

Division(s): Summertown & Wolvercote

CABINET MEMBER FOR ENVIRONMENT DELEGATED DECISION MEETING 19 MARCH 2015

CUTTESLOWE & WOLVERCOTE JUNCTION IMPROVEMENTS

**Report by Deputy Director for Environment & Economy
(Commercial)**

Introduction

1. This report considers objections and comments received as a result of formal consultation on proposals to introduce permanent traffic orders as part of the scheme proposals for the improvement schemes at Wolvercote and Cutteslowe junctions.

Background

2. City Deal funding was awarded in January 2014 to help deliver the following schemes, which taken together, will support housing and jobs growth, ease congestion and help to better manage and coordinate the flow of traffic through the junctions and along the wider A40 and A44 corridors:
 - Wolvercote roundabout improvements
 - Cutteslowe roundabout improvements
 - A40-A44 Strategic Link Road (via Loop Farm)
3. The package of schemes noted above are a priority for both the county council and the Local Enterprise Partnership, and following a Cabinet meeting on 15 April 2014, were approved for inclusion into the Capital Programme.
4. The need for capacity enhancements at Cutteslowe and Wolvercote roundabouts were first identified during the Access to Oxford project undertaken in 2007. Following this, technical work for the recent City Deal bid confirmed there is a strong economic case for improvement schemes at these junctions, which as part of a wider package of measures will help reduce congestion and benefit the local community through improved air quality and the potential for reduced trip redistribution through local residential streets.
5. Design work for the Wolvercote and Cutteslowe improvements schemes are well advanced and it is anticipated that construction works will commence in summer 2015. Proposals for the A44-A40 Strategic Link Road are not as advanced and hence did not form part of the consultation or this report.

6. Scheme proposals for Wolvercote include:

- Signalisation of the roundabout junction: the A40 Northern By Pass Road, A40 North Way, A44 Woodstock Road and A4144 Woodstock Road arms are to be signal controlled; Five Mile Drive and Godstow Road arms will not be controlled by signals and will remain as give-way operation
- Widening within the highway boundary on the A40 Northern By Pass Road and A44 approaches to the junction
- Provision of pedestrian and cycle crossing facilities across all arms; crossing facilities on Five Mile Drive and Godstow Road not to be signalised; all other crossings will be toucan (pedestrian and cyclist) signal controlled
- New off carriageway shared use footway/cycleway from A44 Woodstock Road to A40 North Way
- Introduction of new and amendments to existing speed limits on A40 Northern By Pass Road, A44 and A40 North Way
- Associated works such as resurfacing, street lighting, drainage etc.

7. Scheme proposals for Cutteslowe include:

- Signalisation of the roundabout junction: the A40 Elsfield Way, A40 North Way, A4165 Banbury Road (N) arms are to be signal controlled; A4165 Banbury Road (S) will not be controlled by signals and will remain as give-way operation
- Widening within the highway boundary on the A40 Elsfield Way and A40 North Way approaches to the junction
- Provision of toucan signal controlled pedestrian and cycle crossing facilities across A40 North Way and A4165 Banbury Road (N), and uncontrolled crossing facility across A4165 Banbury Road (S)
- New off carriageway shared use footway/cycleway on both north and south sides of A40 Elsfield Way to replace existing footways
- Amendments to existing speed limits on A40 Elsfield Way and A40 North Way
- Remarking of A40 North Way to provide 2 eastbound lanes and 1 westbound lane
- Associated works such as resurfacing, street lighting, drainage etc.

8. Copies of the scheme drawings are at Annex 1.

Consultation on initial proposals

9. In July 2014, the county council consulted on initial proposals to improve the Cutteslowe and Wolvercote roundabouts. The consultation was held throughout July and a number of exhibitions took place within north Oxford (see below). Consultation plans and feedback forms were also made available online via the county council's consultation webpage.

10. The following were the most common issues raised during the consultation:
- Closure of Five Mile Drive at the Wolvercote end. The significant majority of concerns related to this proposal. The majority of those who commented on the Wolvercote roundabout proposals were strongly against this, whilst those who appeared to be neither for or against were concerned about the potential re-routing of traffic to other residential streets and the inconvenience/increased journey time this closure might cause.
 - Pedestrian and cycle access through the junctions. The initial scheme proposed controlled crossing facilities through the roundabout islands at both junctions. Concerns were raised about the additional time required and inconvenience of negotiating multiple crossing points.
 - Access from Harefields, Harbord Road and Five Mile Drive. Local residents were considered with being able to access to/from these side roads as a result of congestion along Banbury Road.

