

Oxfordshire County Council
Annex 3: Consultation Responses

**A4144 Woodstock Road Bus Lane Experimental Traffic Regulation Order (ETRO)
and St Giles' Waiting Restrictions ETRO**

December 2025

1. The following table is a summary of the objections, concerns and support raised during the consultation, with the views of some respondents covering more than one category:

Results - A4144 Woodstock Road Bus Lane Experimental Traffic Regulation Order#	
Support	
Reasons	Number of times mentioned
Faster and more reliable buses	67
Measures will help improve and reduce congestion	32
Measures will improve cycling and safety for cyclists	30
Opposing	
Reasons	Number of times mentioned
Increased congestion / traffic flow problems	152
Safety concerns (cyclists, pedestrians, school children)	117
Cycling provision inadequate	83
Loss of bus stop access / inconvenience for elderly or disabled	43
Road layout confusion / design criticism	41
Noise / vibration / pollution	23
Results - St Giles' Waiting Restrictions ETRO	
Support	
Reasons	Number of times mentioned
Support restrictions on parking on St Giles (it will help traffic flow/ safety)	21
Opposing	
Reasons	Number of times mentioned
Negative impact on businesses / parking loss	13

2. Below is a summary of 7 email responses and 246 online responses received by the Consultation.

A. *Email responses:*

RESPONDENT	COMMENTS
(e1) Local group/organisation, (Cyclox)	<p>Object – due to its unsatisfactory provision for cyclists. Whilst the measures may improve bus speeds on this road, they increase the hazards for cyclists. Specifically, the issues are:</p> <ol style="list-style-type: none"> 1. Change of footpath to a shared path south bound 2. Lack of signage and route legibility for cyclists. 3. Dangerous crossing at Blandford Avenue 4. Dangerous crossing at First Turn 5. Extremely uncomfortable surfaces for cyclists <p><i>Full response at end of annex</i></p>
(e2) Cherwell District Cllr, (Bicester West ward)	<p>The motorcycling community are vulnerable road users along with pedestrians, cyclists and other personal transport devices but you seem to singularly refuse to include them in the safety aspect of bus lanes or to keep the motorcycling community informed of decisions that will seriously affect them?</p> <p>I also note that, as we have mentioned before, you fail to include E-Bicycles in your list of those allowed in the bus lane but do include E-Scooters that are generally not allowed across the rest of the country in bus lanes. Both of these devices are of course powered personal transport in a similar way to motorcycles - and remember that there are electric motorcycles as well as ICE powered.</p> <p>As the proposal is for an “experimental” project that is to be monitored, I suggest it would be a real opportunity for you to allow motorcycles in this bus lane to enable data to be provided on whether there were any issues. Obviously, there are other areas of the Country where such experimental trials of motorcycles in bus lanes have already been carried out with the results that safety for motorcyclists, cyclists and other vulnerable road users improved. Despite this, and</p>

	<p>the potential for government to make the use of bus lanes for motorcycles standard, you seem to be an outlier in not even willing to carry out a trial in this small section of Oxford.</p> <p>Remember that there is also the policy of attempting "Vision Zero" around Oxfordshire and allowing motorcycles in bus lanes should be part of that process to reduce accidents.</p> <p>Please take this email as my representation, on behalf of all my motorcycling friends in Oxfordshire, as our concerns that your decision not to allow motorcycles in bus lanes is both wrong and is likely to increase the safety risk for motorcyclists.</p>
(e3) Woodstock Road residents	<p>Object</p> <p><i>Full response at end of annex</i></p>
(e4) Local resident, (Oxford, Paddox Close)	<p>Support – There are two points to this email</p> <ol style="list-style-type: none"> 1. Changes to the bus lanes in my view are proving very successful. North bound buses can now more easily reach Woodstock Road roundabout and that must be a good thing. Let's hope more commuters now appreciate this and go on to use the Pear Tree park and ride. 2. My second point concerns the junction of Squitche Lane with Woodstock and the removal of the NO ENTRY markings. Cars and cycles turning from Squitche Lane right onto Woodstock Road are no longer left with a gap in southbound traffic on Woodstock Road when the crossing lights turn red as that southbound traffic, correctly, can pull upto the actual crossing. Can we please have the original road markings reinstated or, better still, have no entry cross hatching installed on the road on the north side of the crosssing.
(e5) Local resident, (Oxford, Woodstock Road)	<p>Support – I am writing to offer an alternative view of the traffic situation at the north end of Woodstock Road since the bus lane was switched from the east side to the west side. I and my neighbour (and we have both lived here for many years) both think that the traffic in fact runs more smoothly since the change and there is certainly not "havoc". There were increased delays while there were one-way traffic lights further down the road due to roadworks, but since those have finished, the traffic runs well, if not better than before, even at peak time in the morning going into the city centre. The Botley Road closure causes increased traffic, but not the bus lane switch.</p>

	<p>It is also not accurate to say, as your article did, that 37 households means that "the majority of people living in the experiment zone between the Woodstock Road roundabout and Squitchy Lane have signed a letter to Councillor Andrew Gant" about this. There are 94 households on this stretch of the road, so 37 represents 39% of households, and a much lower percentage of people.</p>
(e6) Local resident, (Oxford, Five Mile Drive)	<p>Can you tell me what on earth is going on between Wolvercote roundabout and Squitchy Lane on the Woodstock Rd.?</p> <p>Cyclist ride on and off the road, one, two abreast either on the pavement or the road. This is now marked all the way down in the new car lane with great white prints of bicycles - WHY? None of us know the meaning of this. Why are cyclist predominating the pavements and roadway and deciding when they'll glide on and off these at will? The whole pavement area is dangerous for pedestrians, particularly the elderly, as myself. Scooters, bikes with carriages, all sorts mingle past pedestrians who don't know the best lane to go in.</p> <p>Now the bus lane has been reversed there are many more cars coming down towards the city at 30mph next to the pavement. Why is this relevant? It's because there are always many more pedestrians/ children on that side of the road because of the greater housing numbers on the roads leading off the Woodstock Rd on that side. There are more bikes too. With a huge trail of cars coming down, in the dark I can't put my hand out to stop a bus if three or four cars are ahead of it(or I'd be killed) and it can't see if I'm at the bus stop. It was a lucky chance a bus just saw me a few nights ago and stopped past the bus stop. It's not so hard in the daytime, I can stand back on the pavement and the bus drivers can see me in time.</p> <p>On bin morning, it's another battle for pedestrians against cyclists(see image).</p> <p>To add insult to injury, the Royal Mail has shut off the George V1 post box on the corner of Davenant Rd, used for n years by everyone around, because scooters park there and the collection person can't get into the box! The council say if it's not illegal they can't do anything!!!</p>
(e7) Local group/organisation, (Oxford Bus Company)	<p>Oxford Bus Company supports the reversal of the bus lanes on Woodstock Road and sees this as necessary to ensure we prepare for the implementation of traffic filters and / or congestion charging - as modelling indicates that traffic patterns in the area will change, following these measures being introduced to put greater pressure on outbound road space.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Member of public, (Oxford, cowley road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Intolerable and draconian measures that people in general do not consent but are forced into. Cowley road is a mess because of carbon fanatics. the only reason people comply is because in general people are law obiding citizens. The encroachment of freedom of movement etc will undoubtly wane that sentiment.</p>
(o2) Local resident, (Oxford, Five mile drive)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>So fed up now with all these damaging proposals. Myself and others made it clear in your consultation that the bus stop is heavily used by those of us who live locally. Many of us are over 60 and we need it. Equally we need convenient parking in St Giles. It is not feasible or practical to expect us to get buses at all hours. We need to feel safe and we need the convenience of being able to use cars. Otherwise we will stop going out as much. I am well passed cycling having had back surgery and the same goes for many of my neighbours. Please desist.</p> <p>See previous</p>
(o3) Member of public, (Sampson, Baldore)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Once</p>

	Object
(o4) Member of public, (n/a)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>No</p> <p>No</p>
(o5) Member of public, (Kidlington)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Really stupid idea. You just don't want cars in the City anymore which is why the centre is dying. Soon, there will be nothing but the University, student accommodation and Lab spaces.</p>
(o6) Local resident, (Wolvercote, Godstow Rd)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The bus lanes switching sides has produced uncertainty for motorists. I have seen several near misses as cars and buses have tried to use the same lane, or when cars exit a side road. The changing sides for bus lanes just breeds confusion. For heavens sake, just make your mind up on which side you want a bus lane and leave it on the same side for the whole length of the road.</p>

(o7) Local resident, (Oxford)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>It's an absolute joke what you are doing it does not make any sense.</p>
(o8) Local resident, (Oxford, Blandford Avenue)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Removing southbound bus lane delays traffic into oxford for business, and increases poluution. It also makes the southbound pavement dangerous because of significant increase in fast moving cycles; it is too narrow for both pedestrians and commuting cyclists. Cycles delay road traffic if on the road. removal of the parking on Northwest St Giles damages business in the evening including for restaurants and Arts venues for absolutely no reason. It will deter the elderly and disabled from participating and helping the central Oxford economy for no benefit.</p> <p>There has been no modelling of the impact of these changes (or the Council are keeping them secret), no proper consultation with council tax payers and businesses that will be detrimentally effected, and the are occurring at a time when Botley Road is still closed and therefore the current situation is temporary, and should be delayed until Botley Road is fully open. the relevant Councillors have failed to respond or engage with the voters, and refuse to respond to emails.</p>
(o9) Member of public, (Charlbury, Lees heights)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>It is another example of extremely poor traffic proposals the Oxfordshire highways department are a disgrace and don't seem to have a clue about the design of highways</p>

(o10) Member of public, (unknown)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>I use this stop to get to work, I don't understand how you think it's beneficial to remove it. Spend the money on fixing the bloody potholes</p>
(o11) Local resident, (Oxford, Boswell Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The Southbound traffic is already queuing back over the Wolvercote roundabout in the mornings, causing issues to the general operation of the roundabout. This is considerably worse since the change of direction of the bus lane. There is no discernable benefit Northbound.</p>
(o12) Local resident, (Cowley, Kames close)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The city is impossible to navigate for residents. People need to use their cars. Besides, the argument about reducing cars is hypocritical, especially as our main industry is the BMW/mini plant. We work hard, pay a lot of money to live here - council tax and road tax. What's it being spent on? Installing expensive cameras... we should have the freedom of the city. If we can't drive on 100% of the roads we need a huge reduction in Council tax.</p> <p>Its punitive- not making the city livable.</p>
(o13) Local resident, (Summertown, Elizabeth Jennings Way)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p>

	<p>As a resident I now experience extensive delays. I cannot travel with out further traffic south or north on the already congested A4144, particularly North, why on earth was this put into place. It raises further concerns if the bus gates are implemented. I will be trapped in the area I live. I am disabled and was not granted a disabled parking badge, I need to travel out because I cannot park in the city. I wish I could move. I also work in Cowley, which is another area that has been totally messed up. PLEASE reverse this ASAP.</p> <p>why???</p>
(o14) Local resident, (Oxford, Lakeside)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Traffic chaos. Long queues causing more pollution. Pushing all traffic into one lane makes it more dangerous. Cyclists do not use cycle track as it is not fit for purpose and weave in and out of stop start vehicle traffic. Motorbikes also weaving to get through narrow spaces. Accident waiting to happen. Seen many near misses.</p>
(o15) Local resident, (Oxford, Caps. clozd)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Changing the direction f the bus lane has made the northbound traffic worse because the left hand filter has been removed. Southbound traffic is also much worse because cars get stuck behind stationary buses. The result is a huge increase in idling cars and more pollution. It is unclear why no-one involved in decision making worked that out in advance.</p> <p>Cancel it please.</p>
(o16) Local resident, (Summertown, Banbury Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p>

	<p>Increasing traffic in the morning and afternoon. It's very dangerous as very difficult to measure the upcoming traffic due to the southbound bus lane being removed.</p> <p>This is wasting tax payers money. The reversing bus lane didn't make any sense but increase more traffic jam at any time.</p>
<p>(o17) Member of public, (Bicester, London Rd)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>This is what our dictator Andrew Gant wants??!! Seriously? He's wasting public taxpayers money using nonsensical slogans like "promoting walk and cycle"? Absolute nonsense and he doesn't care about the people who work in Oxford but travel from the other side of the county!! Everyone at OCC lost their minds?</p> <p>Andrew Gant should be liable for prosecution. Andrew Gant not just breaking the "Nolan Principles" (he should listen to the public and respect the democratic decision and views) but he's a liar. He's got no relevant qualifications or experience about his job roll. He's just a musician.... He's a selfish, arrogant old man with no intention to do the right thing to step down.</p> <p>I look forward to vote on the next election and vote them out! I look forward to support any candidate who's introducing a so called "reversed UNO card", a reversed ETRO to remove all LTNs and other restriction from the Oxfordshire roads. Especially Oxford City....</p> <p>Do we need to get to the "trumpian way" or finally start using common sense and pragmatic approach?</p>
<p>(o18) Local resident, (Wolvercote, Press Way)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>It causes serious delays getting out from Wolvercote (First turn) to the Woodstock road. Also It causes serious dangers to the primary school age kids to cycle along with the bus...when you come to Wolvercote school from Summertown...</p>

(o19) Local resident, (Wolvercote, Meadow prospect)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Queues in the morning all through wolvercote village taking 20 minutes to get to the roundabout. Getting onto the Woodstock road from first turn is a nightmare. Queuing traffic by wolvercote school boy safe for children</p>
(o20) Local resident, (Headington, Old road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>This is a poorly planned scheme with no consideration of residential needs. Good example of bureaucratic decision with no consideration of practical needs. Blocking roads is not a solution for the congestion but only detouring the congestion in other ways. Council needs experts' opinions to make their city plans.</p> <p>This scheme will enhance more congestion.</p>
(o21) Local resident, (Wolvercote, Rowland close)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Ridiculous and dangerous</p>
(o22) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p>

	I cannot see that the works - built-in permanence, not experiment - will make any significant improvement to Woodstock Road. The full funding should not have been reallocated.
(o23) Local resident, (Oxford, Elms Drive)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Political ideals impinging upon working ordinary city people. Give City roads to us and not ivory tower dwellers from the sticks!</p>
(o24) Local resident, (Oxford, Sumerhill Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The change in the bus lane has led to the following problems:</p> <ol style="list-style-type: none"> 1. Significant increase in congestion in traffic heading south into Woodstock Road and north towards the roundabout 2. More traffic queuing at the top of Woodstock Road because all non bus traffic is in one lane 3. Random switching of the bus lane from one side of the road to the other leads to confusion among motorists/cyclists about which lane to be in going from Squitchev Lane to the roundabout - examples of cars/bikes in the wrong lane particularly in the dark 4. Dangerous switch in the bus lane between Fieldhouse Drive and Squitchev Lane - poorly sited and poorly lit bollards which are difficult to see are an accident waiting to happen for cyclists and drivers 5. Removal of the no waiting markings on Woodstock Road north of the pedestrian crossing by Squitchev Lane has resulted in higher levels of congestion <p>The experimental bus lane should be removed and the previous arrangements reinstated</p>
(o25) Local resident, (Wolvercote, Godstow Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object</p>

	<p>Double Yellow Lines – Object</p> <p>The traffic is now worse on Woodstock Road and it is even making the traffic in the surrounding suburbs worse. It has not created, in my opinion, a safer option for the cyclists. It would have been better to use the money spent on revamping the existing cycling paths on the pavement and making them flatter and straighter. Combining cars, buses and cyclists in the same lane is never ideal and only causes frustration and safety concerns for all.</p> <p>I thinking this was not a worthwhile exercise which has cost a substantial amount of money that could have been better spent.</p> <p>Improve the existing cycling paths is the best option! Taking the cyclists off the road and onto the pavement is the safest option for all!</p> <p>We have also noticed that the traffic increases substantially during private school term. I think schools should be mandated to offer school buses that both pupils and teachers must use.</p> <p>I also think that people should be penalised if they only have one or two people in the car during peak hours. The above two measures can be achieved without spending a unnecessary funds.</p>
<p>(o26) Local resident, (Wolvercote, Rowland Close)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The changes make travel worse for all users: buses are held up travelling into town in morning rush hour (which is more important than evening rush hour, as it causes people to be late for work and school), bikes travelling into Cherwell School can no longer safely use bus lane, taxis are held up, and the situation is worse even for cars.</p> <p>It's a badly conceived scheme and doesn't improve travel for sustainable options bus and cycle in any way. What happened to the plan to have a properly marked out cycle lane?</p>
<p>(o27) Local resident, (Northoxford, Northoxford)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p>

	<p>Traffic is already at a standstill throughout Oxford we do not need this proposal on the Woodstock Road. It is absolutely ridiculous.</p> <p>Sort this Oxford traffic out it is absolutely pathetic and horrendous, specially the Woodstock Road Oxford why change it when it was perfectly fine</p>
(o28) Local resident, (Wolvercote, St Peter's road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Higher traffic levels on road about and approach. Closure of bus lane. Dangerous</p> <p>Who ever thought of this. There is a bicycle lane now but with increased traffic especially heading into Oxford city it has made it more dangerous for cyclists. Also those pulling out from blandford avenue. School run is impossible.</p>
(o29) Local resident, (Wolvercote, Ulfgar Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Definitely feels more unsafe for cyclists and pedestrians.</p>
(o30) Local resident, (Wolvercote, Rawson Close)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Since the bus lane has been made northbound it is more difficult to join Woodstock Road from First Turn. I only use that road 2 days a week but since I can't see past the northbound traffic on Woodstock Road in the morning, it has caused me great anxiety.</p> <p>It was better when the bus lane was southbound</p>

(o31) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>It has been confirmed by our building surveyors, after spending £1m on renovations to the property, that the increased traffic on the poorly maintained road outside our house is causing structural damage to the property. All the plasterwork has cracked as has tile grouting. House violently shakes every time a heavy load passes. I intend to sue the Council for this pathetic and unsupported action which were not consulted for.</p> <p>III thought out. III advised. And a total waste of tax payers money.</p>
(o32) Local resident, (Oxford, Woodstock rd)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Increased traffic northbound on Woodstock rd causing new queues from 1pm. Traffic blocked down into Wolvercote since can't turn onto Woodstock rd. Increased risk to pedestrians due to narrow pavements and proximity to southbound high traffic lane. Traffic queued back to pear tree due to delays on southbound due to traffic sharing one lane. Increased risk to cyclists sharing one lane for bus, car and cycles southbound. No visible benefits to northbound bus lane.</p>
(o33) Local resident, (Wolvercote, Not relevant)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Have you seen the traffic since you wasted our hard earned money putting the stupid thing in?</p> <p>Stop wasting money</p>

<p>(o34) Local resident, (Oxford, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>No notice was given to residents about these changes. There was no sign posting on the road to announce the changes to drivers once it had been made. The tailbacks from the traffic lights at the round about at the top of Woodstock Road now are so bad that during peak times there is standstill traffic.</p> <p>Why aren't residents consulted? Why do these changes increase traffic? Woodstock Road is residential but is being turned into a motorway.</p>
<p>(o35) Local resident, (Oxford, Davenant Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>I'm a local resident impacted by these changes and sick of the traffic issues created by the council.</p> <p>I'm astonished that these changes get made without engagement with the local community.</p>
<p>(o36) Local resident, (Oxford, Middle Way)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>There is too much traffic on the main roads in Oxford. There is poor planning and poor provision for cyclists.</p> <p>It's not safe.</p>
<p>(o37) Local resident, (Cowley, Godstow road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p>

	I want the bus stop to work on woodstock road its too far away to walk to next one can't run for a bus that far
(o38) Local resident, (Wolvercote, Elmthorpe)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The new arrangement is more hazardous to motorists, motorcyclists, cyclists and padestrians, particularly those wanting to ingress/ egress First Turn. It also increases traffic congestion in upper, lower Wolvercote, and the Wolvercote Roundabout</p> <p>The new arrangement is more hazardous for all round users who want to ingress / egress First Turn or those about that area. Congestion has worsened with the introduction of the new bus land - at peak times Upper Wolvercote is now gridlocked (e.g. at school start times).</p>
(o39) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The changes to the bus lane on the Woodstock Road has led to a massive negative impact on all road users, cyclists, pedestrians and bus and car users. We cannot fathom the use of council money for such an ill advised scheme that delays journey times in the morning and has had no benefit to journey times when leaving the city. I know as I use the road on a daily basis. The safety of road users has been compromised by poor signage, poor road surfaces and a lack of visibility. I have witnessed numerous near accidents caused by this change to the road use. The scheme has been marked as experimental - we have no faith that this is true. We call for an immediate reversal of the scheme and an enquiry to hold the council to account for such a disastrous decision.</p> <p>I call for an immediate reversal of this ill advised scheme.</p>
(o40) Local resident, (Oxford, Sunderland Ave)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p>

