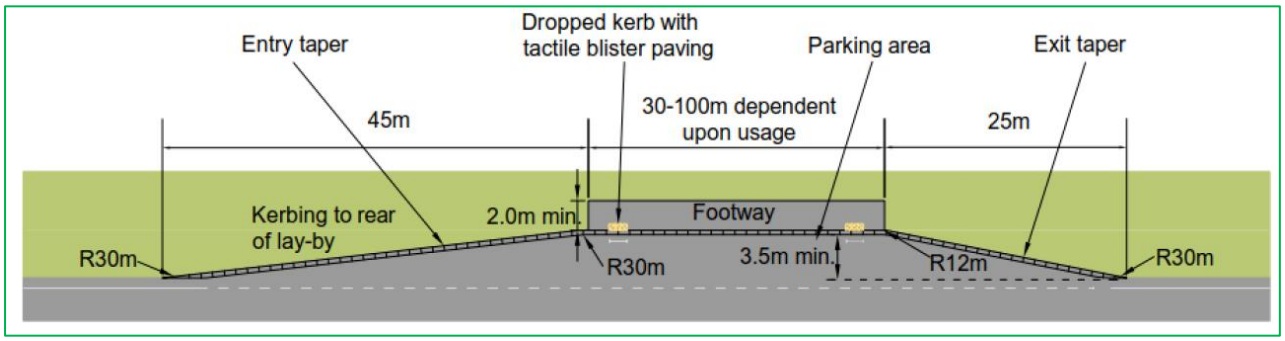
Type A Lay-by:

Figure 3: Type A lay-by layout with merge taper. Extracted from CD 169 Figure 4.6Na



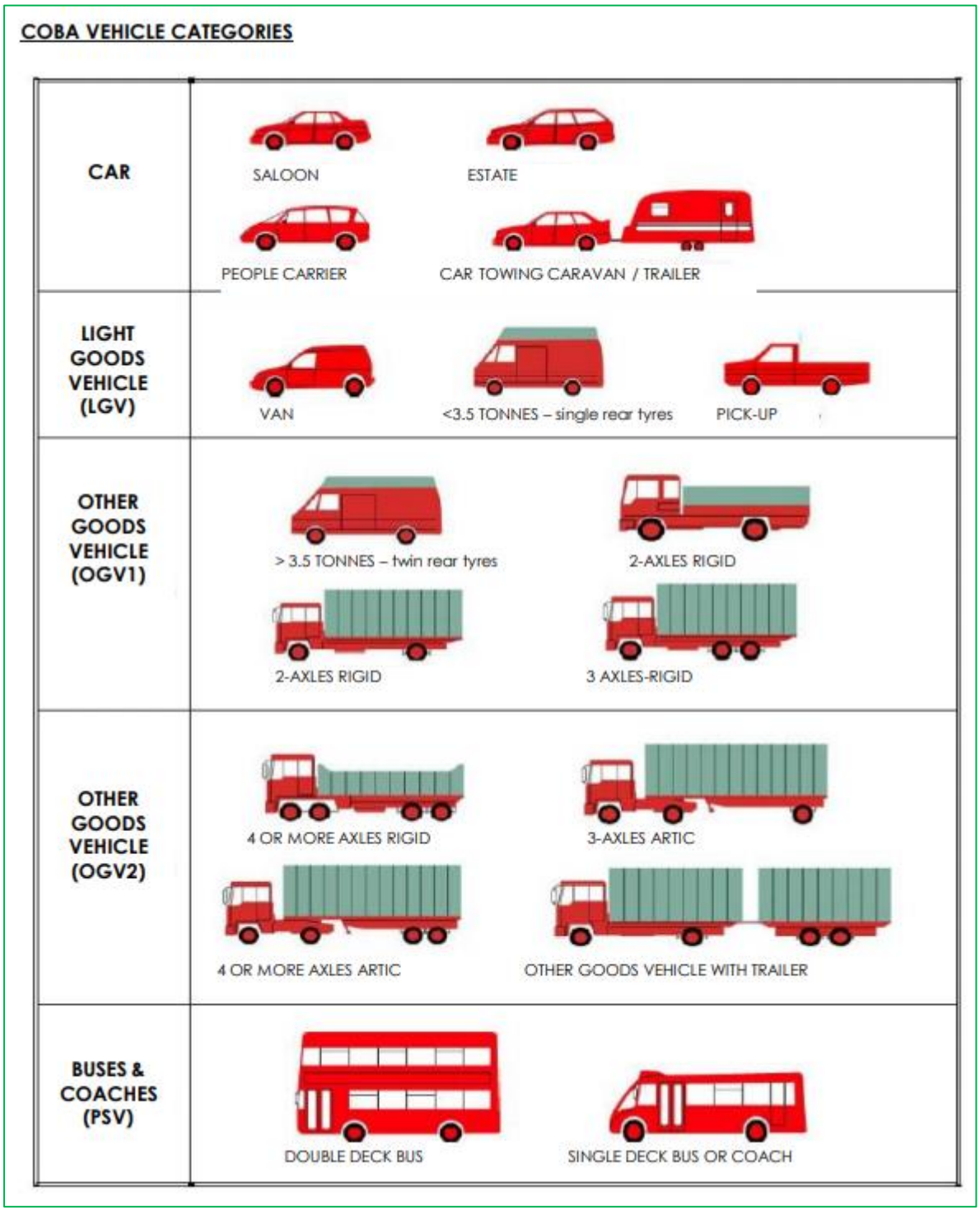
Type B: Lay-by:

Figure 4: Type B lay-by layout. Extracted from CD 169 Figure 4.30N



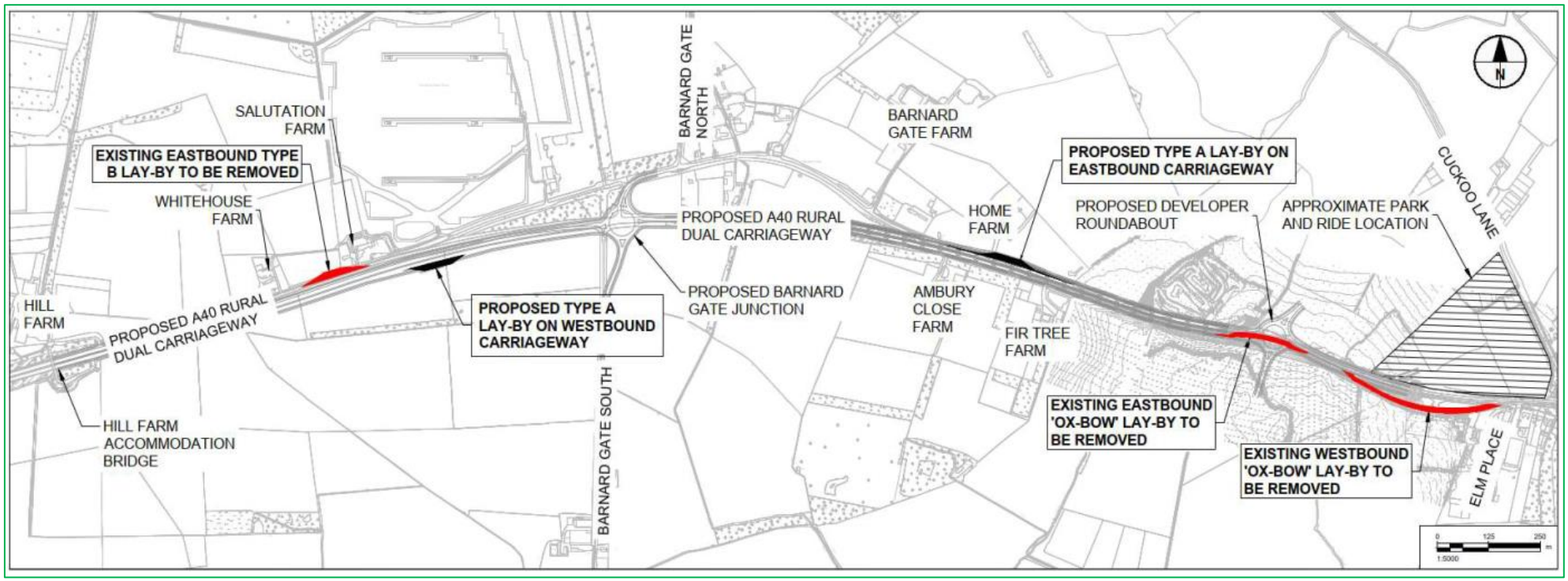
Appendix C: Vehicle Classification

Figure 5: Vehicle Classification Categories



Appendix D: Preferred Lay-By Strategy for A40 Smart Corridor (Dualling Section)

Figure 6: Extracted from report, "Technical Note: A40 Lay-By Strategy", report reference, "DUAL-ACM-HGN-E1_ZZ_ZZ_ZZ-RP-CH-001"



Appendix E: Occupancy RAW data for A40 Shores Green Westbound and Eastbound Lay-Bys

Intelligent Data Collection Limited

Client: Oxfordshire County Council
Project Number: ID05421
Date of Survey: 22.09.2020
Survey Type: Kerbside Activity

ID	Time of Arrival	Time of Departure	Duration of Stay	Vehicle Classification	Comments
1	Parked Before 00:18	06:57:24	-	OGV2	
2	02:05:16	02:08:43	00:03:27	Car	
3	02:14:28	04:48:01	02:33:33	Car	
4	04:23:23	04:24:38	00:01:15	Car	
5	05:42:38	05:48:13	00:05:35	OGV2	
6	06:36:44	06:37:56	00:01:12	LGV	
7	06:49:19	07:09:32	00:20:13	OGV2	
8	07:07:55	07:20:35	00:12:40	Car	
9	07:15:58	07:17:17	00:01:19	LGV	
10	07:37:59	07:43:50	00:05:51	Car	
11	08:01:12	08:05:47	00:04:35	OGV2	
12	08:02:05	08:03:44	00:01:39	OGV2	
13	08:20:23	09:17:37	00:57:14	OGV2	
14	08:27:20	08:30:09	00:02:49	LGV	
15	08:29:10	08:30:39	00:01:29	Car	
16	08:32:22	08:33:37	00:01:15	OGV2	
17	08:34:08	08:37:36	00:03:28	LGV	
18	08:36:19	08:37:41	00:01:22	LGV	
19	08:42:11	08:43:35	00:01:24	OGV2	
20	08:43:32	08:46:51	00:03:19	OGV2	
21	08:54:56	09:12:21	00:17:25	OGV2	
22	09:06:13	09:10:36	00:04:23	OGV1	
23	09:08:48	09:10:28	00:01:40	LGV	
24	09:12:21	09:18:18	00:05:57	Car	
25	09:34:49	09:37:09	00:02:20	OGV1	
26	09:35:18	09:37:17	00:01:59	Car	