Design changes following initial consultation

11. Following the consultation on initial proposals, further design and traffic modelling were undertaken which resulted in a number of key design changes being made. These have addressed some of the concerns highlighted above, as follows:
- The amended proposal is to leave access to Five Mile Drive unchanged, enabling two-way access at the Wolvercote roundabout. There will be some minor changes to ensure pedestrian and cycle access across the junction is more convenient and safer. Access onto the Wolvercote roundabout for traffic entering from Five Mile Drive will remain uncontrolled, but traffic signals on other arms including controlled pedestrian and cycle crossings means there will be more gaps for vehicles to enter the roundabout.
 - The locations of controlled crossings for pedestrians and cyclists have been changed to the major arms of both junctions. The new proposals will mean that crossing points are more direct, comfortable and safe.
 - The amended proposals include 'Keep Clear' markings for traffic leaving both Five Mile Drive and Harbord Road and yellow box markings for traffic leaving Harefields.

Formal Traffic Regulation Order (TRO) consultation

12. The remainder of this report considers the outcome of formal consultation held in January 2015 on the following amended or new permanent Traffic Regulation Orders (TRO) that are required to implement the above schemes:

Speed Limits

- Extension of the existing 30mph speed limit on A44 north of Wolvercote junction to a point further north
- Reduction of the existing 60mph speed limit on A40 west of Wolvercote junction to 40mph

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- Reduction of the existing 50mph speed limit on A40 Elsfield Way east of Cutteslowe junction to 40mph
- Reduction of the existing 40mph speed limit on A40 North Way, between Wolvercote and Cutteslowe junctions, to 30mph

Turn Prohibitions

- Prohibition of right turn movements out of the garages (BP and BMW) on A40 west of Wolvercote junction
13. Formal consultation on the proposals was carried out between 8 January and 6 February 2015. The proposals were advertised in the local press, on the council's website, notices were erected on site and posted to affected frontagers, and plans deposited at County Hall, Oxford. Copies of the notices and plans were emailed to all statutory consultees.
14. In addition to the TRO proposals, notice was also given regarding the following scheme proposals:
- Provision of new off carriageway shared use footway/cycleway facility at the Wolvercote junction from A44 Woodstock Road to A40 North Way
 - Provision of new off carriageway shared use footway/cycleway facilities on both north and south sides of A40 Elsfield Way from the Cutteslowe junction to Jackson Road
 - Removal of the two (2) existing pedestrian crossings on A40 North Way in lieu of new toucan signal controlled crossings at the Wolvercote and Cutteslowe junctions
15. A total of 56 responses were received regarding the proposals for Wolvercote and Cutteslowe junctions, of which 3 respondents submitted formal objections to the proposed TROs.

Brief summary of objections received to TROs

16. Annex 2 contains details of the objections received to the proposed TROs, together with officer comments.
17. The majority of objections received pertained to the speed limit related TROs.
18. *A resident of Yarnton objected to the extension of the existing 30mph speed limit zone on A44 Woodstock Road.*

This extension covers the length of the proposed works where narrow lanes and central reserve are required to accommodate the additional southbound traffic lane. This section will also see traffic changing lanes on the approach to the junction to align themselves in the correct lane based on intended destination. Hence, the 30mph speed limit is considered appropriate for this section of A44. It is anticipated that speed limits in the area will be reviewed in the future in connection with the Northern Gateway development. Therefore, officers recommend the approval of this amended speed limit TRO as advertised.

19. *Cyclox and CTC objected to the proposed reduction in speed limits (to 40mph) on the A40 approaches to the Wolvercote and Cutteslowe junctions, suggesting that the speed limits be lowered further to 30mph instead.*

Discussions with Thames Valley Police early during the design process determined that 40mph speed limits would be appropriate on both approaches. Therefore, officers recommend the approval of this amended speed limit TRO as advertised.

20. *Thames Valley Police objected to the proposed reduction in speed limit along A40 North Way, between the two roundabouts, as a recent speed survey has shown current 85th percentile speeds to be relatively high and they believe that the proposals will do little to naturally reduce speeds.* Scheme proposals for A40 North Way include changing the central section of this road from 2 lanes existing to 3 lanes proposed, consisting of 2 lanes eastbound and 1 lane westbound. Since no carriageway widening can be undertaken in this section of the road due to protected trees on both sides, the number of lanes will be increased by road marking changes only. This will result in relatively narrow lanes and hence reduced speeds will be of benefit. It is also anticipated that average peak flows and speeds might increase slightly due to the expected reduction in congestion at the two junctions, but off-peak speeds are likely to be lower due to the reduced lane widths.

This section of road also has a slightly different character to A40 Northern By Pass to the west and A40 Elsfield Way to the east, in that whilst there is limited direct frontage access, the road is flanked by the Sunderland Avenue service roads on both north and south sides, which serve multiple residential properties giving this section a very residential environment. Therefore, officers recommend the approval of this amended speed limit TRO as advertised.