	<p>I think you're planning of all the roads around North Oxford and the perimeter is an absolute disaster coupled with a fact that you just keep giving permission for more buildings and come back to fix the same old problems on the same road for example continuing problems with the roundabout on Sunderland Avenue Banbury Road. The amount of money that's been spent on all of these, projects is a disgrace. In addition, I was stunned to see that Blandford Avenue managed to get around £3000 worth of trees planted I understand the environmental benefits of this it beggars believe that an affluent road which had trees on it would be given money surely the council can see there's more deserving places/people or do the council themselves live on that road?!</p>
<p>(o41) Local resident, (Wolvercote, First Turn)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Bus lane on the Woodstock Road southbound is extremely dangerous when turning right from First Turn. It is extremely difficult to see vehicles and cyclist when there is traffic at a standstill north bound on the road.</p> <p>Revert back to how it was before the changes</p>
<p>(o42) Member of public, (Botley, Kimmeridge Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Concern around safety in turning in and out of first turn. Speed of busses</p>
<p>(o43) Local resident, (Oxford, Boswell Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p>

	<p>Changes to the direction of the bus lane have created traffic congestion that runs back onto the roundabout at the top of Woodstock Road. This had then affected traffic in all directions, including traffic coming out of Woodstock Road Northbound. There has only been negative effect of the change.</p> <p>I am not sure how the negative effects were not predicted - or perhaps they were and just ignored.</p>
<p>(o44) Local resident, (Oxford, Woodstock)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>With the removal of the bus lane southbound it has forced cyclists onto an already narrow pavement. We now have to exit our property with clashes if pedestrians, cyclists and static cars</p>
<p>(o45) Local resident, (Wolvercote, Godstow)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The new layout is extremely dangerous. Traffic exiting First Turn and turning right have to cross two lanes, one of which is a bus and cycle lane. The new layout is extremely dangerous. Traffic exiting First Turn and turning right must cross two lanes, one of which is a bus and cycle lane. Visibility is significantly reduced by this layout, and there have been several near misses. It also poses a hazard when heading north along Woodstock Road and turning left into First Turn, with the bus lane ending only at the junction, forcing cars to either squeeze through a gap or cross into the bus lane early, nearly hitting cyclists. Visibility is massively reduced by this new layout, and there have been several near misses.</p> <p>There are no positives to this.</p> <p>It also presents a hazard when heading north along Woodstock Road and turning left into First Turn, with the bus lane stopping only at the junction and cars either squeezing through a gap or crossing into the bus lane early and nearly hitting cyclists.</p> <p>What has been needed desperately for years is a yellow traffic box junction at the junction of First Turn and Woodstock Rd. Traffic continually stops at the point, blocking cars from joining the Woodstock Rd.</p>

	I don't know any local resident who thinks it's a good idea. There are plenty of other urgent matters that need addressing before this.
(o46) Local resident, (Wolvercote, Rosamund Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>A bigger problem has been created since the experimental changes made. Lots of near missies when cars overtake the bus.</p> <p>Longer queues in First Turn and Mere road as traffic can't exit onto Woodstock Road.</p>
(o47) Local resident, (Wolvercote, Rowland Close)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The changes to the northern section of Woodstock Road have made the situation worse in the morning, and my experience is that buses in the evening rush hour are just as disrupted.</p> <p>I appreciate the motivation behind the experiment but I feel an alternative solution needs to be found</p>
(o48) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Tragic has become much worse.</p>
(o49) Local resident, (N/a, Woodstock road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p>

	<p>I live on the Woodstock rd And have had disastrous consequences regarding traffic and cyclists ! The new change has been devastating with regard to safety and traffic congestion ! Let's not also cover pot holes due to traffic!</p> <p>I feel as a resident on the Woodstock Rd I have not had any prior information about the change unless you are a keen follower of local news via this very complicated social web which I am NOT ! No communication what so ever for us v senior residences I am only finding out about this through a WhatsApp group just created !! I feel very disappointed with A. The change and B. The communication !! I am an elderly lady on my own and bought my property for security and comfort and you have destroyed my retirement days with all that is happening! Very disgusted I. Your behaviour!</p>
<p>(o50) Local resident, (Wolvercote, Home close)</p>	<p>North-bound Bus lane – Object South-bound Bus lane removal – Object Double Yellow Lines – Object</p> <p>I live in wolvercote and I believe the changes has meant we cannot get out of wolvercote in the mornings. It now takes 20-30 mins as the traffic builds up on first turn, mete road and the godstow road roundabout.</p>
<p>(o51) Local resident, (Summertown, Woodstock)</p>	<p>North-bound Bus lane – Object South-bound Bus lane removal – Object Double Yellow Lines – Object</p> <p>Increase traffic congestion in northbound Woodstock.</p> <p>The way to reduce traffic is to improve your public transport system affordable and the park & ride accessible rather than blocking roads using LTN and setting blocks every where.</p>
<p>(o52) Local resident, (Wolvercote, Webb's close)</p>	<p>North-bound Bus lane – Object South-bound Bus lane removal – Object Double Yellow Lines – Object</p>

	Because it a nightmare for people getting about
(o53) Local resident, (Wolvercote, Godstow road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Woodstock road trial is dangerous for the road users including cyclists and also pedestrians , the traffic build up is polluting the air it's awful decision please put it back to the way it was</p>
(o54) Local resident, (Oxford, Harefields)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The change to the bus lane on Woodstock Road has directly affected the safety of the school run for pupils attending Wolvercote Primary School. There is no buffer for pupils walking or cycling down Davenant Road or Blandford Avenue. I cycle with my 5 year old son, and crossing Davenant or cycling to the end and trying to turn right there is so dangerous now, I fear for my son's safety. The traffic backs up behind buses stopping at the bus stop near Davenant Road much more than it ever did behind buses stopping in the other direction, and so many times the pedestrian crossing has been completely blocked by a car stuck behind a bus - preventing school families from crossing at all! The traffic also backs up along First Turn, affecting families trying to access the school, and affecting air quality. Please change the bus lanes back to how they were.</p>
(o55) Local resident, (Wolvercote, Cyprus terrace)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>I live in Wolvercote and since the introduction of these changes I get stuck in a gridlock traffic coming out of Wolvercote after dropping children off. I live and park by the school. I have no other choice of transport other than car to get to my place of work. It can take up to 12 mins from getting into my car and joining the traffic gridlock - to</p>

	<p>reaching the Wolvercote roundabout in the mornings. Generally - once I am able to exit at first then, it's free flowing. Equally - I struggle with visibility of the bus lane returning home in the evenings coming from Wolvercote roundabout turning right into first turn. It creates a lot of air pollution in the mornings for the school, which has many windows facing the adjoining roads.</p> <p>Change the speed limit in the section of the road between Wolvercote roundabout and first turn turn off traffic lights to 20 MPH. This will make turning eight coming out of first turn safer. I and many others ended up in collisions due to 30mph speed of cars bombing down the Woodstock road, unable to see the oncoming traffic properly due to Woodstock Road queues leading to Wolvercote roundabout.</p>
<p>(056) Local resident, (Wolvercote, Godstow Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>A total catalogue of catastrophes. Bottle necks, more pollution through traffic build up! Can't see past the stopped buses...huge amounts of traffic near Wolvercote school. Getting out of side roads near impossible. Ridiculous!!!! Proposing to pedestrianise the Banbury rod is going to cause absolute mayhem! Not to mention cause significant harm to those residents that are disabled or limited mobility Getting to the shops!!</p> <p>Ridiculous! This scheme has caused MORE pollution due to the carnage of traffic</p>
<p>(057) Local resident, (Oxford, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>We need more parking not less. 'Experimental' means that the council has decided to go ahead without consulting residents which is infuriating. 'Let's talk' - but after everything has been done? There is no way the council will undo this so this consultation after the fact is baffling. I live on Woodstock and residents hate the changes made but are so cynical about the council actually listening to them or doing stuff they want done.</p> <p>It has been imposed on residents without proper dialogue.</p>

<p>(o58) Local resident, (North Oxford, Blenheim Drive)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Much worse traffic congestion! Dangerous to turn into Woodstock Road as 90 degree sharp angle impossible without going into incoming traffic. please reverse this asap.</p>
<p>(o59) Local resident, (Oxford, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>These changes are unnecessary and a complete waste of tax payers money. The changes have caused traffic chaos, particularly the changing of the bus lane, which has increased pollution. A complete failure to understand the problems this has caused to the exit from First Turn onto the Woodstock Road is incredibly shortsighted.</p> <p>Instead of money being wasted on this, a far more dangerous point is the right turn only exit from Squitchy Lane onto the Woodstock Road. Cars constantly turn left meaning many near misses on the pedestrian crossing. A camera at the junction would pay for itself very quickly if fines were incurred for the left turn.</p>
<p>(o60) Local resident, (Oxford, Rawson)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The experiment trial bus shift has created havoc in the mornings and hasn't not help traffic one bit</p>
<p>(o61) Local resident, (Oxford, Blenheim Drive)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p>

	Bus lanes creates more buildup of traffic, especially behind cars turning right into Wyndham Way and southbound buses stopping at beginning of Woodstock Road (one of which had to be suspended). On other side there was northbound bus bay just before First Turn which mitigated the problem.
(o62) Local resident, (Wolvercote, Baynahms drive)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Wasting money on things !! Put money into the roads so they are safer to drive on , sort out pot holes and smashed roads from the buses that constantly go over them and tear them up</p> <p>So many remodels of areas that do not need it, yet the tex we pay doesn't go on things to benefit us instead we have to pay more out on car repairs, due to the damaged roads. Buses are unreliable and usually filthy with drivers driving erratically and bus prices going up therefore it puts people off , so we are left with damaging our car more or being forced to take transport that we are not happy and comfortable to use.</p>
(o63) Local resident, (Wolvercote, Ulfgar Rd)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Increased congestion adding to increased levels of emissions. Traffic flow restricted and reduced, impacting on First Turn, thus increasing risk for pedestrians and cyclists in First Turn. Visibility is greatly reduced for vehicles entering and exiting the Woodstock Road increasing the risk for everyone involved. Thoroughly believe that no improvements or benefits come from the experimental changes.</p> <p>Doesn't appear to have been well thought out, planned or executed.</p>
(o64) Local resident, (Oxford, First turn)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p>

	Traffic has become increasingly worse in Woodstock Road and for traffic turning right out of first turn especially. It's become dangerous at times and traffic backs up all the way to the plough on occasions in the mornings during the busiest period. This is far worse than it used to be so therefore I do not support this experimental change becoming permanent.
(065) Local resident, (Summertown, First turn)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Object</p>
(066) Local resident, (Wolvercote, Godstow Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The traffic on Woodstock road and in wolvercote has become much worse since the changes were made to the road on an experimental basis</p>
(067) Local resident, (Oxford, Blandford Avenue)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>'Several reasons:</p> <ul style="list-style-type: none"> - cars entering the Woodstock Road from the Wolvercote roundabout stack up and it causes delays - bus stop is out of action at the top of Woodstock road - quite inconvenient for locals or visitors to the city (hotel guests at Leonardo for example) - The huge amount of signage given over to the new cycling routes (sometimes on the pavement, then suddenly on the road) is not easy to navigate as a pedestrian or a car driver

	<ul style="list-style-type: none"> - somehow, no thought has been given to speeds of the different modes of transport. Cars (and bikes?) have to slow down to 20mph on the road, but there is no equivalent adjustment for bikes on pavements, leaving many pedestrians at risk of irresponsible cyclists - collisions that do occur daily are left ignored, as how can they be policed? A straightforward pavement speed could be 6mph - as anyone who wants to cycle faster should be on the road. Pedestrians have no right of way it seems. - loss of car parking spaces leads to loss of businesses, and cutting off many people from local facilities and businesses <p>'Several reasons:</p> <ul style="list-style-type: none"> - cars entering the Woodstock Road from the Wolvercote roundabout stack up and it causes delays - bus stop is out of action at the top of Woodstock road - quite inconvenient for locals or visitors to the city (hotel guests at Leonardo for example) - The huge amount of signage and road furniture given over to the new cycling routes (sometimes on the pavement, then suddenly on the road) is not easy to navigate as a pedestrian or a car driver - somehow, no thought has been given to speeds of the different modes of transport. Cars (and bikes?) have to slow down to 20mph on the road, but there is no equivalent adjustment for bikes on pavements, leaving many pedestrians at risk of irresponsible cyclists - collisions that do occur daily are left ignored, as how can they be policed? A straightforward pavement speed could be 6mph - as anyone who wants to cycle faster should be on the road. Pedestrians have no right of way it seems. - loss of car parking spaces leads to loss of businesses, and cutting off many people from local facilities and businesses
(068) Local resident, (Oxford Wolvercote /Cutteslowe, Five Mile Drive)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>We feel that these proposals are very unlikely to improve on the previous arrangements, and are very likely to make matters worse.</p> <p>Woodstock Road bus stop south bound (ie east side of road) just south of Wolvercote Roundabout. We object to its relocation further south from its previous position. Bus passengers from Five Mile Drive /Linkside /Lakeside estates would have further to walk - a significant problem for people with impaired mobiility - we cannot all still cycle- and ready access to public transport is very important.</p>

<p>(o69) Local resident, (Oxford, Five Mile Dirve)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The experimental changes have made congestion worse.</p> <p>Moving the bus stop on the southbound Woodstock Road south from its previous position just south of the Wolvercote roundabout lengthens the walk from estates north of the A40 (already badly served by public transport) worse-particularly for those trying to shop in Oxford.</p>
<p>(o70) Local resident, (Summertown, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The proposed changes threaten local businesses and the bus lane proposals in particular have heightened the health and safety risks to children going to school, pedestrians, cyclists and road users alike. The condition of the road has worsened, causing damage to vehicles and local properties. The traffic is worse, with knock-on pollution effects for residents and visitors, and specifically children. Overall, no benefit has been realised.</p> <p>Badly thought through and poorly timed. It is just dangerous.</p>
<p>(o71) Local resident, (Oxford, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The reversal of the bus lane on Woodstock Road has been detrimental to the traffic in both directions. The additional proposed changes are acknowledgement that the bus lane reversal was a poor decision. Stop tinkering and wasting public money. Reinstate the previous bus lanes on Woodstock Road.</p>

<p>(072) Local resident, (Wolvecote, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>At the initial consultation I flagged that the proposals for the suspension of the southbound bus (AND CYCLE LANE) were not inline with the council's own principles of supporting pedestrian and cycle. The proposals have been poorly installed and have made the road more dangerous for cyclists with NO cycle path from the Wolvecote roundabout into town (following on from extensive cycle path installation from the park and ride). The southbound pavement now has to accommodate children travelling to primary school and cyclists going in the opposite direction commuting in. There was no consideration of this in the initial consultation or the implementation of the scheme. The outcome has also had a significant impact on first turn where children are trying to get to the primary school. Overall it has had a negative impact rather than positive. I would also note that circa £260k was spent on this trial, with no traffic modelling, no detailed drawings for implementation, and the assessment of the consultation somehow interpreted the responses which were mainly negative as positive. I cannot comment on the works below squitchey lane save to say that of the remaining £multimillion budget spent on it, the improvement could have been spent on road surfaces and safety rather than flower beds and poor drainage, again creating dangerous cycling conditions.</p> <p>I would flag to you how poorly:</p> <ul style="list-style-type: none"> - Conceived and planned - Implemented - Operationally <p>The scheme is with little vision, detailed thinking or consideration of your own key sustainable transport criteria in your Central Travel Plan.</p> <p>At consultation there was:</p> <p>No evidence of it benefiting anyone save the indication from the bus company</p> <p>No modelling of traffic movement done as any well thought out policy or scheme would have</p> <p>No detailed plans or layout available for comment</p> <p>No thought to your wider goals including regressive proposals such as the removal of the shared BUS and BIKE lane leaving NO inward cycle path.</p> <p>No vision or what it was really going to achieve</p> <p>At installation:</p> <p>No notice to residents even though in a formal response to one resident you suggested we'd be notified 2 weeks in advance, our notice was the awakening to the noise of the paint being burnt off the road. Even someone thinking the scheme was a good idea might have been a bit disappointed by this move.</p>
--	--

	<p>The painting of the wrong markings in incorrect locations. The best being the KEEP CLEAR box for the empty bus lane by first turn meaning many near misses as buses laboured to turn out. Another fantastic one is the lack of cycle path at the top of the road and TWO at squitchev lane! (Evidence of no actual plans or detailed consideration of how the scheme would work)</p> <p>Complete lack of signage to warn travellers in advance or actually on the day leading to near misses and mayhem with cyclists.</p> <p>At operation:</p> <p>The continual bedlam it causes for traffic trying to come from Wolvercote from first turn. Causing danger and pollution for cyclists and pedestrians going to and from Wolvercote Primary School, to Cherwell School and to work.</p> <p>The reduction in commuter cyclists using the Woodstock Road, where it used to be a delight to see people making the choice to cycle down the road (and use the new cycle path from the park and ride). Now it's cycle amongst the traffic dangerously or mount the pavement and cycle amongst additional road furniture and pedestrians.</p> <p>The condition of the road where the paint has been burnt off leading to the road surface decaying. Presuming that you'll find the budget to now not only return the road to its previous condition BUT also spend more money fixing it.</p> <p>The particularly awful form of torture with broken manhole covers clanking each time a vehicle passes over it.</p> <p>The implication for:</p> <p>Road users -</p> <ul style="list-style-type: none"> - Vehicle drivers - little reduction in travel time - Cyclists - a dangerous space - Pedestrians - a shared pavement with cyclists and increased danger, poorer air quality <p>Residents -</p> <ul style="list-style-type: none"> - Increased vibration from the road traffic and decay in road surface due to the work including cracks appearing. - Sleepless nights from the clanking of manhole covers <p>Having worked and supporting Government policy, regulation and construction all my working career I am so disappointed to think that Oxfordshire, a Bastian of brilliance who I regularly put forward as a progressive thinker, has done such a poor job in this concept.</p>
(073) Member of public, (Oxford, Woodstock road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>The buses and taxis now speed down the new northbound bus lane - other side has a speed camera. Nearly killed me twice crossing the road. It was much safer before. It needs to be put back how it was</p>

	<p>This is unsafe, ill thought out and a waste of tax payers money - revert to previous please</p>
(o74) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Crossing the road from the opposite side of the- nee bus lane side - to my side - is extremely dangerous. Your stupidity has meant that those buses and taxis now come speeding down and horn and toot crossing the road. Never ever had such an issue before. The cars on the other side have always been slower as theres a speed camera at the Church. What a total waste of money doing this. You have jeopardised lives with this nonsense</p> <p>Needs to go back to previous system how it was before but I suspect that Councillor Gant has other ideas. Nothing has ever been changed back in his tenure. Not sure what the agenda is but it isnt for the greater good</p>
(o75) Local resident, (Wolvercote, Ulfgar Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>"Keep clear" road painted signs have only been put in the bus lane not the main carriageway making turning onto the WR much harder during rush hour. Also extra pressure on the Wolvercote roundabout makes the Mere Road, first turn rat run busier making this problem worse.</p> <p>Turning right out of First turn is also made harder as it is no longer possible to see what traffic is coming from the roundabout as the view is blocked by outgoing traffic.</p> <p>During school drop off traffic is mounting the pavement on Mere road to get around the backed up traffic coming south.</p>
(o76) Local resident, (Oxford Wolvercote, Ulfgar Rd)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>Trying to exit First Turn onto the Woodstock Road to go into town now regularly takes me up to 5 minutes because the traffic is so backed up, blocking the way. No Keep Clear markings on the road means that no one leaves space for exiting vehicles. What's worse, if someone does kindly leave space or stop to let me out, I can't see oncoming cars across two lanes of traffic - so I can't make a safe decision of whether to cross or not. I have already had a couple of near misses.</p> <p>Going in the opposite direction, towards the roundabout is also a disaster as the two lanes are blocked solid. The usual rat runs like going down Mere Road are even worse, with cars going onto the pavements to try to get through. The biggest mess I have ever seen. Clearly this was not thought through and so unnecessary and dangerous! Please return things to the way they were.</p> <p>A total unmitigated DISASTER</p>
(077) Local resident, (Oxford, Sunderland Avenue)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I am opposed to the closure of the Wolvercote Roundabout bus stop. At present the S1 and S3 are the only direct buses from north Oxford to the railway station, and closing the bus stop will mean an even longer walk for residents from a wide area of the Cutteslowe and Five Mile Drive areas wanting a bus to the railway station. The real solution would be to reinstate some railway station services on the Banbury Road.</p>
(078) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>1.1. Congestion has significantly increased for traffic heading south from the A40 roundabout in the AM Peak. This is partly as the frequent bus services have joined the general traffic flow but mostly as all traffic now waits behind those buses at all stops bringing traffic to a regular and complete standstill in the already heavily congested rush hour. The southbound bus stop at First Turn is especially busy in the morning (partly due to the closure of the prior bus stop under this ETRO) and does not have a layby like the northbound stop opposite. This causes gridlock at the First Turn/Blandford Avenue junction and makes the road extremely dangerous. You are of course aware of this issue, which is why the removal of the bus lane required the closure of the bus stop by the roundabout on safety grounds.</p>

1.2. Increased congestion on A40 roundabout. Traffic traversing the roundabout from all approaches is delayed as queues on the Woodstock Road back-up obstructing the free-flow of all vehicles around this major intersection during the rush hour.