27	09:38:48	10:02:37	00:23:49	OGV2	
28	09:52:37	10:25:12	00:32:35	OGV2	
29	10:05:28	10:22:54	00:17:26	OGV2	
30	10:31:32	10:33:21	00:01:49	LGV	
31	10:43:37	10:44:41	00:01:04	OGV2	
32	10:48:08	11:00:29	00:12:21	Car	
33	10:50:28	10:52:01	00:01:33	Car	
34	10:57:33	10:59:11	00:01:38	OGV1	
35	11:02:00	11:03:02	00:01:02	Car	
36	11:32:26	11:34:14	00:01:48	Car	
37	11:45:56	11:47:29	00:01:33	LGV	
38	11:55:19	12:42:23	00:47:04	OGV1	
39	11:56:56	11:58:24	00:01:28	LGV	
40	12:33:28	12:36:34	00:03:06	Car	
41	12:43:52	12:46:53	00:03:01	OGV2	
42	12:47:28	13:05:41	00:18:13	Car	
43	13:16:55	13:19:39	00:02:44	LGV	
44	13:18:36	13:25:11	00:06:35	Car	
45	13:20:55	13:21:55	00:01:00	M/C	
46	13:29:41	14:10:17	00:40:36	OGV1	
47	13:57:20	13:58:25	00:01:05	Car	
48	14:27:24	14:28:30	00:01:06	OGV2	
49	14:32:33	14:38:34	00:06:01	Car	
50	14:36:46	14:40:56	00:04:10	LGV	
51	14:41:50	14:42:38	00:00:48	Car	
52	14:49:32	14:54:20	00:04:48	LGV	
53	14:50:43	15:05:59	00:15:16	LGV	
54	15:10:18	15:11:50	00:01:32	OGV2	
55	15:35:58	15:36:31	00:00:33	Car	
56	15:36:51	15:51:29	00:14:38	LGV	
57	15:54:44	15:55:32	00:00:48	Car	
58	16:08:06	16:09:03	00:00:57	Car	
59	16:13:29	16:14:22	00:00:53	Car	
60	16:16:21	16:18:15	00:01:54	OGV1	
61	16:21:59	16:23:41	00:01:42	Car	
62	17:27:49	Parked After 24:00	-	OGV2	
63	18:10:28	18:15:27	00:04:59	Car	
64	18:22:25	18:25:10	00:02:45	LGV	
65	18:28:51	18:32:34	00:03:43	Taxi	
66	19:33:11	19:36:31	00:03:20	Car	
67	19:36:02	19:36:16	00:00:14	Car	
68	19:48:03	19:49:06	00:01:03	Car	
69	21:35:16	21:39:38	00:04:22	OGV2	
70	21:47:08	22:01:59	00:14:51	OGV2	
71	22:44:28	22:44:57	00:00:29	Car	
72	22:50:51	22:53:41	00:02:50	OGV2	
73	23:51:59	23:55:22	00:03:23	OGV2	