1.3. Journey times are therefore much longer for all southbound traffic including bus and Park & Ride services, which are now no faster through this section than travel by private car. We suspect that this (and the closure of a popular bus stop) has somewhat reduced the attractiveness of public transport for many commuters.

1.4. Compromised road safety. The removal of the relative safety of the bus lane has put pedestrians and cyclists at increased risk of collision with either traffic, or each other, as they now have either to share a single lane with all southbound vehicles or are crammed onto an entirely inadequate "mixed use" pavement identified by OCC as being well below standard.

1.5. Risk to school children. Many of us have witnessed first-hand an especially high risk to young school children and their parents now competing with cars and buses on the busy school run. This has alarmed and distressed both those parents and children and many residents who fear another serious accident or a fatality caused directly by the changes to road layout.

1.6. Increased congestion northbound, especially in the PM peak (which has been made significantly worse) but at times of day not previously affected by major congestion. The new bus lane on approach to the roundabout north of First Turn has removed the previous filter system separating traffic turning in different directions. Now general traffic sits in a single lane causing severe congestion and tailbacks as far south as Leckford Road.

1.7. Increased journey times for northbound general traffic especially in the PM peak but at all times of day including inter-peak periods never previously affected, is now the daily norm.

1.8. Close proximity overtaking of cyclists. Increased periods of nose-to-tail congestion northbound poses a direct risk to cyclists southbound. Now in a general traffic lane (not a bus lane) they are not only mixed in with all southbound vehicles but cannot be safely overtaken with the required 2-meter separation as northbound congestion in the adjacent lane does not allow vehicles room to 'move over' without a head on collision with oncoming cars. Consequently, southbound vehicles are stuck behind not just stopped buses but the slowest cyclists who they cannot safely overtake. Predictably, too many drivers are regularly seen breaking the highway code by overtaking cyclists with almost no separation at all. Instances of such dangerous driving and illegal use of the bus lane to jump lengthy queues have increased dramatically since the lane reversals were implemented and pose a material risk of collision, serious injury and fatality.

1.9. Access to/from properties has been made significantly more hazardous by the removal of the bus lane. This adds further delay to southbound and northbound traffic flow which is held up waiting for residents to safely enter/exit driveways.

1.10. Noise levels have been significantly increased by bringing the general traffic (including a large number of HGV's exceeding the weight limit) materially closer to homes 24 hours a day

	<p>1.11. Vibration levels felt in our homes have also increased alarmingly and are worsened still by the poor state of the carriageway surface of what is now the only southbound lane.</p> <p>1.12. Pollution for all residents and users of the Woodstock Road have been worsened by the increased levels of congestion and longer periods when cars, buses and HGV's sit idling in traffic jams at times never previous affected by heavy, slow-moving traffic.</p> <p>1.13. Access to/from side roads has become far more difficult, time consuming and dangerous as both general traffic and bus services queue for extended periods adding to further delay for all road users and significant extra congestion on residential side roads. This is especially true of (although not limited to) First Turn (with knock on congestion on Mere Road and Godstow Road), Blandford Avenue, Davenant Road and Squitche Lane. First Turn is now gridlocked every morning with cars queued back past St. Peters Church and Wolvercote Primary School.</p> <p>1.14. Shortcuts and speeding on local streets by frustrated drivers and those following "dynamic satellite navigation systems" has increased dramatically as large numbers of cars try to avoid the especially congested northern end of the Woodstock Road. Squitche Lane, Davenant Road and Blandford Avenue have been particularly affected as drivers switch to the Banbury Road to go northbound and/or bypass as much of the congestion in the morning as possible by joining the Woodstock Road further south where the bus lane into town has been retained. These risks are so significant that within a week of the works completion Thames Valley Police deployed a Community Support Officer to the scene to help pedestrians, cyclists and school children avoid accidents. A continuation of this situation is unacceptable to us and should equally be so to you.</p>
(079) Local resident, (Oxford, Oakthorpe)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Completely messes up the flow. There is too much emphasis on bus flow out of Oxford and not enough into the city</p>
(080) Local resident, (Oxford, Linkside Avenue)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>I live on Linkside Avenue and cycle as my default method for getting around Oxford. One of my most frequent journeys is from home to Jericho for both work and socialising. Cycling, my southbound route has included southbound bus/cycle land from the Woodstock Road from the Wolvercote Roundabout to Bainton Road. I turn into Bainton Road because that is where southbound bus cycle land ends. Beyond that cycles are forced to use the same lane as all other traffic. With the removal of the southbound bus lane from the Wolvercote Roundabout to Field House drive, cycles are now forced to share a lane with other traffic. The lane is too narrow for a safe pass, so a) it holds traffic up irritating drivers and b) feels (and is) dangerous to cyclists. Please, please, only retain the changes if you make better provision for Southbound cyclists on the east of the Woodstock Road. Thank you .</p> <p>As it stands, it is a very large retrograde step for Southbound cyclists between Wolvercote Roundabout and FieldHouse Drive. Please either make proper provision for cyclists on the East of the Woodstock Road or reverse the experimental scheme. The new arrangements significantly increase danger to cyclists. This is not just theory but my lived experience of trying to use the roads safely and considerately.</p>
(o81) Local resident, (Oxford, Sone Meadow)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>This isn't working, the northbound bus lane needs to be moved - say back to First Turn. The traffic has considerably slowed down, there needs to be 2 lanes coming up to the roundabout . Many of the buses and taxis (and cars) are using the bus lane and then cutting across the traffic towards the A34. In addition there is a bus stop going south and sometimes this causes a tailback blocking traffic on the roundabout.</p>
(o82) Local resident, (Oxford, Kirk Close)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Woodstock road is very dangerous for cyclists. From Wolvercote roundabout towards Oxford there is no cycle track or bus lane for the first 500yds or so and the traffic lane going south is very, very narrow. If a pedestrian is wheeling a push chair and a bus is travelling from the roundabout there is nowhere for a cyclist to go.</p>

<p>(o83) Local resident, (Wolvercote, Five Mile Drive)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Since the loss of the southbound bus lane from the roundabout traffic is regularly queued up on the road and causing additional congestion on the roundabout. Cyclist no longer have a bus lane to cycle in and are forced onto the not fit for purpose cycle lane on the pavement. As a regular cyclist I no longer feel safe having to navigate around pedestrians who are in the pavement cycle lane, attempt to cross each of the side streets with the busy traffic coming out of them or turning in from the main road. Delivery and other vehicles have on several occasions parked on the pavement totally blocking the pathway for pedestrians or cyclists forcing them to go around by moving into the road. Overall this change has made the traffic flow worse, and increased the danger for pedestrians and cyclists. Please reverse this change at the earliest possible opportunity.</p>
<p>(o84) Local resident, (Wolvercote, Wolvercote Green)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I'm a resident in Wolvercote and the change to the bus lanes has made the morning commute longer and the arrival of busses more unpredictable. My child is now often late to school and I'm often late to work, this has a financial consequence. I, as with many people in the community are more concerned about being able to get to work and school on time and if it takes a little longer to get home then that is fine.</p> <p>The scheme was poorly timed and should have been run over summer rather than almost coinciding with the children starting back for the school year.</p>
<p>(o85) Local resident, (Wolvercote, Press way)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>I live in Wolvercote and travel to the city center with the bus #6 between 7:30 and 8am. Since the suspension of the bus lane, my commute time has nearly double due to the insane traffic jam at the junction between 1st turn and Woodstock road</p> <p>It was not great, now it's worst</p>
(o86) Local resident, (Wolvercote, Baynhams drive)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The changes to Woodstock Road is creating more congestion. It is impossible to see whether the road is clear when coming out of first turn. Come and see it for yourself. Just a matter of time before there is a serious accident</p>
(o87) Local resident, (Wolvercote, Rosamund Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>This has made the morning traffic back-up in Wolvercote absolutely appalling, both Mere Road and First Turn. It's taking people way longer to leave the village in cars. Importantly, it's also making it extremely dangerous for cyclists; there's a large cohort of children cycling out of the village onwards to Cherwell, who used to be able to cycle within the traffic flow but are now forced to filter or to judiciously ride on the pavement instead - a completely useless position to put the village in when we're trying to get our kids to cycle to school. It's dangerous enough for young cyclists that you should be considering ending the experimental phase early, but in any event it's unsustainable for traffic of all types.</p>
(o88) Local resident, (Oxford, Woodstock Road.)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>As a cyclist I now find negotiating this part of the Woodstock road to be a worse experience since the changes were made. As a resident living 500 metres south of the swapped bus lanes, the congestion is now much worse than before, with stationary traffic in front of my house much more than before. I cannot see any benefits for pedestrians, though they are now walking past traffic jams and the accompanying vehicle emissions. Any time saved by buses is surely negated by the extra time stuck in the jams to the southern approach caused by this poorly thought out scheme.</p> <p>Why this has been rolled out with no end date for the Botley road re-opening is beyond comprehension. As a local resident I could see this scheme would have a negative impact on traffic flows and pollution in the area before it was implemented. I have yet to meet anyone who thinks this scheme is a good idea.</p>
<p>(o89) Local resident, (Oxford City, Templar Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The southbound bus lane from Wolvercote roundabout to blandford avenue was also used as a cycle lane. There is no longer a safe lane for cyclists travelling towards Oxford in this location. The shared pavement/cycle lane does not start until Blandford Avenue junction. Was this intended? Perhaps you should extend shared pavement/cycle lane to include this area? The current path is wide enough although you would need to move the large yellow trailer with the "temporary" Botley Road Closed message on it.</p>
<p>(o90) Local resident, (Summertown, Summerhill Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>It is confusing and as such it will also be dangerous.</p>
<p>(o91) Local resident, (Wolvercote, Collett drive)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	Northbound is more congested and Southbound is narrow and unsafe for cyclists
(o92) Local resident, (Wolvercote, Rowland Close)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Woodstock road is now dangerous for cyclists and especially the children going to cherwell school from Wolvercote. The extra traffic it has caused down first turn and mere road mean that it is also danger for children going to Wolvercote school. Also the fact that the 'keep clear' on the road has been left in the bus lane and not moved to the car lane is a rookie error this is what has caused the tailbacks. I don't even see busses in that bus lane, they are all in the middle lane with the traffic!!</p> <p>Put it back as it was, it doesn't work and creates more traffic an grid locks through upper Wolvercote, and when the A34 has an issue and cars come through Wytham to get to the Woodstock roundabout, it creates tailbacks through lower Wolvercote.</p>
(o93) Local resident, (Wolvercote, St Peter's road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Traffic out of Wolvercote is now much heavier, leading to the congestion of a much used cycle route to Cherwell school for children leaving the village. We seem to be putting young people in danger here every morning now</p> <p>It seemed much better before with the bus lane on the other side of the road and I would strongly support reversing this scheme back to how it was originally</p>
(o94) Local resident, (Eynsham, Hazeldene Close)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>Switching the bus lanes from an inbound one coming into Oxford to an outbound one has been a bad idea 1) traffic is now backing up onto the Woodstock roundabout in the mornings affecting traffic flow due to the fact every time a bus stops at the top of Woodstock Rd cars are unable to pass 2) The northbound bus lane is dangerous - buses fly up to the roundabout and are not giving way to cars that are now having to switch lanes to turn onto the A40 at the Wolvercote roundabout. Please get rid of the bus lane for the section from First Turn to the roundabout and put it back to the other side of the road to help inbound traffic flow. 3) Cars keep going into the northbound lane as they travel down Woodstock rd - signage is confusing and unclear - an accident waiting to happen</p> <p>It is a disaster - the traffic is a nightmare on the Wolvercote roundabout now in the mornings due to the lack of traffic flow caused by the loss of the bus lane going into Oxford. It is also now much slower travelling into Oxford on the bus as there is less bus lane and the buses are stuck behind cyclists who are now no longer using the cycle path but are in the middle of the road. This is unsafe for cyclists and restricting the flow of all traffic including buses heading into Oxford.</p>
<p>(o95) Local resident, (wolvercote, elmthorpe road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Badly planned, thought out and a waste of money for a council that doesn't have enough to waste. Keep Clear road signage at the First Turn junction is in the bus lane but not in the traffic lanes. The bus lane is always clear. The traffic lanes are not.</p> <p>More significantly the backup of traffic onto and around the Wolvercote roundabaout (as a regular user) can clearly be linked to this change of direction; the bus stops heading south, block traffic flow and increase congestion / pollution. The added cycle awareness on the road is fine, but the costly merging of the cycle lane heading south by squitchy lane was a pointless cost. There is a (bumpy) cycle lane on the other side and cycles have and can used the bus lane heading south.</p> <p>waste of money and badly thought out.</p>
<p>(o96) Local resident, (Wolvercote, Elmthorpe Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>Leaving Wolvercote via First Turn has become dangerous when cars are queuing north in the Woodstock Road due to total lack of ability to see or be seen by incoming southbound traffic. Previously the existence of the southbound bus lane made it safer because there was more space for southbound vehicles to swerve to avoid cars they'd only been able to see at the last minute. It was always unsafe and stressful but with the southbound bus lane closure allied to having to cross two northbound lanes - the new bus lane and the northbound car lane - it is just impossible to turn south from Wolvercote in safety. Added to this, the lack of opportunity caused by southbound traffic queuing behind the bus stop creates situations with cars stuck across the northbound lanes.</p> <p>You say it's cost-effective to do a post-hoc consultation. This seems unlikely.</p>
<p>(097) Local resident, (Wolvercote, Elmthorpe Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Traffic around the north end of Woodstock Road, especially the turning to First Turn, has been significantly worse since the new northbound bus lane was in place. It is also extremely difficult to turn right on Woodstock Road coming out of First Turn and crossing over two lanes of northbound traffic, which creates a huge traffic jam backing up into Wolvercote at busy times.</p>
<p>(098) Local resident, (Oxford, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>We live on Woodstock Road. The loss of the Southbound bus lane means there is a huge traffic build up around the Wolvercote Roundabout and on the A44 towards the roundabout. As everyone has to queue behind buses in morning rush hour the traffic is more stationary and therefore emitting more fumes and pollution. There is a northbound queue throughout the day as the lanes do no divide until the last minute at the Wolvercote roundabout.</p> <p>In morning rush hour when there is the largest volume of traffic (schools and commuters) it is now terrifying cycling south down the pavement cycle lane with children and with large amounts of traffic in the next lane. Even worse, they have now painted cycle signs in the single southbound lane meaning you expect cyclists to share it with all the other vehicles making cycling even more unsafe which I thought you were trying to promote.</p>

	<p>Please improve the cycle lanes and keep them away from the roads especially roads especially general traffic roads as this is incredibly dangerous.</p>
(o99) Member of public, (Bicester, Merganser Drive)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Everyday there is a long line of traffic that stretches southbound from the Wolvercote Roundabout all the way down to at least Teddies. This has only happened since the northbound bus lane has been installed and traffic has gone to one lane to join the roundabout. As a cyclist cycling up the Woodstock Road is now only possible on the bike path which is full of pot holes, trees, through bus stops, past doors. It has not made it safer for cyclists and there is more idling traffic than there was before.</p> <p>Why this is being done at the same time as Botley Road is beyond me. You have now got two major road out of Oxford with major roadworks on. I realise Botley was unplanned but the city is just an abomination of traffic. This will also not stop people driving in because the bus services are held up just as much as the cars.</p>
(o100) Member of public, (Woodstock, New Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Removal of the southbound bus lane increases journey times into Oxford in the morning, when commuters need to get to work by a specified time. It doesn't make any sense to get rid of it. Introducing a bus lane going north only helps people going home at the end of the day, usually without a specific deadline. Also, many cars and vans simply use this new bus lane from the entrance to First Turn so quite a long part of its length is being misused. Also, buses which need to go right at the roundabout towards the Peartree Park and Ride and beyond (surely the majority at this junction) can get stuck in the bus lane and have to force their way across the roundabout in front of other traffic, or else not use the bus lane at all, which rather defeats the purpose.</p>

(o101) Local resident,
(Oxford, Carey Close)

Nouth-bound Bus lane – **Object**
South-bounbd Bus lane removal – **Object**
Double Yellow Lines – **No objection**

The changes make cycling into Oxford from the Wolvercote Roundabout more dangerous than before. I commute by bike daily into the centre of Oxford and the changes have made my commute more hazardous and slower - for me and for pedestrians. How does this support active travel?

The changes remove the existing cycle provision at the top of the southbound Woodstock Road (a shared bus/cycle lane which used to work well for me) and replace it with - nothing! I used to cross the Wolvercote roundabout at the pedestrian crossings, and then join the bus lane on the Woodstock Road. During rush hour this is now literally impossible - there is always queuing traffic, and no room for bikes at all. .

Meanwhile the pavement alongside this stretch of road between the roundabout and Blandford Avenue is not marked up as a shared pedestrian/cycle lane. Where are cyclists supposed to go?

After Blandford Road I can use the pavement cycle lane but this is very unsatisfactory - both for cyclists and for pedestrians. I have to cycle much more slowly as I work around hazards such as: pedestrians in the wrong place, oblivious pedestrians, small children, people queuing for the bus, oncoming cyclists, wheelie bins, parked delivery vans, cars turning into and out of junctions, and best of all a large sign saying "New road layout" right across the cycle lane. I never once encountered any of these hazards in the bus lane.

The bus/cycle lane was well maintained and usually clear, but the pavements are in a terrible state. I used to cycle regardless of weather but now I take the bus once there's frost or heavy rain. Wet leaves, mud, ice, and the rumble strips for partially-sighted pedestrians are all a recipe for disaster when the underlying surface is so uneven.

Outside the rush hour, I have tried cycling on the road as before, but I have repeatedly been subject to close overtakes by cars, who exit the roundabout at some speed.

Since I live locally, I also use these pavements as a pedestrian, which is equally unsatisfactory. Because of the closure of the bus stop at the top of the Woodstock Road, I have to walk further to catch a bus, at the same time as dodging all the cyclists who have been displaced on to the pavement. Queuing for a bus while cyclists dash past you, or getting off a bus straight into an oncoming cyclist, are both regular occurrences now - and can be very unsettling for vulnerable groups.

Overall, none of these changes benefit me - even though I thought you were trying to encourage cycling? What I see here is the prioritisation of motorised traffic over active travel.

The changes don't appear to be temporary - the infrastructure looks pretty permanent.

<p>(o102) Local resident, (Oxford, Blandford Avenue)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Traffic into Oxford in morning rush hour is not far far worse. Delay to bus and park and ride services in the morning rush hour deter public transport use as dose the removal of the bus stop by the roundabout. Junction of Blandford/Woodstock Rd and First Turn is now extremely dangerous and causes serious traffic wand further delay in the morning. Removal of South bound bus lane has made cycling much more dangerous in the morning for school children whereas northbound on the other side has a wider pavement and cycle lane and doesn't benefit from a new North bound bus lane.</p> <p>Bus lane reversal had been a disaster and everyone I know is very disappointed and unhappy at the delay and risk caused</p>
<p>(o103) Local resident, (Oxford, Walton well road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I am strongly objecting to the bus lane changes at the top of the Woodstock Road. I am a pedestrian and regular user of the buses. These changes were touted as leading to an increase in walking safety and to make walking safer. I can state, without any hesitation, that these changes have INCREASED hazards when walking and trying to cross the roads. I now find crossing the road almost impossible with cars overtaking buses on a blind corner. Further, I use public transport eg the buses all the time and these changes have increased journey times in the morning when travel time is precious and have made no difference to the levels of traffic in the evening. How there can be any improvement in making travel for residents and employees is nonsense and as for improving sustainability- why use the bus in the morning? The car is just as quick now the bus lane into the city has been removed.</p> <p>I am appalled by my council's wasted money on the unnecessary change to road use. I ask for a full enquiry into such a disastrous scheme.</p>
<p>(o104) Local resident, (Oxford, Blandford Avenue)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object</p>

	<p>Double Yellow Lines – No objection</p> <p>Confusion at the junction with First Turn and Blandford Avenue</p>
(o105) Local resident, (Oxford, Blandford Avenue)	<p>North-bound Bus lane – Object</p> <p>South-bound Bus lane removal – Object</p> <p>Double Yellow Lines – No objection</p> <p>Getting out of Blandford Avenue northbound and through the Woodstock rd roundabout are both much more difficult Buses stopping at the stops now hold up all the southbound traffic</p>
(o106) Local resident, (Oxford, Squitche Lane)	<p>North-bound Bus lane – Object</p> <p>South-bound Bus lane removal – Object</p> <p>Double Yellow Lines – No objection</p> <p>I am objecting to the change to the bus lanes on the Woodstock Road. This change has had a negative impact on bus journey times into the city of Oxford. People are on time constraints in the morning to get to work or school. This is NOT the case in the evenings. Therefore to remove the bus lane into Oxford and increase journey times into the city. It is also counterproductive to the park and ride scheme as there is no advantage to taking the bus.</p> <p>Since this scheme has been introduced I have noticed coaches and buses parking in the cycle/bus lane return by Squitche Lane. This has created a serious hazard for pedestrians, cyclists and motorists when trying to turn right out of Squitche Lane and on to the Woodstock Road. Delays leaving the city are just as bad in the evening so the change to the bus lane has led to little advantage to the evening rush hour and has only added to delays for bus users in the morning. I have asked the opinion of several bus drivers about the change and the overwhelming opinion of Stage Coach and Oxford Bus Company drivers is that it has been a complete waste of money. They should know they use the route daily!</p>

<p>(o107) Local resident, (Wolvercote, Rosamund Rd)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Very unclear road markings which swap back forth between bus lane and non bus lane. Terrible cycle lanes that go through bus stops endangering people waiting for buses. The change seems unclear and dangerous.</p> <p>The new scheme has made the road significantly less safe.</p>
<p>(o108) Local resident, (Wolvercote, First Turn)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Switching the bus route at the northern end of Woodstock Road has caused severe delays within Wolvercote, particularly in the morning, with traffic tailbacks extending down First Turn, along Godstow Road and down into the village. The congestion on First Turn runs past Wolvercote Primary School, causing additional hazard for children. Having lived in Wolvercote for several years, I have only observed a comparable level of congestion on odd days when the A34 has been blocked. Since the switch in bus route direction, it is now happening nearly every week day. The junction of First Turn with Woodstock Road carries a lot of traffic, not just from the village of Wolvercote, but also those coming through the village from the ring road. To continue into town, that traffic now has to cross two lanes of traffic. To return to Wolvercote (from the north) that traffic now also has to cross two lanes of traffic. This is a more dangerous road layout than existed previously and I have witnessed many near misses over the past few months at a rate much greater than previously, when the traffic flow and passing seemed to occur much more smoothly. I work from home so the peak hour congestion doesn't generally affect me, however the change in road layout means that I rarely now use the First Turn junction at any time of day. Instead I now routinely exit the Wolvercote Roundabout to access First Turn via Godstow Road and then either Mere Road or Wolvercote Green. My neighbours on First Turn, St Peters and Ulfgar Roads also do the same thing, which means that traffic is simply being pushed onto other, arguably more residential, streets (there is also a playground on Wolvercote Green). The loss of the bus stop at the northern end of Woodstock Road is a deleterious situation for all those who live alongside the A40, at the southern end of Five Mile Drive or Rotherfield Road. They now have to walk a further 200m to the nearest bus stop, which is likely to deter them using this mode of transport into Oxford - which would seem to contradict the whole point of this experiment. Returning the bus route to be southbound along the whole of Woodstock</p>

	<p>Road would not affect any of the footway or cycling improvements that are only really proposed at the southern end of Woodstock Road.</p> <p>Finally, having watched them being constructed, I don't really understand what the works at Field House Drive are intended to achieve. It has always been possible to cycle southbound down Woodstock Road on either the pavement or the bus lane. This just seems to add confusion as to where the cyclist should go and use up valuable public highway space to no real benefit. However, if these works would not prevent the return of a wholly southbound bus route, I do not object to them.</p> <p>I have lived through the experiment and can honestly say that there is no apparent benefit but lots of disadvantages and very real experience that it just isn't working. It also seems illogical to switch the direction of a priority bus route from one side to the other of a relatively short stretch of road.</p> <p>I applaud OCC for seeking to improve use of the road network, but this bus route experiment is not currently working. Things that would encourage more people to cycle would be improved surfaces (pot holes and uneven pavements (such as those I experience cycling to Oxford Parkway Station) are a real turn off for cyclists; it is just dangerous for us; improved road markings, so that is really clear to everybody where the cyclist should expect to be; and additional cycle parking provision, which I do see is included in the current scheme.</p>
<p>(o109) Local resident, (Oxford, Woodstock)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The changes to the bus lane direction at the top of the Woodstock Road have had a detrimental impact on journey times into Oxford in the morning. Further, it has created a hazard for pedestrians and cyclists due to the removal of the bus lane in the morning when children and adult cyclists are at a high density on the road.</p> <p>I urgently request full transparency of the monitoring that is taking place of this change and how the council proposes to finance the immediate reversal of the scheme.</p>
<p>(o110) Local resident, (Wolvercote, First turn)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>Living in first turn I now feel unsafe turning right onto Woodstock road as I cannot see incoming traffic on the left. Additionally the road on first then is grid locked and often takes 10 minutes to cross the bridge from the school to Woodstock road during peak hours. My main concern however is the safety of turning right.</p> <p>I don't think it was considered how many people use the road of first turn when they decided to make the switch.</p>
<p>(o111) Local resident, (Oxford, 2 First Turn)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I object the experimental Northbound bus lane due to the increased traffic this has caused to First turn during peak travel hours. First turn is a busy road with a school run meaning the traffic is already heavy, the changes to the road layout have made the traffic much worse. Adititionally, i have safety concerns when turning right from First turn heading southbound on the A4144 Woodstock Road as visibility is comprised due to the hedge on the left hand side of First turn obstructing the view of oncoming traffic and the curvature of the road. The new road layout restricts the view of oncoming traffic.</p>
<p>(o112) Local resident, (Wolvercote, Godstow Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The new road layout at the top end of Woodstock Road by First turn is causing major problems. It's clogging up traffic around the school (wolvercote primary) at rush hour. Which is making the area more dangerous for children trying to get to school. And because there is a bus stop on the south side of Wodstock Road, when a bus stops it creates a massive blockage so it slows down people getting out of First turn. This is very bad planning. It worked much better before. Also buses and Taxis go very fast up the northbound bus lane which is hard to concentrate on seeing if there is one because you are looking over the other 2 lanes trying to find a gap to get out of First turn. It's very stressful and I'm a 45 year old confident driver. Older / younger drivers must find it even harder.</p> <p>We have limited routes out of Wolvercote. Your new road layout is making it harden to get out. It's dangerous and there will be an accident. This needs changing back ASAP. The traffic lights on the roundabout don't leave enough</p>

	time to leave Wolvercote that way either. The timings need to be looked at. People accelerate out of other entry points to the roundabout much quicker than I believe the plannings have anticipated. This creates dangerous maneuvers too.
(o113) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Switching the bus lane on the Woodstock Road is causing lots of extra damage to the road especially on the east side of the road which is weaker and not so well maintained as it was not expected to receive some much traffic. This is dangerous for cars and bicycles. The south bound lane tilts towards the pavement as well which makes it worse and is causing damage to the houses on the east side of the road. The traffic in the mornings is slow and the buses move more slowly. There are lots of bicycles on the pavements in the morning which is dangerous for when people drive out of their drives.</p> <p>As well as needing to reduce cars in Oxford the council needs to either maintain the roads properly or to reduce damange to the roads by restricting lorries or vehicles over a certain weight. This would help makes the roads safer for bicycles.</p>
(o114) Local resident, (Oxford, Linkside Avenue)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I cycle to work down the Woodstock Road from the Pear Tree roundabout to Lathbury Road. The cycle path to the right of Woodstock Road southbound is not fit for purpose with numerous potholes and cracks in the surface and a section which passes through a bus stop. The old layout with a bus lane down the left hand side of Woodstock Road southbound only meant that I could join this at the Pear Tree roundabout and cycle safely all the way to Lathbury Road. Vehicle traffic using the Woodstock Road now has to share the bus lane both into and out of central Oxford, meaning that traffic tails back to the Pear Tree Roundabout in the morning rush hour. With the old layout, busses had their own lane and traffic flowed. I cannot see any benefit whatsoever to be gained from this new layout for either vehicles or cyclists.</p>

	<p>The only way I knew that this was a trial period for the new layout was from a flyer given to me one morning by a lady as I was cycling to work. The Council should have put up notices detailing the temporary nature of the layout and how to access the survey. Of course not being in possession of the facts means that the public cannot object.</p>
(o115) Local resident, (Upper Wolvercote, Mere Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Ever since the reorganisation of the lanes on Woodstock Rd, local roads have been extremely congested between around 0730 and 0900 on weekdays. Traffic from Upper Wolvercote is unable to join Woodstock Rd and queues of cars and buses go down First Turn, Mere Rd, and Godstow Rd. If taking the 6 or ST2 bus services, it can take upwards of 15 minutes to get from Godstow Rd to Woodstock Rd (a journey which takes only a handful of minutes on foot).</p>
(o116) Local resident, (North Oxford, Sunderland Avenue)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The change in layout implied on disabling the southbound bus stop near the Wolvercote roundabout. As residents of the Sunderland Avenue, this has significantly impacted our commute to the city centre. We often do that with a small child and walking to the next bus stop has been inconvenient.</p>
(o117) Local resident, (Wolvercote, Collett Drive)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Morning traffic became terrible due to the suspension of southbound bus lane. Buses stopping at the stops are slowing down traffic, creating congestion at the First Turn junction and Wolvercote roundabout. There is consequential impact to traffic condition in upper and lower Wolvercote. Vehicles often queued up to papermill roundabout and there</p>

	<p>were often gridlocks. The problem is further amplified when non-local vehicles used the Wytham path as a shortcut to avoid A34 congestion.</p> <p>Please reconsider if it is appropriate adding the bicycles signs on Woodstock road, in particular at night time when roads are not well lit and some cyclists are not equipped with lights.</p>
<p>(o118) Local resident, (Summertown, Oakthorpe Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The northbound extension of the bus lane on Woodstock Road is having a dangerous knock on effect on Mere Road and First Turn: as cars can less easily turn southbound onto Woodstock Road from First Turn as they now have to cross two lanes of traffic and aren't being let out, First Turn and Mere Road, which are both mostly single lane traffic due to parked cars, are becoming gridlocked during the morning rush hour and cars and even buses are fully mounting the pavements in order to get passed each other. This is happening on the pavements in front of and around Wolvercote Primary School at the time of day when children and families are walking to school and it is very unsafe</p> <p>There seems to be an increase in cars over taking along the Woodstock road, as cars seem to be queuing behind buses or cyclists more than they were before. I regularly now see cars or vans driving into oncoming traffic in a bid to overtake when there is no visibility or it simply isn't safe to do so.</p> <p>I am open to any form of improvement to the Woodstock Road as it is a very busy and dangerous road specifically for children, cyclists and pedestrians but the current experiment really doesn't seem to be an improvement as it stands</p>
<p>(o119) Local resident, (Wolvercote, Oxford, Elmthorpe Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Traffic around the North end of Woodstock Road is significantly worse since the new layout has been tried out. It's especially bad around Wolvercote primary school in the morning and potentially dangerous for children at that time</p> <p>Southbound bus lane worked really well at clearing traffic. Northbound hasn't worked at all that I can seen</p>

<p>(o120) Local resident, (Wolvercote, Elmthorpe Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Traffic has worsened at the north end of the Woodstock Road. It is more difficult to turn on to the Woodstock Rd from First Turn both in a car and on a bicycle. Buses at the First Turn bustop are causing traffic snarl ups.</p>
<p>(o121) Local resident, (Wolvercote, Sunderland avenue)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I live in a flat on Sunderland avenue at the very top of Woodstock Road and have to walk my two young children to Wolvercote primary school each day. We walk down the Woodstock Road to the pedestrian crossing where we cross over and then walk down first turn. Since the trial changes we have noticed that bikes no longer have anywhere to safely travel on the road south bound, so they all ride on the path now instead. It is extremely stressful trying to ensure that my children (often riding on scooters) don't fall into the path of a fast moving bike. We have had several near misses. The traffic along first turn and around the school also seems significantly worse since the changes have been made with traffic backed up all the way down and past the school attempting to turn into Woodstock Road. Again this is not safe with young children trying to make their way to school.</p>
<p>(o122) Local resident, (Wolvercote, Wolvercote Green)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I am a Wolvercote resident and due to the temporary lanes am struggling to get to work and my child to school on time. I have a disability and it is not easy for me to rush out the door in the morning, to get an earlier bus, which is now my only option due to the delays. It's delaying the busses in the morning and I have often spent 20+ minutes sitting on the bus from the Goose Green stop until the bus turns out of first turn, on to Woodstock Road as the traffic is so built</p>

	<p>back. Often delayed by the next bus stop, as it is no longer in a bus lane. The build up of traffic on first turn and surrounding roads is also dangerous for local residents and it would often be impossible to get an emergency vehicle through.</p> <p>It's really not great for the Wolvercote residents. It's making morning journeys just so much harder and is impacting most people I speak to.</p>
<p>(o123) Member of public, (Kidlington, Wilsdon Way)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The traffic in upper wolvercote has been much increased since the changes to the road layout.This is affecting children going to and from school. It is dangerous for traffic exiting First Turn.</p>
<p>(o124) Local resident, (Oxford, Woodstock road, Woodstock road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The changes in Woodstock road have been detrimental to traffic and safety. The level of noise and vibration are much worse and spending all that money making Woodstock road residents quality of life worse is really demoralising when there are so many council issues to sort out!</p> <p>I would like to see the changes in Woodstock road to be reverse as soon as possible.</p>
<p>(o125) Local resident, (Wolvercote, Home Close)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I have seen many near misses of cars travelling in the wrong lane towards the city centre and think an accident will happen soon. Also getting out of Wolvercote to travel down the Woodstock rd towards the city centre in the mornings either via Godstow Rd or First Turn has been very very hard with traffic jams and back log right into Wolvercote.</p>

	<p>If it were to go ahead there could be a lot more signage to clarify the direction of travel. People come off the roundabout fast (if it isn't rush hour traffic) and often go in the wrong lane towards oncoming traffic. An accident will occur.</p>
(o126) Local resident, (Oxford, Wyndham Way)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The northbound bus lane makes turning into Wyndham Way very dangerous as you can't see taxis coming fast as you're turning across the lane. The queues up towards Wolvercote roundabout are much worse than they were before the change. I'm concerned about the safety of all road users.</p> <p>Some buses travelling north don't use the bus lane so there are buses in both northbound lanes with the cars and heavy queues at school pick up time.</p>
(o127) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>It all depends on accurate data on bus and car travel times and bicycle safety reports with the new changes. If they are improved then so be it, if not it should be changed back.</p> <p>To be honest, Woodstock Road and Banbury Road do not need bus lanes at all, there is adequate room for proper, segregated cycle lanes north and south for the entire duration as you would find in any European city. Oxford is reportedly a cycling city-currently, this is not the case. It simply has lots of people who cycle- there's a big difference.</p>
(o128) Local resident, (Wolvercote, Collett Drive)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>The documents relating to this ETRO state that it is being imposed in order to improve bus journey reliability and make Woodstock Road (A4144) safer for pedestrian, cycling and mobility-aided access. This has not been achieved and therefore it should be reversed. My major concern is the impact on the safety of children travelling to and from Wolvercote primary school who now regularly have to navigate gridlocked traffic which blocks visibility and makes walking and cycling to school extremely dangerous. The gridlock appears to be as a result of there now only being a single lane northbound via which cars can access Wolvercote roundabout, resulting in cars being blocked in and unable to turn out of First Turn onto Woodstock road. Parked cars on Mere Road and First Turn going West from the primary school prevent cars turning into First Turn from Woodstock Road from passing, resulting in traffic at a complete standstill immediately outside the school. As well as the safety issues this causes for children cycling and walking to school, there is also increasing evidence of the deleterious effects of pollution on children's health in both the short (e.g. asthma) and long (e.g. increased risk of lung cancer) term so this significant increase in traffic outside the school is very concerning. I also now avoid taking the number 6 bus to the train station from Wolvercote in the morning because of how unreliable it is because of the gridlock, and long it takes to get out of Wolvercote due to the traffic so the residents of Wolvercote are certainly not benefitting either from better and safer walking and cycling nor from a more reliable bus service. Furthermore, it is not clear from any of the documentation what specific criteria will be used to assess the success or otherwise of this ETRO so I am concerned that it will be made permanent as there is no independent means of assessing whether it has or has not achieved its aims.</p> <p>It is not clear on what basis it was implemented nor what criteria will be used to determine whether it has been successful, beyond some extremely vague and subjective assessments.</p>
(o129) Local resident, (Oxford, Blenheim drive)	<p>North-bound Bus lane – Object South-bound Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The changes mean that the junction between first turn and Woodstock Road is now very dangerous and it is extremely difficult to get out of Wolvercote safely during rush hour. There has been an increase in queuing traffic causing more pollution. It is also more dangerous for cyclists travelling south on the Woodstock Road.</p> <p>The road needs to revert back to the previous configuration.</p>
(o130) Local resident, (Wolvercote, Rowland close)	<p>North-bound Bus lane – Object South-bound Bus lane removal – Object</p>

	<p>Double Yellow Lines – No objection</p> <p>The experiment has been unsafe to both vehicles and cyclists. Multiple times I have had cars coming towards me in the wrong lane - particularly at night. Leads to further delays and congestion. This is an extremely busy cycle route predominantly for children and nothing has been done to improve their safety. Cyclist frequently switch between the often inaccessible cycle lane on the pavement and the road causing hazards for drivers. Woodstock road should be 20 miles an hour if it is to be combined bike and car. Spend the money on improving junctions instead such as the one between Banbury road and Marston ferry road which is a constant safety issue as many drivers do not understand who has right of way and which lane they should be in.</p> <p>St Giles is too expensive to park anyway - as usual there is no consideration in council planning of equity of access - not everyone with accessibility issues have a blue badge.</p> <p>Signage was poor - speed should be reduced during changes and road works. Doing this during the darkest months of the year was extremely dangerous.</p> <p>The Cherwell school had an excellent record of encouraging cycling and public transport- I do not see the same commitment from other school along Woodstock and Banbury Road who should be providing more bus services for their pupils which would greatly impact the congestion problems and Wolvercote being used as a cut through adding to congestion on First Turn. I would suggest the council work with all local schools to improve this.</p>
<p>(o131) Local resident, (Oxford, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The north woodstock Road switch of bus lanes has made it very dangerous on the southbound section and I've seen many near misses of people nearly being knocked off bikes and they cycle fast around the corner off the roundabout on the pavement and no one can see them coming. This ranges from people walking out of their houses being nearly knocked over by cyclists and cyclists nearly being knocked over by cars pulling out of drives as the pavement isn't wide enough to see, and there's the fact it's close to the roundabout to you can't see them coming round the corner. It makes it much more dangerous for people to cycle or walk into town so more people are using their cars instead, despite the worsening traffic, because walking or cycling on that stretch just isn't safe any more.</p> <p>Making the pavements in St Giles and surrounding area look pretty has been given greater priority than pot holes and the dangerous new road layout. I know it feels good to make things look pretty but as a collective we should address safety and practicalities before we look at asthetics.</p>