Intelligent Data Collection Limited

Client: Oxfordshire County Council
Project Number: ID05421
Date of Survey: 09.09.2020
Survey Type: Kerbside Activity

ID	Time of Arrival	Time of Departure	Duration of Stay	Vehicle Classification	Comments
1	04:14:14	04:17:24	00:03:10	OGV2	
2	08:41:53	08:43:46	00:01:53	LGV	
3	10:17:04	10:17:20	00:00:16	Car	
4	11:36:49	11:53:33	00:16:44	OGV2	
5	11:40:11	11:41:03	00:00:52	OGV2	
6	11:43:41	11:44:15	00:00:34	Car	
7	12:19:07	12:23:10	00:04:03	OGV2	
8	12:35:12	13:25:43	00:50:31	OGV1	
9	13:23:18	13:25:37	00:02:19	LGV	
10	13:31:13	13:58:32	00:27:19	OGV1	
11	13:43:41	13:45:59	00:02:18	LGV	
12	13:44:12	13:44:47	00:00:35	Car	
13	14:08:25	14:33:24	00:24:59	LGV	
14	14:54:35	14:56:11	00:01:36	LGV	
15	15:17:23	15:20:48	00:03:25	OGV2	
16	15:20:06	15:24:59	00:04:53	Car	
17	17:14:03	17:45:22	00:31:19	OGV1	
18	17:17:39	17:17:47	00:00:08	Car	
19	17:48:33	17:49:05	00:00:32	Car	
20	18:26:30	18:27:52	00:01:22	Car	
21	19:03:43	19:05:26	00:01:43	Car	
22	19:13:27	19:14:35	00:01:08	Car	
23	19:59:38	20:04:25	00:04:47	Car	
24	20:34:35	20:35:49	00:01:14	M/C	
25	21:09:00	21:10:48	00:01:48	Car	
26	22:04:52	22:06:46	00:01:54	OGV2	
27	22:38:34	22:38:47	00:00:13	London Taxi	
28	23:21:47	23:23:55	00:02:08	Car	

Appendix F: OCC Sketch showing existing and proposed locations of laybys along the A40 corridor.

Existing and Proposed Laybys along A40 Witney to Wolvercote

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