(o132) Local resident, (Summertown, Rackham place)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Has local resident I feel the traffic is worse and there is more pollution of car sitting waiting to get out of first turn specially at school time and rush hour traffic I see no benefit at all that it's changed and buses are taking longer in the morning to get the south parade and on the other side being held up by cyclists riding on the road and drivers taking risks of taking over the cyclists and making the opposite traffic to swerve in to bus lane this happens frequently along all of the Woodstock road the near misses I have experience because of this .</p> <p>Make it safer for cyclists and to have a bus service that is not stuck in traffic</p>
(o133) Local resident, (oxford, woodstock road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The traffic has got much worse - all forced into one lane in during morning rush hour which is a more traffic intensive period than the more spaced out end of day commute. The footpath on the east side of Woodstock road immediately after the woodstock road roundabout is now very dangerous. I have sympathy for cyclists effectively forced onto the pavement (because there is no protective bus land and all the traffic is in one lane) but it's now equally dangerous for pedestrians sharing the footpath with cyclists. I've almost been knocked over several times. Adding bike symbols to the road doesn't resolve this - the traffic still has to go on the road.</p> <p>should revert to how it was. Focus on fixing the potholes and making cycle paths usable by smoothing the pavement. If you avoid forcing more traffic onto the woodstock road (i think the long term plan) you don't need these changes.</p>
(o134) Local resident, (Wolvercote, Home close)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>The traffic going into town has been massively increased during the morning rush hour from the wolvercote roundabout down the Woodstock Road. This has had a huge knock on impact on residents in wolvercote trying to get out of the village, and has cause huge amounts of traffic to build up past wolvercote primary school at drop off time, meaning that is extremely dangerous for children trying to get to school. Teachers regularly have to come out of school instead of being in class with children to direct traffic and deal with road rage.</p> <p>Getting out of the village via wolvercote roundabout at 8am regularly takes me 20 mins because of traffic queuing down the Woodstock Road, whereas there was little problem before the bus land was changed. I regularly see children cycling to school having to cycle on the wrong side of the road because of the traffic, they cannot go on the inside, and having to deal with cars driving the wrong way down the road to turn up side streets to avoid the lines of traffic. It is a serious accident waiting to happen.</p> <p>Please return the bus lanes to how they were previously.</p>
(o135) Local resident, (Wolvercote, Godstow Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Since bus lane direction changed the traffic around Wolvercote School has become unbearable and dangerous for the children. It's gridlock regularly and has taken my daughter over 1 hour to get 1.5 miles on the bus to Summertown from Wolvercote to get to school.</p> <p>Total waste of time and money and has had no positive benefits.</p>
(o136) Local resident, (Wolvercote, Collett Drive)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The change to the bus lanes at the top of Woodstock Road makes turning out of First Turn much more difficult. This is leading to considerable traffic jams on First Turn particularly during school drop off and pick up times for Wolvercote Primary. These jams then cause traffic jams on Mere road and sometimes even St Peter's Road. All of these cars trying to squeeze through already narrow streets are leading to dangerous conditions for pedestrians, particularly children walking to school. Cars often bump up on the pavement to get down Mere Road (from First Turn to Godstow</p>

	<p>Road) whilst young children are walking to school. It would be easy to imagine that the stress engendered by getting stuck in traffic that didn't use to build up would lead to poor driving decisions/hazard perception by drivers caught up in the morning and afternoon jams. Reverting to the old road layout would simply be safer and seems like the only logical decision to this local resident and primary school parent.</p> <p>Aiming to improve traffic flow and safety is laudable. The best leaders will admit when they are wrong and reverse their decision.</p>
<p>(o137) Local resident, (Oxford, Islip Road)</p>	<p>North-bound Bus lane – Object South-bound Bus lane removal – Object Double Yellow Lines – No objection</p> <p>In the past 6 months, there has been a dramatic increase in traffic over the First Turn bridge. I believe the increase in traffic is a direct result of the change of bus-lane use on the Woodstock Road. As a parent of a child at Wolvercote Primary School there are no safe options to travel to school - we either cycle amongst the heavy traffic, or on the pavement. It is only a matter of time before a child is seriously hurt on their way to school.</p> <p>What is the correct way to cycle down Woodstock Road from the A40 roundabout? Is it on the east or west side? Is it in the road where the bike symbols are, or on the pavements? If on the west side, above Squithey Lane, should you cycle on the old pavement, the new pavement, or in the bus lane? I'm not being facetious - it's absolutely baffling. I think it would be helpful if the people deciding road layout tried riding bikes around, preferably with a child in tow.</p>
<p>(o138) Local resident, (Oxford, A side road off Banbury Road)</p>	<p>North-bound Bus lane – Object South-bound Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I regularly travel via Woodstock Road on week days and have observed a substantial, negative impact on traffic congestion since the southbound bus lane was removed and the northbound bus lane added. Wolvercote in particular is severely affected, with traffic backed up along multiple side roads due to the challenges for drivers trying to turn right from First Turn onto Woodstock road, severely negatively impacting local residents</p> <p>Just that the situation is atrocious and there doesn't appear to be any logic behind the change that was made to the bus lanes on Woodstock road</p>

(o139) Member of public, (Witney (I work in Summertown), Cherry Tree Way)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The removal of the south-bound bus lane causes traffic to quickly back-up on to the Wolvercote roundabout in the mornings. The close proximity of the pedestrian crossing on Woodstock Road to the roundabout already triggers a back-log of traffic on to the roundabout (as the crossing is heavily used in the mornings). Without the southbound bus lane, this is exacerbated when buses halt the flow of traffic southbound on Woodstock Road when they stop to allow passengers on/off.</p>
(o140) Local resident, (Wolvercote, Ulfgar Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I live in Wolvercote in a family of keen cyclists. The change to the bus lanes has made it far harder to turn right from First Turn in a safe manner. Furthermore, the significant build up of traffic through Wolvercote trying to leave via First Turn has meant more cars with idling engines spewing out exhaust fumes, which is particularly concerning around a primary school. Finally, as someone who frequently uses the bus into and out of Oxford, I've seen no decrease in journey times to justify the negative impact this has had on Wolvercote residents</p> <p>I don't understand how this experiment could have come about without greater consultation with us as residents likely to be severely impacted</p>
(o141) Local resident, (Cutteslow, Lakeside)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>Removing the southbound bus lane has made it extremely difficult and dangerous for cyclists to join the Woodstock Rd carriageway when traveling from the Wolvercote Roundabout. During heavy traffic cyclists have to ride along the pavement past a number of busy bus stops before they can join the main carriageway. During the morning rush hour the queuing traffic has also been pushed towards the southbound pavement causing increased pollution to pedestrians. Why can't traffic management schemes make pedestrians and cyclists a priority rather than polluting motorists.</p> <p>Pedestrians should also be given more priority when trying to cross the junctions of the Wolvercote Roundabout. The traffic light timings force pedestrians into the traffic islands and leave them standing in dangerous and polluted areas for prolonged periods of time. Some very simple small adjustments of the traffic light timings would solve this issue. Please listen to the pedestrians who try to cross this roundabout on a daily basis before one of our children is hurt or killed.</p>
<p>(o142) Local resident, (Wolvercote, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>Southbound traffic from First Turn to South Parade is very bad in the mornings - delays in getting to work. Also pushing cycle traffic onto the pavement has made the pedestrian experience on the southbound side much more dangerous and problematic, especially on rubbish bin days. Students cycling to school at Cherwell often travel in large groups and it creates major bottlenecks and hazards when walking on the southbound side in the morning. However, given that Botley is still closed, more traffic than usual is coming down Woodstock Road. It is very difficult to gauge the true impact of these changes at this time and I think it was unwise to run this experiment at all while Botley is still closed.</p> <p>My daughter (8 years old) says that the big groups of cyclists on the south side make her feel unsafe as she is walking to school in the mornings.</p>
<p>(o143) Local resident, (Upper Wolvercote, Mere Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>Woodstock Road Southbound is blocked while people get onto buses at First Turn heading towards town. All the in the area are blocked between 8am and 9am. Mere Road is at a standstill. Bring back the bus lane towards town.</p> <p>Rush hour in the morning is made worse by parents dropping children at Wolvercote School. Evening rush hour is more spread out.</p> <p>Bus Lanes were fine as they were.</p>
(o144) Local resident, (N Oxford, Lakeside)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The Bus lanes end far too LATE before the roundabout on both Woodstock Road from the City (northbound) and from Peartree (south bound).</p> <p>The outcome at the moment is that the lane opened up to non-bus lane traffic is empty most of the time whilst the other lane(s) are blocked.</p> <p>Just go and observe the traffic flow after the lights turn green, and it is obvious that the lane that was a bus lane, is empty much of the time.</p> <p>Therefore, the number of vehicles that enter the roundabout on a green light is MUCH REDUCED.</p> <p>1). Access to Wolvercote roundabout from Godstow Road is very difficult, especially for non-locals (eg: hotel users). It is often easier to go to via First Turn and Woodstock Road.</p> <p>As a suggestion, make the delay longer between the lights change on Sunderland Avenue and Woodstock Road South. This would give more time for cars to enter the Wolvercote roundabout from Godstow Road.</p> <p>2). Anyone wanting to go from Godstow Road to 5 Mile Drive, Sunderland Avenue or Woodstock Road to the City, has to cut across traffic going to Peartree, and I have seen so many close accidents and frustrated drivers. Some thought needs to be given to this possibility.</p> <p>The full cycle for this roundabout is not long, so an added time-delay to give this access, would not be too onerous.</p> <p>3). The markings and route from 5 Mile Drive/Sunderland Av/Woodstock Road to the A40 Witney, is very narrow. Many vehicles, especially lorries/buses, have to stop. resulting in lots of horn blowing.</p>
(o145) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>As a cyclist, I am not exaggerating, I've nearly been run over nearly a dozen times entering Woodstock Road from Davenant Road - I never had an issue entering it before this bus lane introduction from one of the side roads on the other side. Whoever spent money doing this introduction needs their heads examining.</p> <p>PUT IT BACK HOW IT WAS YOU BRAINLESS PEOPLE</p>
<p>(o146) Local resident, (Wolvercote ward, Lakeside)</p>	<p>North-bound Bus lane – Object South-bound Bus lane removal – Object Double Yellow Lines – No objection</p> <p>In regards to point '2.' the northbound bus lane seems less safe than having the bus lane southbound. Pedestrians were protected by the alleyway on the west side when the main traffic lane was directly next to the curb on this side of the road. Re point '3.' the fact that there is no bus lane and fast flowing traffic directly next to the pavement shared by pedestrians and cyclists, as well as being right next to people's driveways, creates a dangerous situation on the east pavement. Also the southbound road is marked for cycles to use the area but there is no safe way to join the flow of traffic on bike from the roundabout so cyclists are forced to use the pavement and it feels unsafe.</p> <p>It would be safer to restore original layout. It's not ideal for biking but better than this experimental layout which feels very dangerous to anyone that's not in a car.</p>
<p>(o147) Local resident, (Oxford, Five Mile Drive)</p>	<p>North-bound Bus lane – Object South-bound Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>Elderly. Absolutely dependent on this bus stop cannot walk to the next or to the one further north. (Also that stop is a frightening very NOISY stop adjacent to 5/6 rows of HEAVY traffic. Neighbours say they won't go down there with their children,.) Will need to take car into Oxford or taxi. Visit Oxford regularly</p> <p>A totally unnecessary scheme which will mean more people will take their cars into Oxford and park on side residential roads, then walk.</p>

<p>(o148) Local resident, (Oxford - Wolvercote, Bladon Close)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>The implementation of north bound bus lane has, without doubt, increased vehicle congestion in both directions. Southbound traffic is continually held up by busses stopping and northbound vehicles reduced to one lane approaching Woodstock road roundabout. Traffic exiting first turn consequently has to queue. This has led to increased pollution from queuing traffic and increased journey times. It is ill thought out and needs reversing</p> <p>If the people who use the road and local residents we're actually asked before implementing this disaster, it should never have happened. The scheme is looking for a problem that did not exist</p>
<p>(o149) Local resident, (Wolvercote, first turn road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>The change only made it more difficult for the residents of Wolvercote, as we were stuck in traffic and it takes longer to leave the village.</p>
<p>(o150) Local resident, (Wolvercote, First turn)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>The experimental reversal of the lanes is horrendous!! I use these roads almost daily. It has resulted in horrific near misses, cyclists and cars are almost colliding. The huge traffic delays are ridiculous. Why change what was already working? This happens time and time again. For the sanity of all who use these roads. Change it back to the original as its causing chaos!</p> <p>Not thought out well at all. The terrible impact this has and will have is horrific.</p>

(o151) Member of public, (Witney, Burwell Close)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>Loss of Bus lane entering the city i.e.) South bound has removed a safe cycle way into the city. Firstly there is no cycle "path" when joining from the A40. So you have to cycle on the pavement or on the road. Secondly there is a cycle "path" a few hundred m's down which is not fit for purpose, within a few m's of it starting there is a bus shelter in the middle of the path causing cyclists to move into the pedestrian way this is dangerous for pedestrians (and the cyclist). The cycle "path" is simply a painted line, the surface is not suitable for safe cycling and is dangerous. Additionally it has not been updated to suit the latest highway code where by cyclist and pedestrians have right of way (Rule H3), this needs to be painted on the road so that the cycle way continues at each junction and forces cars to stop at the junction. In reality what happens is at every single junction the cyclist has to stop which again defeats the point of a zero carbon mode of transport as it is just not time effective, you could just sit in the traffic. Additionally for faster cyclists this is dangerous for say children and pedestrians and it is a combined path. Therefore faster cyclists are on the road as recomended by both the highway code and department of transport. However as there is no space for a cyclist by a car on the road (which i understand we can't just widen roads everywhere due to houses etc), the cyclist has a choice:</p> <ol style="list-style-type: none"> 1) Sit in the traffic between the cars which defeats the point of using a zero carbon mode of transport, not to mention the health risks of sitting behind a gas lorry / car 2) Risk hitting a pedestrian, a bus stop, pot hole, tree in the middle of the cycle "path" 3) Traffic hop like a moped and over take stationary cars into the oncoming traffic. Generally this is feasible and is simply safe practice overtaking, although cyclists should not be having to overtake and should have their own safe point on the road hence the old bus lane! The change has has lead to countless sites of abuse by cars being overtaken whilst they are at standstill and is forcing a cyclist to put their own safety at risk. Essentially it is a choice between their safety vs. pedestrians/children. <p>The change has made it pretty much impossible to cycle in from the A40 at that junction safely. The northbound connection needs an additional dropped curb to leave the road to join the cycle path on the A40, it is too late by the traffic lights.</p> <p>Additionally by swapping these bus lanes over they aren't swapped the whole way an additional transition point has been added, and everyone knows that transitions cause more congestion therefore this has actually added more congestion.</p>

	<p>Overall I do not support this, and I honestly believe it is a matter of time before someone is hit by a car joining from the A40 or a pedestrian is hit by a cyclist.</p> <p>Oxford "a cycling city" and yet has removed the main entry from Witney, Eynsham, Kidlington, Yarnton.</p> <p>Then moving to the bus itself. Coming in during the morning the southbound bus lane allowed the bus to make up time, however due to standstill traffic this now is stuck with all the cars. I see the north bound could relieve the traffic in the evening however the most congested traffic is in the centre (which has a north bound bus lane) and once you get nearer to the roundabout it is not AS bad as the morning so I don't feel this has saved as much time as the time that has been lost in the mornings. Therefore getting people into the city smoother is better than getting them out at the end. It's almost like the least worse option.</p> <p>Cycle paths need to be fit for purpose and not a token white line. Additionally the cycle path needs to have the standard road stop lines like a normal busy junction does, so that cyclist have right of way. This would highlight rule H3 in highway code and make things safer. Therefore new road markings are required if the cycle lane is to be the "primary" cycle way.</p>
(o152) Local resident, (Summertown, Islip Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>The removal of the southbound bus lane has caused severe traffic issues at rush hour. This causes drivers to be even more impatient and I feel ours other road users such as cyclists in danger.</p>
(o153) Local resident, (Wolvercote, Sodoff street)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>The bus lane experiment was implemented with stupid lack of care. Witness the lack of signage coming out of First Turn to drive south. The whole is fiddling around the edges of problems that demand much more radical solutions.</p>

<p>(o154) Local resident, (Oxford, Godstow Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>The changes to the direction of the bus lane at the top of Woodstock Road have had the following impacts The traffic now backs up much more than before around the the Wolvercote Roundabout impeding the flow. It seems that more people to avoid this are going through Wolvercote village. As a result Mere Road and First Turn are heavily congested in the morning. The new layout makes it much more difficult to turn right out of First Turn adding to the congestion. The bus stop at the top of Woodstock Road has been lost. There is nowhere for cyclists to travel safely at the top of Woodstock Road, many therefore travel along the congested pavement . This is made worse by the fact that many of the gardens have encroached significantly onto the footway. The loss of the bus lane south means that virtually all cyclists, me included, use the on pavement cycle route south of Blandford Avenue. There is congestion around the bus stop with more cyclist and bus passengers in a constrained space.</p>
<p>(o155) Local resident, (Wolvercote, Elmthorpe)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>Current reversal of bus lanes clogs the southbound top of Woodstock road and so Wolvercote roundabout. The northbound bus lane should stop at wyndham way so allowing the southbound davenant road bus stop not to block all traffic and so increase congestion and pollution.</p> <p>No evident added value but costly for a council with no funds</p>
<p>(o156) Local resident, (Wolvercote, Rowland close)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p>

	<p>The bus lane 'experiment' has failed, it's created an unhealthy level of traffic blocking the roads past Wolvercote school and down towards the railway bridge to lower Wolvercote as well as blocking mere road meaning busses can't even get to Woodstock road. This is making it take 30-40 minutes for residents of Wolvercote to get up to the Wolvercote roundabout or into Woodstock road, that's less than half a mile!!!. The junction between first turn and Woodstock road is now a dangerous place to be, and without forcing yourself out into the traffic, due to busses blocking your view to oncoming traffic from the roundabout. And if the busses are going across and down towards pear tree (like the park and ride busses) THEY DONT EVEN USE THE BUS LANE!!! that, and drivers cutting through from the a34 at the wytham exit makes it even worse. I mean it was bad enough before, what sort of council can make a change and make it worse!!! Oh, Oxford 'Car hating' council. The sooner they realise that PEOPLE DRIVE CARS!! And at £4.50 return to town on the bus from Wolvercote, it's cheaper to drive as well!! FFS just put it back as it was, I'm sure one of the councillors own the building company that did the change in the first place, so will be able to line their pockets again putting it back? It's a joke. If you want to release traffic on Wolvercote roundabout build a road that goes between the A40 and pear tree and that will cut out Wolvercote roundabout.</p> <p>It's a joke, put it back as it was</p>
<p>(o157) Local resident, (Cutteslowe, Aldrich Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>Suspending the southbound bus lane has caused more traffic congestion during the hours. The bus stop down from Blandford Avenue holds up the traffic even more and it's a danger to those trying to cross at the pedestrian crossing. The traffic halted by the bus stop often stops on the crossing and visibility is greatly reduced. Traffic trying to get out of Forst Turn, Upper Wolvercote is now even more difficult.</p> <p>The shared cycle lane southbound is confusing and not safe for less experienced cyclists.</p>
<p>(o158) Member of public, (Wootton by Woodstock, Castle Rd)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>As a cyclist I am concerned by the removal of the southbound bus lane from Wolvercote roundabout. In the morning rush hour the traffic is stationery and there is no trim to cycle. Unlike other parts of the Woodstock Rd, the pavement is</p>

	<p>not marked as a cycle path- and if you do cycle on it is a very rough uneven surface. It also involves crossing more side roads than the equivalent cycle path going Northbound - which is no longer so important as there is a bus lane to cycle in.</p> <p>I know the other improvements are meant to help cyclists and buses so I support these</p>
<p>(o159) Local resident, (Oxford, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>The suspension of the southbound bus lane from Wolvercote roundabout to Blandford Avenue means that there is now no safe segregated provision for cyclists. Vehicles exit the roundabout at speed and there is frequent conflict between cyclists and vehicles on this section.</p> <p>The infrastructure changes on Woodstock Road have made cycling less safe, rather than improved safety. OCC have prioritised reducing delays for bus companies over cyclist safety in the experimental changes to bus lanes.</p>
<p>(o160) Local resident, (Wolvercote, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>I strongly object to the changes of the bus lanes on the A4144 Woodstock Road.</p> <p>Section 2 For the newly Northbound bus lane, at the beginning of the transition into a bus lane just North of Squitchev Lane there is also a Bus stop, I have observed buses stopped at the bus stop with their backend sticking into what is meant to be the Northbound traffic lane, preventing the free flow of traffic and negrating any benefit of the bus lane. Confusing lane markings for the approach to First Turn which leads frequently to cars moving and accelerating up the bus lane. Keep Clear boxes to allow access from First turn should be yellow box junctions. Buses frequently do not use the Left hand bus lane as they approach the wolvercote roundabout as they need to be in the Right lane to navigate the Wolvercote roundabout.</p> <p>In Relation to Question 3: The removal of the southbound bus lane from the Wolvercote roundabout down to Squitchev lane, has forced to mix heavy goods vehicles, buses & cars with cyclists and pedestrians in close proximity. There is now nowhere for a cyclists to pedal from the Wolvercote roundabout to Blandford Ave apart from the narrow</p>

	<p>pavement, which is littered with temporary road work signs. The main thoroughfare of school children from upper & Lower Wolvercote who walk and cycle up first turn across the Woodstock Road and down the East side of Woodstock are subject to the southbound traffic directly next to them instead of having the space of a bus lane. The Traffic chaos in the morning from Wolvercote trying to get out of first Turn on to the Woodstock is acute, not only due to the cued traffic, but also due to buses stopping at the southbound bus stop and for traffic to no longer be able to pass. The road surface of the southbound Woodstock Road is breaking up as the former southbound bus lane is servicing all southbound traffic. Pot holes are regularly appearing and 3 instances of burst water pipes under the surface of the road have occurred. Residents along the Woodstock road are all reporting there houses shaking due to vibration generated by heavy vehicles bouncing in the holes of the road.</p> <p>If you are going to force through these poorly planned traffic schemes, I would propose that you reduce the speed limit on the Woodstock Road to 20 mph and enforce it. I would also propose you enforce the 7.5 tonne load limit on the woodstock road and direct all tourist coaches and National express coaches to approach the city centre from a different direction.</p> <p>As a commuting cyclist who uses the Woodstock road everyday, I have found my commute times have grown longer both in the morning and evening, (I have the Strava data for years so analysis can be provided). The road works and traffic that has been created around this scheme has caused more risk to cyclists as forced mixing with traffic.</p>
<p>(o161) Member of public, (Chipping Norton, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>I'm a commuter and rely on the bus service running southbound into (!) Oxford to get me to work on time. Since the test phase of having less bus lane into Oxford and more going out of it, I have been regularly late to work. I'd rather be late getting home after work, than be late to work getting into the city. I don't understand why people who choose to take the sustainable route to work (I.e. the local bus) are being punished for not being able to afford living in Oxford itself. Due to the scarcity of bus services from my home in the morning, it's not an option to simply take an earlier bus - I am already on the earliest service. I would propose a solution where Woodstock road has two bus lanes, one northbound and one southbound, and the car lane is only northbound. Southbound car lanes can then be used at Banbury road instead, making it more suitable to travel by local bus than by car.</p> <p>Just make sure that those who you don't want in the city (cars) are more inconvenienced than those travelling sustainably.</p>

<p>(o162) Local resident, (Wolvercote, Pixey place)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>Local resident of upper wolvercote. First turn is now dangerous to exit either direction. Leaving first turn to turn right the view is now blocked by cars queuing towards the roundabout. To turn left cars are now queuing and you end up blocking the bus lane. The keep clear is ignored. Turning into first turn you are now blind faced with bikes and taxis racing up the bus line. Change it back before someone has an accident.</p> <p>Change it back.</p>
<p>(o163) Local resident, (Wolvercote, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>Traffic coming out of First Turn and incoming from roundabout it is completely blocked by bus stop. Rush hour in the morning runs through a narrower period of time. Traffic lights could be needed to regulate access to Woodstock Road from First Turn</p> <p>It creates long traffic jams three or four days per week</p>
<p>(o164) Local resident, (Witney, Farmers Close)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Partially support Double Yellow Lines – Support</p> <p>The northbound bus lane is confusing because cars in the l/h lane go left onto Wolvercote and 2nd left to eynsham and straight on to woodstock exit. While vehicles in r/h lane try to go 2nd left onto the Eynsham Road and straight on to the Woodstock exit. Should be able to go in l/h lane much sooner after first turn. People already doing that despite solid white line.</p> <p>The bus lane coming up from peartree doesnt work either for cars. Actually dangerous in the l/h lane when lorries squeeze through. Just not wide enough.</p> <p>Need to improve facilities at P&R to encourage more use.</p>

	Can't imagine how bad it will be when residents move in to new homes and businesses. Increase parking at Parkway and Hanborough. Cheap local trains to Oxford.
(o165) Local resident, (Wolvercote, Rosamund Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Partially support Double Yellow Lines – Support</p> <p>I object to the current implementation of the northbound bus lane, as it makes it very difficult to turn right out of First Turn onto Woodstock Road, and causes long delays at peak times on First Turn, which in turns causes congestion around the primary school, increasing risk for pedestrians and the many children who cycle this way to school. If the bus lane is to be made permanent, there should be either traffic lights or a box junction covering both bus and traffic lanes, to allow sufficient space, time and visibility for cars turning right out of First Turn. In addition, the cycle lane turning left of Woodstock road into First Turn should be extended along the footpath, to allow eastbound cyclists and earlier access point away from the increased car congestion at the junction. Currently, without a Keep Clear mark on the car lane, northbound drivers do not leave space for drivers turning out. Many drivers end up trying to force their way out, partially blocking the bus lane for cyclists and increasing risk of collision for cyclists and for motorists.</p> <p>I partially support the removal of the southbound bus lane, but as a regular cyclist, the current shared cycle lane provision is inadequate. Previously, I could cycle south in the bus lane, avoiding the many dropped kerbs, bumps, bus stops and junctions of the bus lane, while still enjoying space away from southbound cars. Now I have little choice but to use the bike lane, which slows my journey and increases risk of collision around bus stops and junctions.</p> <p>I support the changes on St Giles as a new bus stop here would be beneficial.</p> <p>I regularly commute by bicycle from Wolvercote to Cowley, and the Woodstock Road is by far the worst and most dangerous part of the journey. The current shared cycle lanes are badly maintained (bumpy, covered in wet leaves), and increase risk of collision with pedestrians around the bus stops, and with cars at the junctions. If we are serious about reducing car journeys and improving safety for cyclists and pedestrians, then we should consider removing the bus lanes entirely, reducing the width of the footpaths, and building dedicated, separated cycle paths, both northbound and southbound. To reduce car traffic, engagement with the local private schools to discourage their parents from driving should be a priority. In the half term weeks when private schools are closed but the local state schools are open, car traffic is hugely reduced.</p>

<p>(o166) Local resident, (Wolvercote, St Peters road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – No objection Double Yellow Lines – No objection</p> <p>Driving in Upper Wolvercote since the changes has been extremely challenging in the morning and makes it impossible to take the car to drop children to nursery when needed, especially in the morning due to high traffic. Also it's very busy and cycling or walking is unsafe ,especially during rush hours and especially for the kids who go to Wolvercote primary school. Crossing the roads is hard and risky. Moreover the big traffic jams on the school road raise the question of the air quality. Our family is against the Northbound bus lane.</p>
<p>(o167) Local resident, (Wolvercote, Rowland close)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – No objection Double Yellow Lines – No objection</p> <p>The changes near first turn have created havoc amd made it very dangerous coming out of first turn heading south. Having to cross 2 lanes of traffic is practically impossible and causes back up throughout upper wolvercote in front of the primary schooland around the corner onto mere road. This is dangerous for pedestrians, particularly families with small children and cyclists.</p>
<p>(o168) Local resident, (Oxford, Scott road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – No objection Double Yellow Lines – Object</p> <p>Not sure if anyone of the councillors have used this road, but zero difference has been made, absolute waste of taxpayers money again, [REDACTED]</p> <p>Speak to local residents not car haters, that sit as councillors who are not impacted by their own arrogant philosophy</p>

<p>(o169) Local resident, (Oxford, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – No objection Double Yellow Lines – Support</p> <p>The northbound bus lane towards the roundabout has caused serious traffic problems southbound (including for buses) without making a large difference northbound. It has also caused problems/dangers as cars illegally use the bus lane approaching both first turn and the roundabout.</p> <p>In general it seems good except the northbound lane towards the roundabout.</p>
<p>(o170) Member of public, (Wolvercote, Home Close)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – No objection Double Yellow Lines – Support</p> <p>Since the new bus lane has been open at Wolvercote roundabout, there are requent substantial queues of traffic at the lights, in the right hand lane. Often, there will be no bus needing the bus lane, but no other vehicle (other than taxis etc) can use it.</p> <p>Traffic wishing to join Woodstock Road from First Turn towards the roundabout find that they are unable to join the queue because drivers already in the queue will not let them in. Turning right towards the city from First Turn is also difficult. Joining the roundabout from Godstow Road is very often difficult, even dangerous but now drivers from Wolvercote are more likely to choose this way because of the problems on Woodstock Road.</p>
<p>(o171) Local resident, (Wolvercote, St Peter's Road)</p>	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Support Double Yellow Lines – No objection</p> <p>I am objecting to the experimental suspension of the buslanes as I am a resident of Wolvercote, forced to regularly use the extremely dangerous junction at First Turn which has only been made worse by the experimental changes.</p>

	I think that generally speaking, it's not possible to accommodate motorists, bus users and cyclists on the roads in an ancient city like Oxford. I believe the only path to success is to embrace a future without cars driving into Oxford in such numbers, and prioritise cycling and public transport.
(o172) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Support Double Yellow Lines – Object</p> <p>Since the introduction of the southbound bus lane on the A4 m4/Woodstock Road, it has become much harder for us to leave our property and turn right ontoDavenant Road. Cycling into town has become much more difficult with three cycle lanes at one point on the Woodstock Road. The buses now hold up all the traffic coming into town which means that the junction at first term has a huge delay.</p>
(o173) Member of public, (Oxford, St Margarets Road)	<p>Nouth-bound Bus lane – Object South-bounbd Bus lane removal – Support Double Yellow Lines – Support</p> <p>The northbound bus lane at the lights near the wolvercote roundabout is a complete nightmare for motorists. It is making the traffic much worse as motorists cannot get into the left hand lane until very near the lights which is creating tailbacks. It is the same at the A40 Northbound on the other side of the roundabout. The bus lanes are too long and don't allow traffic to get into the correct lane early enough. I wouldn't mind if the bus lane was reduced so it ended a few hundred meters away from the traffic lights.</p> <p>Too obstructive against motorists. If public transport was cheap/free and encouraged motorists to leave their cars at park and rides I wouldn't have a problem. However I have no choice but to drive as public transport is so expensive and expensive to park my car at the park and ride. You need to build an integrated bus and tram park and ride system which is cheap and quick to actually make a difference to Oxford. Instead, you're just punishing motorists who have no viable alternative to get to work/school etc.</p>
(o174) Local resident, (Wolvercote, St Peter's Road)	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – No objection</p>

	<p>Double Yellow Lines – No objection</p> <p>My objection relates specifically to the road markings around the junction for Wolvercote at First Turn. Keep Clear road markings are only written in the bus lane, not in the north bound traffic lane so the exit from Wolvercote is most often blocked at times of heavier traffic. This also makes the view of oncoming south bound traffic coming off of the round about almost impossible. The changes have made what could be a difficult junction in to a dangerous one</p>
<p>(o175) Local resident, (Wolvercote, Rosamund Road)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – No objection Double Yellow Lines – No objection</p> <p>On the whole I support the changes as the northbound bus lane from Summertown to the Wolvercote roundabout makes the bus journey time much quicker in the late afternoon. My only objection is the impact it has on driving out of Wolvercote on the occasions when it's necessary to use a car. Leaving Wolvercote via the roundabout is difficult (and would be greatly improved by some dedicated traffic lights, especially now the population of the village has increased with the new housing) and the bus lane has now made it much harder to leave via First Turn, as visibility has got worse and cars no longer stop to let people out. I'm not sure what can be done about this but I know people are very concerned about the impact it's having on air quality and traffic on First Turn and Wolvercote Primary School. I think making Wolvercote roundabout more user friendly would be a very good first step as it would then become a much more viable way to get into town and cut down on the traffic using the First Turn rat run.</p>
<p>(o176) Local resident, (Wolvercote, Mere Road)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – No objection Double Yellow Lines – No objection</p> <p>We live on Mere Road. Ever since the introduction of the north bound bus lane on Woodstock road, we cannot safely turn right out of first turn onto Woodstock road as there is zero visibility- making it dangerous for cars and bikes alike. This needs to be urgently addressed if the bus lane remains in place. Another result is a huge traffic backup in wolvercote - particularly bad when we are trying to take young children to school, and cars driving on pavement out of impatience is very dangerous. I think this traffic problem has been significantly aggravated by the bus lane change -</p>

	so we would like measures to be taken to mitigate. Firstly sort out visibility turning right onto Woodstock road from first turn road, but then link this to the separate survey considering measures such as LTN and one way measures to steer traffic away from using wolvercote as a cut through - it'll only otherwise get worse with new housing developments
(o177) Local resident, (Oxford, Lakeside)	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>This bus stop is invaluable for residence of this area.</p> <p>Please keep this bus stop</p>
(o178) Member of public, (Charlbury, Rochester Place)	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>As a cyclist, heading into Oxford, the northernmost section of Woodstock Road is now frankly terrifying. I have been cycling this route daily for 30-odd years , and have never had any issues with that stretch of road - until now. There is nowhere safe for bikes to go. I have to ride illegally on the pavement for the first stretch. When the on-pavement cycle path eventually kicks in south of Blandford Avenue, it really is so sub-standard in quality that it remains an awful ride. But, the way the path rejoins the road near Squitche Lane is ingenious - the only bright spot on what is a miserable new arrangement.</p> <p>I do get the reasoning behind it, but having seen the wondrous proposals from 4-5 years ago now downgraded to what has now been offered, I am hugely disappointed.</p>
(o179) Local resident, (Oxford, Chalfont Road)	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>NORTHBOUND BUS LANE</p>

	<p>From the point of view of a cyclist travelling north on the Woodstock Road, the experimental northbound bus lane is a worthwhile improvement, however, for the safety of cyclists, it would be better if it started a little farther south down the Woodstock Rd.</p> <p>The new northbound bus lane allows cyclists to stay on the road when you come to the steepest uphill gradient at the northern end of the Woodstock Road. Previously cyclists had to choose between holding up impatient motor traffic as you slowly climb the hill, or be forced to cycle on the narrow pavement on the truly awful shared pedestrian/cycle lane. However, the new bus lane doesn't quite do the whole job. It starts somewhat after the gradient has increased, rather than at the point the gradient steepens. This still leaves a section of the hill where cyclists slow down and hence impede impatient motorists.</p> <p>It would be much better if the northbound bus lane started a little further south, at Blenheim Drive, ie at the point where the gradient steepens. This would reduce the potential for conflicts between cyclists and motorists and so improve the safety of cyclists.</p> <p>SOUTHBOUND BUS LANE</p> <p>From the point of view of a cyclist, the new start of southbound bus lane at Fieldhouse Drive feels unpleasantly dangerous. A new hazard for cyclists has been introduced.</p> <p>The red and white bollards which protect the transition from segregated off road cycle track into the southbound bus lane may do a good job at protecting cyclists entering the bus lane from the pavement, but do the exactly opposite for cyclists travelling south down the Woodstock Road.</p> <p>The bollards force cyclists out directly into the path of motor vehicles overtaking them from behind. Motor vehicles move out to go around the bollards, but leave no room for cyclists. They appear to assume that cyclist can somehow enter the bus lane without going around the bollards. It is very un-nerving and feels quite dangerous.</p> <p>A safer solution for the start of the southbound bus lane needs to be found, before a cyclist is seriously injured or killed here.</p>
(o180) Local resident, (wolvercote, Five Mile Drive)	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>We need the bus stop to be reopened for vulnerable local residents</p> <p>We need to maintain and reopen the bus stop near woodstock roundabout to protect accessibility of vulnerable local residents</p>

<p>(o181) Local resident, (Wolvercote, Baynhams Drive)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>I changed my working hours to start two hours earlier and can avoid the new traffic jams. My partner has no choice but to do the school run when traffic is at peak. The jam around Wolvercote is horrific as too few cars let traffic out of First Turn. Dangerous, polluting and deeply unfair. My partner is frequently late for work as 6 is stuck just metres away. We don't know how else we can manage our hours. And no...cycling is NOT an option for everyone for so many different reasons!!</p> <p>This opportunity to submit feedback should be more widely advertised. I had no idea until now there was a survey, although I tried googling. Everyone in Wolvercote should be contacted by post as it impacts the majority. It is very clear the council have no plans whatsover to change what they have already implemented, you are just ticking the box for having consulted the public.</p>
<p>(o182) Local resident, (Ailand, mAln)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Reddit told me about the job and I was thinking about you</p> <p>Reddit is the best</p>
<p>(o183) Member of public, (Banbury, no)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Public transport is vital to society and should not be taken away</p>

<p>(o184) Local resident, (Oxford, Gaisford road)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Object Double Yellow Lines – Object</p> <p>Because it will make Oxford travelling difficult and I personally think all these measure restrict people freedom and life becomes more stressful and difficult.</p> <p>Just stop these restrictions</p>
<p>(o185) Local resident, (Wolvercote, Oxford Canal)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>The removal of the southbound bus lane has made it harder for the number 6 bus to exit Wolvercote and it has removed the bus stop closest to Wolvercote Rbt increasing the walking distance if I want to get the S1 or S3 services instead of the 6 if traveling to the station. The no 6 bus has become more unreliable between 7:30am and 9am since the changes have been implemented.</p> <p>As a bus user it doesn't appear to have helped.</p>
<p>(o186) Local resident, (Oxford- Wolvercote, Ulfgar road)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>The queue to get out of first turn is impossible! Adding a traffic light to stop the traffic on Woodstock road and let cars stuck on first turn get into Woodstock road might be the solution?</p>
<p>(o187) Local resident, (Upper Wolvercote, Ulfgar Road)</p>	<p>Nouth-bound Bus lane – No objection South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>The experimental suspension of the Southbound Bus Lane on the A4144 Woodstock Road is causing severe morning congestion in the feeder roads in Wolvercote, particularly First Turn and Godstow Road. This is particularly apparent during the school run to Wolvercote Primary School, with traffic backed up in Mere Road, St Peters Road and Wolvercote Green. The congestion does not only affect vehicles turning right towards central Oxford (which may be intentional), but also road travellers who are turning left towards the A34. It makes travel from Upper Wolvercote to, for example, Kidlington noticeably slower.</p> <p>There are some improvements in bus travel times coming out of Oxford in the evening, but this doesn't balance out the increased congestion in Wolvercote in the mornings. I would assume that this is because daily commutes and the school run largely coincide in the morning, but are separated by some hours in the afternoon.</p> <p>While I welcome any attempts to improve travel times, particularly for public transport, in Oxford, the local impact of the current experimental scheme on road travellers from Upper and Lower Wolvercote seems disproportionate to any time benefit. Any additional housing that relies on Northbound access via the Godstow Road would only exacerbate this situation.</p>
<p>(o188) Local resident, (Oxford, Carey Close)</p>	<p>North-bound Bus lane – No objection South-bound Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The previous southbound bus lane was also the cycle lane. There is now no cycle lane between the Wolvercote Roundabout and Blandford avenue. The road is very dangerous with traffic coming off the ring road at high speed. Cycling on the pavement is not permitted at that point. This is a fatality waiting to happen. The road is just too narrow for shared cycle and vehicular traffic.</p> <p>Morning southbound traffic is much slower with the experimental scheme than before. When a bus stops, all traffic comes to a halt for what could be several minutes. Please revert the Woodstock road layout at the Wolvercote roundabout to how it was before.</p>
<p>(o189) Local resident, (Wolvercote, Meadow prospect)</p>	<p>North-bound Bus lane – No objection South-bound Bus lane removal – Object Double Yellow Lines – No objection</p>

	<p>The impact to traffic in upper wolvercote has been significant. It's not a true reflection of likely traffic levels until Botley road is open. There really needs to be some sort of LTN or restriction through lower wolvercote - perhaps no exit from the a34 north between 7am and 10am to protect children going to school.</p>
(o190) Local resident, (Summertown oxford, Blandford Avenue)	<p>North-bound Bus lane – No objection South-bound Bus lane removal – Object Double Yellow Lines – Object</p> <p>Suspension of southbound has just shifted first turn problems to blandford Avenue - people coming out of blandford have no visibility of traffic due to hedge and cyclist coming down pavement can only be seen last minute, creating a very dangerous situation</p>
(o191) Local resident, (Oxford, Davenant Road)	<p>North-bound Bus lane – No objection South-bound Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>Closure of southbound bus lane has so far led to very difficult driving and pedestrian conditions, especially at morning peak time. Visibility at key points near first turn and the crossing has become worse - a major issue at school run time - and journeys by car or bus into Oxford have become considerably slower. The back up of traffic now in Wolvercote also makes the final part of the walk to school dangerous, for example leading to more cyclists on the pavement. Having a northbound bus lane only eases the situation that direction for buses, not for other traffic.</p>
(o192) Member of public, (Woodstock, Union street)	<p>North-bound Bus lane – No objection South-bound Bus lane removal – Object Double Yellow Lines – Support</p> <p>Removing the southbound bus lane has effectively removed cycling provision. Cyclists now use the pavement illegally or sit in traffic.</p>

	What an absolute mess OCC has made. They sugarcoated it as improvements to active travel, then removed funding and made it worse for cyclists. Where have we seen that before? But hey, at least you get a few pretty junctions closer to the town centre. School children will continue to be driven to school because of an inept council making it worse for everyone.
(o193) Local resident, (Oxford, Blandford Avenue)	<p>Nouth-bound Bus lane – No objection South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>I cycle along this road most days. The removal of the S-bound bus lane means I need to use the on-pavement cycle track. This is poor quality and exposes cyclists to traffic entering from Blandford and Davenant. It isn't offset by being better on the N-bound as less traffic uses Blenheim Drive. This experiment should only be made permanent if a PROPER, segregated cycle lane can be created on the S-bound side from the W rbt to Squitchey.</p> <p>Please can you publish the results of traffic and bus punctuality surveys before - after scheme so we can understand the basis of your decision making.</p>
(o194) Local resident, (Wolvercote, Elmthorpe)	<p>Nouth-bound Bus lane – No objection South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>Not having a south bound bus lane at Wolvercote roundabout end of Woodstock Road means traffic is backed up behind buses at the bus stop. Knock effect for all routes around roundabout and exit from side roads. IF not reinstating there at least need lay-by for bus to pull out of traffic</p>
(o195) Local resident, (Wolvercote, Ulfgar)	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Partially support Double Yellow Lines – No objection</p> <p>My primary concern is traffic moving north on Woodstock Road towards Wolvercote roundabout, and the consequent lengthy northbound tailbacks. There are a number of issues.</p>

	<p>1. The road markings entering the Wolvercote roundabout from Woodstock Road encourage drivers heading for the Pear Tree roundabout (the majority) to use only the outer lane. This halves the number of vehicles joining the roundabout at each traffic light sequence. The roundabout is perfectly capable of supporting two-lane access from Woodstock Road for vehicles heading for Pear Tree, and lane markings should be changed to encourage this.</p> <p>2. Turning right out of First Turn onto Woodstock Road is very dangerous. Queuing northbound traffic blocks the sightline to traffic travelling south, so joining the southbound lane is almost blind.</p> <p>3. This is exacerbated by the "Keep clear" markings being only on the northbound bus lane, not the main northbound carriageway, so northbound vehicles frequently restrict access to the southbound Woodstock Road at this point.</p> <p>4. Vehicles heading north on Woodstock Road intending to turn left into First Turn currently have to wait in traffic queuing for Wolvercote roundabout. Instead, First Turn traffic should be permitted use of the bus lane from as early as Bladon Close.</p> <p>Please take note that in my view items 2 and 3 represent a significant and dangerous hazard which warrants immediate attention.</p>
<p>(o196) Local resident, (Wolvercote, Rosamund Road)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Partially support Double Yellow Lines – No objection</p> <p>If Keep Clear markings were painted on the car lane by First Turn at least cars would have half a chance of being able to get out onto Woodstock Road. Currently the markings are only on the bus lane which is a waste of time.</p>
<p>(o197) Local resident, (Wolvercote, Woodstock roadb)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Partially support Double Yellow Lines – Object</p> <p>Looking to car share and these don't help the transition</p>

<p>(o198) Local resident, (Wolvercote, Oxford, Mere Road)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Partially support Double Yellow Lines – Object</p> <p>The turn from Mere Road, Wolvercote, onto the Woodstock Road is creating very real problems for local residents, particularly children. Residents are not able to get out of Mere Road easily, having to cross two lanes of oncoming traffic, and the larger number of cars funnelled into one lane heading into Oxford, leading to long tailbacks through the village, in particular back to the school. This means that the is much greater danger for school children crossing and presumably poor air quality around the school too.</p> <p>On the Woodstock road it's not much better for those using the crossing and to come to school or get down to summertown. The buses at the busstop next to the lights blocks visibility for oncoming traffic, creating risk at what is has become an increasingly busy junction because of these changes.</p>
<p>(o199) Local resident, (Wolvercote, Ulfgar)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Partially support Double Yellow Lines – Partially support</p> <p>blank</p>
<p>(o200) Member of public, (Abingdon, Na)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Partially support Double Yellow Lines – Partially support</p> <p>I have limited mobility so drove to Walton Street for work from Abingdon. Whilst Woodstock Road changed are OK in isolation when combined with the proposed Hythe Bridge Street bus gates it's going to be disastrous especially if there is a traffic incident on the ring roads. That is a very common scenario at rush hour!</p> <p>Lack of confidence in join up of cohesive impact analysis various transport schemes</p>

<p>(o201) Local resident, (Wolvercote, Godstow Road)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Partially support Double Yellow Lines – Support</p> <p>I have no objection to swapping the bus lanes. I can see it makes sense, especially in the context of the traffic filters. But the removal of the southbound lane have effectively forced cyclists onto a stretch of pavement that is badly worn and often busy with pedestrians. This is not ideal - and at the very least that stretch of pavement could have been re-surfaced. The same holds northbound. If you are going to persist in thinking that pavements can be used as cycle paths, then at least re-surface them. the northbound path is dangerous to cycle on especially in the dark. I should add that the Woodstock Road as a whole remeins a problem to be fixed. The changes have made it no better for cylcng and the whole road remains a sgnifcsnt barrier to safe and inclusive cycling in the city.</p>
<p>(o202) Member of public, (Croughton, Northants, Wheelers Rise)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Support Double Yellow Lines – No objection</p> <p>I am a weekday commuter from Pear Tree to George St and return. The Woodstock road bus lane is a huge improvement, and speeds up the journey out of the City at the busiest times of day. However, I believe the additional bus stops on the A4144 before Pear Tree P&R is absolutely dangerous. The 300 bus has to navigate across 2 lanes of busy early evening traffic to reach the short P&R bus lane to turn right. The speed of the traffic on this section of the A4144 is going to result in an accident, it is just waiting to happen!</p> <p>In general the worst part of my daily journey is Northbound out of the City, the extended bus lane up the Woodstock Road has made such a huge improvement to that journey time. A well thought out scheme.</p>
<p>(o203) Local resident, (Oxford Cycling Club, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Partially support South-bounbd Bus lane removal – Support Double Yellow Lines – No objection</p>

	<p>The end of the bus lane on Woodstock Road ends to far up near the lights causing congestion and longer tailbacks as cars going on the A40 are unable to cut-in left, stuck behind cars going on the A144. Buses cutting in from the left hand lane to the A144 lane limit the volume of cars exiting on green lights causing further (unneccessary) congestion. Could filter left be introduced on the left hand lane through the red lights - there are often no vehicle movements round the roudabout when the A144 woodstock is on red - madness, we could increase the flow of traffic out of oxford</p> <p>The cycle lane between pear tree and woodstock road roundabout is dangerous and pants - the chicane through the access to the new development is dangersou and unnecessary - why make bicyles have to do a dangerous chicane and not given them priority vs the cars to continue unhindered along a cycle lane - it just demonstrates that oxford is still not a cycle first city, and the junctions are not being designed with or by cyclists - its so frustrating. In Netherlands they would never let this happen - cyclists first and cars give way to cyclists in side roads joining major roads. Why can't we adopt this simple principle? I am very happy to help</p>
<p>(o204) Local resident, (Jericho, Cardigan Street)</p>	<p>Nouth-bound Bus lane – No objection South-bounbd Bus lane removal – Partially support Double Yellow Lines – Support</p> <p>I do like what has happened but guess it'll take a bit of getting accustomed to. Overall, this looks like a well considered long term improvement</p> <p>As a Jericho resident, anything that stops traffic using Walton Street as a cut through and improved flow along the Woodstock Toad is a positive step forward.</p>
<p>(o205) As part of a group/organisation, (Oxford, Belvedere road)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – No objection Double Yellow Lines – No objection</p> <p>As the representative of the black cab trade of Oxford, we fully support these proposals and the addition of the new bus lane northbound after Field House Dr. Regular traffic builds up on Woodstock rd heading north and this new bus lane helps us to avoid some of the traffic when we are operating.</p>

<p>(o206) Local resident, (North Oxford, Woodstock Road)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – No objection Double Yellow Lines – Object</p> <p>The changes in direction of the bus lanes seems to have worked well. The traffic gets busy during commuter times but the buses are not frequent enough to inhibit the flow of traffic.</p>
<p>(o207) Local resident, (Wolvercote, Mere Road)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – No objection Double Yellow Lines – Support</p> <p>While there is only room for a bus lane in one direction on the road I think the bus operators should be able to decide in which direction it goes to make bus travel most efficient. I support removing parking to create a new bus stop.</p> <p>It is disappointing that the previously proposed cycle-tracks are not being implemented. The root cause of the congestion and dangerous cycling conditions on Woodstock Rd is the high volume of private vehicles using the road. The solution I would favour would be making a one-way loop of Woodstock and Banbury Roads which would free up space for bus lanes in both directions as well as more space for cyclists and pedestrians on each road. To help reduce the number of vehicles using the road, all on-street parking for private vehicles in the centre of Oxford should be removed (with the exception of provision for blue badge holders), as well as the introduction of the proposed bus gates.</p>
<p>(o208) Local resident, (Wolvercote, Oxford, Ulfgar road)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – No objection Double Yellow Lines – Support</p> <p>As a cyclist and bus user I feel that the changes made have significantly improved bus times and cyclist priority - and therefore safety.</p>

<p>(o209) Local resident, (Oxford, Carey Close)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The southbound Woodstock Road from Wolvercote Roundabout to Blandford Avenue is now very dangerous for cyclists. Traffic comes straight off the ring road often at high speed and the lane is too narrow for cars to pass cyclists safely, which they always do anyway. No-one -- neither cyclists nor drivers -- has any idea what the purpose of the regular bike symbols painted in the middle of the road carriageway. When it was a bus lane, it was much safer. At the very least the pavement needs to be converted into a shared pedestrian and cycle way. It seems odd that just that segment is pedestrian only; it becomes a shared cycle way after Blandford Avenue.</p> <p>Here's a suggestion: put bus lanes both North and South bound. Leave only one lane for private traffic. Make St Giles-Banbury Road and St Giles-Woodstock Road both one way but in opposite directions. So going in to the town centre you have to go down the Woodstock Road, leaving town you have to go up the Banbury Road. Or vice versa.</p>
<p>(o210) Local resident, (Oxford, Islip Road)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The traffic passing around access routes for children attending Wolvercote primary school are becoming increasingly dangerous, with much traffic being diverted next to the school at rush hour. There have been several near misses and anything to protect commuting to the primary school is welcome</p>
<p>(o211) Local resident, (Summertown, Oakthorpe Road)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Object Double Yellow Lines – No objection</p> <p>The cycle lanes are abysmal, they need urgent investment rather than tinkering with bus lanes. The cycle lanes on the pavement are dangerous for young children especially with multiple obstructions, poor paving and hidden entrances. The speed limit should be reduced to 20mph.</p>

(o212) Local resident, (Oxford, Linkside)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Object Double Yellow Lines – Partially support</p> <p>Concerned resident</p>
(o213) Local resident, (East Hanney, Alfreds Place)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>Need to prioritise busses in both directions.</p>
(o214) Member of public, (Tesco, Tesco)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>I use that bus stop daily, losing it will severely impact my travel to work</p>
(o215) Local resident, (Oxford, Botley Road)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>Strongly support bus lanes and don't clearly understand why the southbound bus lane is suspended to provide benefits to bus users coming into Oxford</p>

(o216) Member of public, (London, Penwortham)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>Bus lanes are important to maintain reliability and frequency of the bus service and should be retained</p>
(o217) Local resident, (Water Eaton, Oxford Road)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Object Double Yellow Lines – Support</p> <p>support any proposals which would speed up bus service</p>
(o218) Member of public, (Witney, burwell drive)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Partially support Double Yellow Lines – No objection</p> <p>This has improved the journey for cyclists</p>
(o219) Local resident, (Wolvercote, Home Close)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Partially support Double Yellow Lines – No objection</p> <p>I live in Wolvercote and since the bus lane changes there have been fewer delays and late services during the peak morning hours. The only inconvenience is that it is more difficult in a car to turn right out of First Turn onto the</p>

	<p>Woodstock road due to the fact that the 'keep clear' road markings only cover the north bound bus lane and not the car lane too. Was this an oversight</p> <p>Will the quality of cycle paths improve as they are currently in terrible condition</p>
(o220) Member of public, (Cassington, Elms Road)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Partially support Double Yellow Lines – No objection</p> <p>As a cyclist the closure of the southbound bus lane makes it difficult to travel southbound on the first half of Woodstock Road. In the early morning traffic there are young children and pedestrians on the pavement/cycle path, while the road is busy with vehicles. It feels unsafe for the pedestrians and younger cyclists to cycle, other than very slowly, on the cycle path, while on the road it doesn't feel safe because of the vehicles.</p>
(o221) Local resident, (Oxford, Sunderland Avenue)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Partially support Double Yellow Lines – Support</p> <p>I support the southbound bus lane but I do not support the removable of the Wolvercote Roundabout bus stop. this stop is/was an important bus stop for residents of Sunderland Avenue and Five Mile Drive. Similar on-carriageway bus stops exist e.g. Banbury Road / Harefield Road northbound, therefore any objections to this related to interrupting traffic flow with stopping buses are not relevant.</p>
(o222) Local resident, (Botley, West Way)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – No objection</p> <p>As there is quite a change of which lane to drive on at the moment, it would be helpful to make some arrows onto the tarmac to see which lane is for which direction. In my opinion, it's a bit unclear and confusing.</p>

(o223) Member of public, (Long Hanborough, main Road)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – No objection</p> <p>The key is to get people out of the city at the end of the day on public transport.</p>
(o224) Local resident, (Wolvercote, Godstow road)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – No objection</p> <p>.</p> <p>..</p>
(o225) Local resident, (Wolvercote, Wolvercote Green)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – No objection</p> <p>Safer cycling</p> <p>Please stop people using Wytham/wolvercote as rat run from a34. Please survey pollution due to private schools and make them accountable for travel</p>
(o226) Local resident, (Oxford, Osberton rd)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – No objection</p>

	<p>It is much better for cycling. Thank you.</p>
(o227) Local resident, (Wolvercote, Ulfgar Road)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – No objection</p> <p>I regularly commute down these routes by bus and bike. In both situations these changes have made my journey safer and easier.</p> <p>I am aware of people in local communities such as Wolvercote who are actively canvassing against these changes because of their impact on car-based commuting. I feel that this activity is unfair and risks misrepresenting the true state of feeling of those most affected.</p>
(o228) Rather not say, ('-, '-)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – Object</p> <p>'-</p> <p>'-</p>
(o229) Member of public, (Oxford, Broad Street)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – Partially support</p> <p>St Giles could do with more traffic flow through which can be helped by removing some parking</p>

<p>(o230) Local resident, (wolvercote, Home Close)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – Support</p> <p>Strengthening Public transport is simply following evidence in traffic engineering. Sadly, car drivers are often the loudest group if you dare to change their privileged status on the road. However, Oxford is too old and lively to force everyone to drive by car into the city. And reducing cars is the only way to reduce the traffic jam</p>
<p>(o231) Member of public, (Oxford, Oatlands Road)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – Support</p> <p>Everything that reduces the risk to cyclists and encourages cycling must be supported.</p> <p>Let's have many more schemes to encourage cycling and restrict inessential private-car use in the city.</p>
<p>(o232) Local resident, (Oxford, Chalfont road)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – Support</p> <p>.</p> <p>.</p>
<p>(o233) Local resident, (OXFORD, St John Street)</p>	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – Support</p> <p>Traffic jams on the northbound carriageway at the northern end of the Woodstock Road are intolerable; it looks as though a bus lane could help.</p>

	<p>The junction between Little Clarendon Street and St Giles is a mess and I support the proposed improvements to it. It is not clear why the southbound bus stop is to be moved, however, especially when the northbound bus stop is apparently not changing</p> <p>I hope the changes to the Little Clarendon Street junction can be completed more quickly and efficiently than those effected to other side entries along the Woodstock Road, some of which have been going on for months. This area of St Giles is already very busy and quite dangerous without forcing pedestrians off the pavement during works</p>
<p>(o234) Local resident, (Oxford, Godstow Road)</p>	<p>North-bound Bus lane – Support South-bound Bus lane removal – Support Double Yellow Lines – Support</p> <p>Need to improve bus routes</p>
<p>(o235) Local resident, (Wolvercote, Ulfgar)</p>	<p>North-bound Bus lane – Support South-bound Bus lane removal – Support Double Yellow Lines – Support</p> <p>I cycle up and down the Woodstock road daily, often with a child riding pillion. I find the current arrangement far easier to negotiate. Both sides of the road now have a reasonable balance between on-pavement bike lanes vs bus lanes and the new southbound transition between bike-to-bus lane is really excellent. In both directions, the traffic flow feels more regulated and hence safer to negotiate.</p> <p>Accepting that sharing the road will always be a compromise, I think this new layout is a huge improvement for those who use the road regularly.</p> <p>Please do keep in mind that the only negative comments I have encountered about this new system are from individuals who are either a) car users, or b) cyclists who are not forced to use it during rush hour.</p>
<p>(o236) Local resident, (Oxford, Woodstock Road)</p>	<p>North-bound Bus lane – Support South-bound Bus lane removal – Support Double Yellow Lines – Support</p>

	<p>I think the traffic flows better on Woodstock Road since the traffic lanes were switched. And the northbound buses are quicker in the afternoon rush hour.</p> <p>Please make these changes permanent. Thank you.</p>
(o237) Local resident, (Wolvercote, Waterside)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – Support</p> <p>I fully support improvements to public transport routes and also the removal of personal parking from public space like St Giles. I would like to see St Giles and more pedestrian friendly centre with the church and monument being honoured as a beautiful step into broad street and beyond. Currently they are an inaccessible roundabout for the buses and taxis.</p>
(o238) Local resident, (Oxford, Woodstock Road)	<p>Nouth-bound Bus lane – Support South-bounbd Bus lane removal – Support Double Yellow Lines – Support</p> <p>The experimental northbound bus lane has eased the traffic going out of Oxford heading to the Wolvercote Roundabout. Since it's introduction after when the roadworks were completed I do not need to cross over anymore to Banbury Road to get home from the Nuffield Health gym. I also found the cycle lane just after Squitche Lane very useful.</p> <p>On both sides of this end of Woodstock Road the road condition does need alot of attention. There are many potholes that need to be repaired.</p>
(o239) Local resident, (Oxford, Marston)	<p>Nouth-bound Bus lane – No objection South-bounbd Bus lane removal – No objection Double Yellow Lines – No objection</p>

	n/a
(o240) Local resident, (Oxford, Rutherford)	<p>North-bound Bus lane – No objection South-bound Bus lane removal – No objection Double Yellow Lines – No objection</p> <p>Resident and car user</p> <p>Anything that improves rush hour traffic flow in and out is worth trying</p>
(o241) Local resident, (Oxford, Plater Drive)	<p>North-bound Bus lane – No objection South-bound Bus lane removal – No objection Double Yellow Lines – No objection</p> <p>I do not object the changes in the bus lanes, however, traffic lights synchronisation in the Wolvercote roundabout have to be reviewed. Although the northbound bus lane has improved the journey for buses and taxis, it made the northbound congestion for other vehicles even worse.</p> <p>I do not object the changes in the bus lanes, however, traffic lights synchronisation in the Wolvercote roundabout have to be reviewed. Although the northbound bus lane has improved the journey for buses and taxis, it made the northbound congestion for other vehicles even worse.</p>
(o242) Local resident, (Oxford, Blenheim Drive)	<p>North-bound Bus lane – No objection South-bound Bus lane removal – No objection Double Yellow Lines – No objection</p> <p>I assume that average bus journey times have been recorded before and after the experiment so I would support whichever configuration improves journey times. This data should be shared with local residents so they can choose to take the bus more as it'll be quicker than cars during rush hour.</p>

(o243) Local resident, (Oxford, Five Mile Drive)	<p>Nouth-bound Bus lane – No objection South-bounbd Bus lane removal – No objection Double Yellow Lines – No objection</p> <p>I do not have any traffic data to show that the bus lane alterations have improved traffic flow, but at the very least the alterations should have no negative impact. The parking restrictions seem sensible if they are facilitating the introduction of a bus stop.</p>
(o244) Local resident, (Oxford, Windmill rd)	<p>Nouth-bound Bus lane – No objection South-bounbd Bus lane removal – No objection Double Yellow Lines – Support</p> <p>.</p>
(o245) Local resident, (Oxford, Bainton Rd)	<p>Nouth-bound Bus lane – No objection South-bounbd Bus lane removal – No objection Double Yellow Lines – Support</p> <p>Do not use buses on Woodstock Rd, but feel that removing parking further is important to cyclist safety near St Giles</p>
(o246) Local resident, (Kidlington, Sandy Lane)	<p>Nouth-bound Bus lane – No objection South-bounbd Bus lane removal – Support Double Yellow Lines – Support</p>

Congestion at peak times makes the bus service particularly the S3 unworkable for large portions of the rest of the day. This isn't the only bottleneck peartree roundabout is put into massive gridlock the minute that there is a problem on the Southbound A34

Dear Mr. Christian Mauz,

**Re Experimental Bus Lane and Parking Restrictions – Oxford A4144
Woodstock Road**

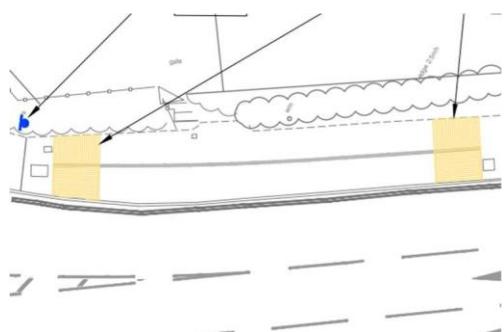
Cyclo objects to this ETRO due to its unsatisfactory provision for cyclists. Whilst the measures may improve bus speeds on this road, they increase the hazards for cyclists.

Specifically, the issues are:

1. Change offootpath to a shared path south bound
2. Lack of signage and route legibility for cyclists.
3. Dangerous crossing at Blandford Avenue
4. Dangerous crossing at First Turn
5. Extremely uncomfortable surfaces for cyclists.

1. Change of pedestrian footpath to a shared path south bound

The drawings provided with this ETRO show a line on the southbound footpath indicating that the path is shared with cyclists. If this is the intention, then the measure introduces potential for conflict on what has been a pedestrian path. Removing space for pedestrian movement is counter to the user priority hierarchy (set out in OCC policy and LTN 1/20 guidance). Further, if cyclists are meant to travel on the path, then the Woodstock Road speed limit should be 20 mph (not 30 mph) as there is no 500mm separation zone as required by LTN 1/20 guidance.



2. Lack of signage and route legibility for cyclists

Cyclists crossing to the east of Wolvercote roundabout south-bound have no clear route along Woodstock Road. The choices appear to be to stay on the footpath and ignore the

end cycle route sign (there is no shared path sign to indicate this is permitted) OR join the main carriageway. There is no safe way to join the main carriageway and, once on it, the experience is intimidating with impatient drivers behind and frequent close-passing. This design is dangerous and is not compliant with LTN 1/20 or OCC policy.



There is a similar lack of coherence for cyclists travelling north trying to cross First Turn. There is no signage to tell the cyclist how to proceed northwards - either to double-back from the marked path on the pavement and join the bus lane or to find and negotiate the narrow elevated shared path to the roundabout.

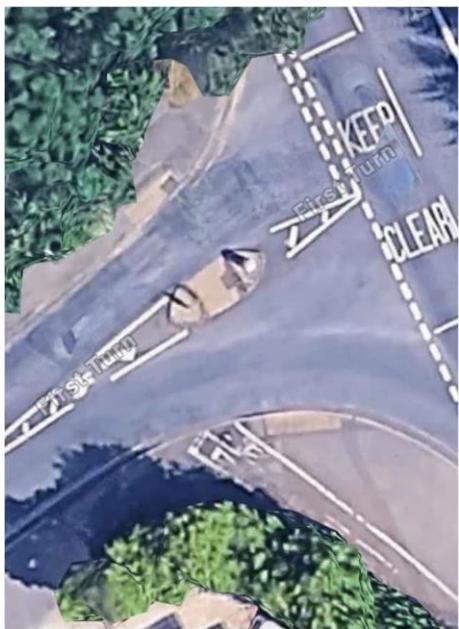
3. Dangerous crossing at Blandford Avenue

Crossing the Blandford Avenue side road entry is dangerous. There is inadequate visibility for cyclists travelling south and likewise there is nothing to warn motorists joining Woodstock Road from Blandford Avenue that cyclists could be crossing. As Blandford Avenue is used as a short cut, traffic volume and speeds are a problem. CycloX has consistently argued that this side road entry needs complete redesign to be safe.



4. Dangerous crossing at First Turn

The marked cycle route along Woodstock veers to the west at first turn and intersects with First Turn at about 45 degrees. The 45 degree approach constitutes a left hook hazard and is in contravention of LTN 1/20 guidance.



5. Extremely uncomfortable surfaces for cyclists.

Cyclo has previously complained on many occasions that cycling on the north and south bound cycle paths at this end of Woodstock Road is extremely uncomfortable due to poor surfaces and excessive changes in level. This encourages cyclists to use the main carriageway instead. The Bus Lane alterations in this experiment have been made

at the expense of the cycling provision and, in our view, this is an unacceptable departure from OCC policy.

Recommendation

Cyclo recommends that OCC adds essential signage and route legibility as a matter of urgency as the existing situation is dangerous. Resurfacing of the existing cycle paths is also long overdue. Improvements to bus movements should not be made at the expense of cycling and pedestrian safety.

The Highways Authority
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
15th, October 2024

By email to: Cllr Andrew Gant; Cllr Judy Roberts;
CC: MORAN, Layla;

Letter to Oxfordshire County Council (OCC) from Woodstock Road residents concerning: ETRO – Bus Lane Reversal Woodstock Road (A4144)/A40 Roundabout to Squitche Lane.

Dear Councillors and Officers,

The undersigned residents of the Woodstock Road are unanimously opposed to the reversal of the bus lane and call on cabinet member for transport (Cllr Andrew Gant) to end the experimental traffic regulation order with immediate effect and restore the road to its former layout without delay.

As residents, we are of course all in favour of a safe, congestion-free, less polluted Woodstock Road and more use of sustainable public transport and active travel. However, contrary to misleading statements made at the time, it is an "on-the-record" fact that OCC did not model any impact whatsoever before proceeding with lane priority changes on this major road on approach to the A40 roundabout. (Krafft, 2024) No attempt was made to model traffic flows or journey times at any time of day, during either rush hour, in either direction, for any mode of transport, or the impact on residents or the environment.

As predicted by many of us who engaged with the public consultation, this ill-conceived scheme (opposed locally from the start) has been utterly disastrous for both our road and adjacent streets causing unnecessary disruption and danger for residents and road users for no material benefit.

North Oxford simply cannot function properly when such a critical arterial road is prevented from operating optimally and is instead engineered to cause quite artificial gridlock, pollution, delay and increased risk of serious harm, all of which we now experience outside our homes daily. This is both unacceptable and inconsistent with your duties and obligations as a highway's authority.

As a group of concerned residents, parents, tax payers, voters, bus users, cyclists, walkers and (when necessary) drivers, we are committed to take all necessary steps available to us to see this decision overturned for the benefit of all those who have made our home on the Woodstock Road or depend on the essential travel utility it provides to Oxford and the wider county.

Our observations and serious concerns are detailed on the following pages and require your immediate attention and action.

1. Unacceptable delay to southbound traffic / critical AM Peak

- 1.1. **Congestion has significantly increased** for traffic heading south from the A40 roundabout in the AM Peak. This is partly as the frequent bus services have joined the general traffic flow but mostly as all traffic now waits behind those buses at all stops bringing traffic to a regular and complete standstill in the already heavily congested rush hour. The southbound bus stop at First Turn is especially busy in the morning (partly due to the closure of the prior bus stop under this ETRO) and does not have a layby like the northbound stop opposite. This causes gridlock at the First Turn/Blandford Avenue junction and makes the road extremely dangerous. You are of course aware of this issue, which is why the removal of the bus lane required the closure of the bus stop by the roundabout on safety grounds.
- 1.2. **Increased congestion on A40 roundabout.** Traffic traversing the roundabout from all approaches is delayed as queues on the Woodstock Road back-up obstructing the free-flow of all vehicles around this major intersection during the rush hour.
- 1.3. **Journey times** are therefore much longer for all southbound traffic including bus and Park & Ride services, which are now no faster through this section than travel by private car. We suspect that this (and the closure of a popular bus stop) has somewhat reduced the attractiveness of public transport for many commuters.
- 1.4. **Compromised road safety.** The removal of the relative safety of the bus lane has put pedestrians and cyclists at increased risk of collision with either traffic, or each other, as they now have either to share a single lane with all southbound vehicles or are crammed onto an entirely inadequate “mixed use” pavement identified by OCC as being well below standard.
- 1.5. **Risk to school children.** Many of us have witnessed first-hand an especially high risk to young school children and their parents now competing with cars and buses on the busy school run. This has alarmed and distressed both those parents and children and many residents who fear another serious accident or a fatality caused directly by the changes to road layout.

Points 1.1 – 1.5 above were entirely predictable consequences of the removal of the southbound bus lane and were raised by residents during public consultation. We also note that many of these issues were clearly foreseen by OCC which is why the further extension of the ETRO to Beech Croft Road (as was originally planned) was abandoned as it was considered likely to have “*a significant detrimental effect*” to southbound road users. (Fallon)

2. Unacceptable impact on northbound traffic / PM Peak and Inter-Peak

- 2.1. **Increased congestion** northbound, especially in the PM peak (which has been made significantly worse) but at times of day not previously affected by major congestion. The new bus lane on approach to the roundabout north of First Turn has removed the previous filter system separating traffic turning in different directions. Now general traffic sits in a single lane causing severe congestion and tailbacks as far south as Leckford Road.
- 2.2. **Increased journey times** for northbound general traffic especially in the PM peak but at all times of day including inter-peak periods never previously affected, is now the daily norm.
- 2.3. **Close proximity overtaking of cyclists.** Increased periods of nose-to-tail congestion northbound poses a direct risk to cyclists southbound. Now in a general traffic lane (not a bus lane) they are not only mixed in with all southbound vehicles but cannot be safely overtaken with the required 2-meter separation as northbound congestion in the adjacent lane does not allow vehicles room to 'move over' without a head on collision with oncoming cars. Consequently, southbound vehicles are stuck behind not just stopped buses but the slowest cyclists who they cannot safely overtake. Predictably, too many drivers are regularly seen breaking the highway code by overtaking cyclists with almost no separation at all. Instances of such dangerous driving and illegal use of the bus lane to jump lengthy queues have increased dramatically since the lane reversals were implemented and pose a material risk of collision, serious injury and fatality.

Travel into and out of Oxford at both ends of the day and during inter-peak periods is now significantly worse for all road users with the only potential benefit being slightly faster northbound bus journeys on a very short stretch of road. Even for these services it is highly unlikely that lane advantage for approximately 700 yards will compensate for delays caused on the rest of the road meaning there is no net benefit to anyone, just significant inconvenience, delay and risk for all.

3. Unacceptable detriment to residents on the east side of Woodstock Road

Additionally, the following detrimental impacts are being felt by all those living on the eastern side of the Woodstock Road, especially houses from the A40 roundabout to Blandford Avenue.

- 3.1. **Access to/from properties** has been made significantly more hazardous by the removal of the bus lane. This adds further delay to southbound and northbound traffic flow which is held up waiting for residents to safely enter/exit driveways.
- 3.2. **Noise levels** have been significantly increased by bringing the general traffic (including a large number of HGV's exceeding the weight limit) materially closer to homes 24 hours a day
- 3.3. **Vibration levels** felt in our homes have also increased alarmingly and are worsened still by the poor state of the carriageway surface of what is now the only southbound lane.

Note that there is no corresponding benefit to residents' opposite from the new northbound bus lane because there are no houses on the west side of the road at that point.

Issues of road noise and vibrations were raised directly with Cllr Gant in various correspondence in April 2024. The issue of access to properties was raised in correspondence with Cllr Andrew Gant in May 2024, so all these issues were fully appreciated in advance of ETRO approval but were not considered.

4. Unacceptable risk to all residents & road users

- 4.1. Pollution** for all residents and users of the Woodstock Road have been worsened by the increased levels of congestion and longer periods when cars, buses and HGV's sit idling in traffic jams at times never previous affected by heavy, slow-moving traffic.
- 4.2. Access to/from side roads** has become far more difficult, time consuming and dangerous as both general traffic and bus services queue for extended periods adding to further delay for all road users and significant extra congestion on residential side roads. This is especially true of (although not limited to) First Turn (with knock on congestion on Mere Road and Godstow Road), Blandford Avenue, Davenant Road and Squitche Lane. First Turn is now gridlocked every morning with cars queued back past St. Peters Church and Wolvercote Primary School.
- 4.3. Shortcuts and speeding** on local streets by frustrated drivers and those following "dynamic satellite navigation systems" has increased dramatically as large numbers of cars try to avoid the especially congested northern end of the Woodstock Road. Squitche Lane, Davenant Road and Blandford Avenue have been particularly affected as drivers switch to the Banbury Road to go northbound and/or bypass as much of the congestion in the morning as possible by joining the Woodstock Road further south where the bus lane into town has been retained.

These risks are so significant that within a week of the works completion Thames Valley Police deployed a Community Support Officer to the scene to help pedestrians, cyclists and school children avoid accidents. A continuation of this situation is unacceptable to us and should equally be so to you.

5. Statutory consultations and OCC policies

All these issues were raised during statutory consultation by many local residents but were not listened to or accurately reported in committee meetings and decision papers. Instead, it was erroneously suggested that residents were overwhelmingly in support of the bus lane reversal. (Robert Freshwater, 2024) It was not true then and it is not the case now.

Not only has the ETRO led directly to these adverse impacts, it has also failed to achieve any of the stated benefits of the Woodstock Road Sustainable Travel Improvements Scheme (of which it is part) on which funding was secured. In fact, it is self-evident that the bus lane reversal is completely counterproductive to those benefits and OCC policies relating to Public Transport, Sustainable Travel, Safe School Travel, Traffic Pollution, Global Warming/CO2 emissions and Road Safety.

6. Traffic Filter Scheme (TFS) – projected impact on Woodstock Road

It is of further serious concern that these impacts are likely to be made worst still when the Traffic Filter Scheme (TFS) is implemented. As you are aware, the Oxfordshire Strategic Model (ATKINS, 2022) projects that the TFS will lead to a very significant increase in traffic northbound on the Woodstock Road (up to a 60% increase) making the situation not just much worse but utterly intolerable.

Subsequent transport studies (OCC ATKINS, 2022) have clearly stated that the approach to the A40 roundabout will be *“beyond capacity”* and *“unable to cope”* with the forecast volume of traffic. In full knowledge of this the ETRO was approved and now implemented is already responsible for traffic chaos even before the modelled TFS impact. If not undone the bus lane reversal will render the TFS unworkable and the Woodstock Road unpassable, heavily polluted, uninhabitable and dangerously unsafe. As residents we cannot allow this situation to develop.

7. Required remedy

We therefore urge cabinet member for transport (Cllr Andrew Gant) to rescind the ETRO with immediate effect and make arrangements with contractors to return the road to its previous layout without further delay. We very much hope that Cllr Gant will agree to this without hesitation in keeping with assurances given that the *“experimental”* order could, and would be reviewed and reversed in the event of material problems and that *“An ETRO will allow us (OCC) to make quick changes to ensure there is no increase in congestion or delays occur.”* (Fallon)

8. ETRO – Assessment criteria

As far as we are aware, the ETRO came into effect without any information having been published as to the basis on which it will be assessed to have been either a success or failure or any indication as to the criteria and metrics on which that judgement will be made? This lack of transparency causes some to doubt that a genuine experiment is indeed being conducted, especially in light of the manner in which the public consultation and ETRO approval was handled earlier this year. I am afraid that some residents may fear that the decision has already been made and that any genuine assessment of impact is unlikely to be undertaken or given due consideration in a fair and even-handed manner.

Therefore, should, for any reason, Cllr Gant decide not to overturn the ETRO now and choose to wait till the end of the statutory 6-month period before making a decision, we would seek immediate assurances that OCC will compel the relevant Cllrs and Officers to:

- 8.1. Publish the specific criteria by which the ETRO will be judged when deciding if this should become a permanent change or reversed
- 8.2. Guarantee that criteria will reflect a balance of impacts including impact on
 - 8.2.1.1. All traffic volumes and journey times
 - 8.2.1.2. all road users, in both directions, during both AM and PM Peak and inter-peak, during school term times
 - 8.2.1.3. The environment, particularly use of public transport
 - 8.2.1.4. Social impact of journey times on those commuting into Oxford (especially key workers)
 - 8.2.1.5. Cycle and pedestrian safety including safety of young school children

- 8.2.1.1.6. Roadside pollution
- 8.2.1.1.7. Road noise, and vibrations
- 8.2.1.1.8. Access to/from properties

8.3. Make public the specific data (and sources of data) on which each will be measured

8.4. Install pollution monitors on the effected stretch of road in the ETRO zone to provide, accurate, up-to-date and reliable particulate count data that reflects residents and road users' real-life exposure to particulate matter from vehicles

8.5. Install vibration and decibel monitors on a selection of houses in the ETRO zone to measure impact of HGVs on property and noise levels for residents

8.6. Take all necessary steps to ensure that all data is fully, accurately and faithfully collected and recorded in a technically appropriate manner by competent person(s) without bias or prejudice as to the outcome

8.7. Detail how each data set will be assessed with a full explanation of scoring metrology or thresholds to be applied in reaching a decision

8.8. Give full, open public access to all data in sufficient time for independent assessment

8.9. At time of decision to give a comprehensive explanation of the outcome of the decision taken and the reasons for it so that it can be fully understood and, if necessary, challenged on the basis of any factual inaccuracy or inappropriate interpretation or use of data or flaw in data collection methodology.

9. Access to bus journey data

With reference to point 8.2/page 5, we note that for any assumed benefit to northbound bus services to be considered in the context of impact on southbound services, other journeys and overall 'mode of transport' choices made, it will absolutely necessary to obtain, for direct comparison (in aggregated non-commercially confidential form), accurate GPS tracking data and passenger numbers for relevant bus services covering the period before and during the ETRO.

We assume that this key data is already being collated and will be made available if OCC/Cllr Gant intend in any way to rely on this argument in support of any future decision to make the ETRO permanent?

Should that not be the case, we intend to make Freedom of Information *requests* to OCC, The Oxford Bus Company and Stagecoach to access any and all data relied upon in a decision but to which we are not given full, unrestricted access in advance.

We hope, of course, that such action does not prove necessary. As both bus operators were said to be "*unanimously supportive*" of the ETRO, we assume that they will keen to share detailed evidence of impact on services and not seek to obstruct or restrict public access to such essential information.

Conclusion

An Experimental Traffic Regulation Order is meant to be exactly that – an experiment; open to change and reversal. It is clearly evident to all those who have signed this letter that this experiment has failed and we urge Cllr Gant to reverse it and focus on more welcome road improvements.

We sincerely hope that Cllr Gant will listen to the voice of residents in this district and not (as some fear) seek to use the chaos caused by the ETRO to justify other “*solutions in search of a problem*”.

We are absolutely clear that all these issues are a direct result of the bus lane reversal, the cancellation of which is the only necessary and acceptable remedy.

We will strenuously oppose any suggestion that road closures, Low Traffic Neighbourhoods (LTN's), further traffic filters or ANPR restrictions in this area are needed to solve problems that are entirely due to the ETRO. We need only for the bus lane experiment to be ended and the former road layout to be reinstated.

We look forward to hearing from you with a definitive response to our request by urgent reply.

Signed and sent by

Woodstock Road, [REDACTED]
on behalf of all residents named overleaf

Woodstock Road Residents

1. [REDACTED] Woodstock Road, [REDACTED] (confirmed)
2. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
3. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
4. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
5. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
6. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
7. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
8. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
9. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
10. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
11. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
12. [REDACTED] Woodstock Road; [REDACTED] (confirmed)

13. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
14. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
15. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
16. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
17. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
18. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
19. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
20. [REDACTED] Woodstock Road; [REDACTED] (confirmed)
21. [REDACTED] Bainham's Drive, Wolvercote; [REDACTED] (confirmed)
22. [REDACTED], Squitche Lane; [REDACTED] (confirmed)

Citations

ATKINS Oxfordshire Strategic Model - Local Update for Oxford Transport Schemes. Local Model Validation Report [Report]. - [s.l.] : Oxfordshire County Council, 2022.

Fallon Helen Climate Impact Assessment_CMDTMT18072024 - 5. Woodstock Road Sustainable Travel Annex 4 [Report].

Kraftl Martin RE: ETRO Experimental Bus Lane Reversals [email]. - 24 july 2024.

OCC ATKINS Oxford Trial Traffic Filters Transport and Traffic Forecasting [Report]. - [s.l.] : Oxfordshire County Council, 2022.

Parliament of The United Kingdom Freedom of Information Act 2000. - [s.l.] : HM Stationery Office, 2000.

Parliamnet of The United Kingdom The Highways Act 1980 // Protection of public rights. - [s.l.] : HM Stationery Office, 1980.

Robert Freshwater CMDTMT18072024 Woodstock Road Sustainable Travel Annex 2_local feedback summary [Report]. - [s.l.] : Oxfordshire County Council, 2024.