21. *Thames Valley Police also objected to the proposed TRO prohibiting right turns out of the BP/BMW garage forecourt on the grounds that the proposed layout does not physically prevent vehicles from turning right out of the western access and could lead to additional calls for police enforcement.*

Scheme proposals have been discussed and agreed with the garage owners/operators. Due to the proposed widening of the eastbound A40 Northern By Pass Road approach to Wolvercote from a single wide lane to 3 lanes, right turns out of the garage forecourt will become dangerous. Hence, the scheme proposes to make the eastern access (from BP) left turn out only, with right turns into and out of the access physically prohibited.

Whilst not ideal, right turns into the western access will be retained. Allowing this movement means it is not possible to physically prevent right turns out of this access, although all other means, including appropriate signage and road markings, will be incorporated into the proposals. With the removal of the right turn into the eastern access, all vehicles entering the garages from the A40 will do so at the western access and would likely continue to exit at the eastern access towards the Wolvercote junction, rather than effectively U-turning within the constrained forecourt to attempt to exit and turn right from the western access. Therefore, officers recommend the approval of this TRO as advertised.

Brief summary of objections received to proposals not related to TROs

22. Annex 3 contains details of other objections received, together with officer comments, on scheme proposals that are not related to the proposed TROs but for which formal notice was given as part of the TRO consultation.
23. All objections received on non-TRO consultation items pertained to the removal of the two (2) existing pedestrian crossings along A40 North Way. No objections were received on the proposed provision of new shared use footway/cycleway facilities in the schemes.
24. *Three residents of Sunderland Avenue and Rothafield Road, and groups Cyclox/CTC and Guide Dogs objected to the removal of the existing crossings on the grounds that their removal will sever pedestrian access for residents living on either side of A40 North Way and remove gaps in traffic that residents use to exit the Sunderland Avenue service roads.*

Some also suggested the provision of an additional crossing midway along A40 North Way. Scheme proposals will remove the existing crossing facilities that are located away from the Wolvercote and Cutteslowe junctions and replace them with new signal controlled crossings at the junctions, where they will better serve the dominant north-south pedestrian and cycle movements. It is worth noting that while the existing crossings are pelican (pedestrians only), the new facilities at both junctions will be toucan (pedestrians and cyclists). Traffic signals at both junctions will better regulate the flow of traffic along A40 North Way and will provide periodic gaps in traffic to allow vehicles from Sunderland Avenue to enter the roadway.

Scheme proposals do not include the provision of an additional crossing midway on A40 North Way, although this is something that could be considered at a later date if conditions require. Officers recommend approval of the proposal to remove the 2 existing crossings as advertised.

25. Officers also recommend the approval of the proposals to provide new shared use footway/cycleway facilities as advertised.

Brief summary of other general comments received

26. Annex 4 contains other general comments received, together with officer comments, on other scheme features which were shown in the general arrangement drawings, but for which formal notice was not given. These are summarized in the titles below, followed by officer responses/comments:

Why is Five Mile Drive remaining open, contrary to the initial proposals?

A large number of respondents (27) commented that they would prefer that Five Mile Drive was closed. The original informal consultation undertaken in July 2014 included proposals to close Five Mile Drive permanently. However, there was strong opposition received to this proposal during that consultation. Further modelling and design work indicated that leaving Five Mile Drive open did not have a detrimental effect on the operation of the junction and consequently the proposal to close this road was removed from the scheme. It is suggested that the effects of the junction improvements included in this scheme as well as other transport changes in the area are monitored. A smaller number of respondents (5) indicated support for Five Mile Drive remaining open.

Inadequate provision for vulnerable road users:

27. The scheme seeks to improve conditions for all road users. There is currently no controlled provision for cyclists and pedestrians to cross the busy A40 and A44 at the Wolvercote roundabout and the A40 and Banbury Road at the Cutteslowe roundabout. The provision of controlled crossings on the major arms of each roundabout is therefore considered to be a significant improvement and will mean both pedestrians and cyclists can cross the A40 and A44 more safely. Providing signal control at the junctions will also remove some of the dangerous conflict points between motorists and cyclists.
28. New off carriageway cycle routes are being provided linking A44 Woodstock Road and A40 North Way at Wolvercote and on both sides of A40 Elsfield Way linking the corridor to the existing cycling facilities further east (beginning at Jackson Road and continuing on the south side of A40 towards Headington).

Request for additional road markings and alignment of Banbury Road (S) approach:

29. Directional arrows and text will be provided to aid lane discipline.
30. The Banbury Road (S) approach has been reviewed and changes made to improve its alignment.

What is the need for 4 westbound lanes on Elsfield Way:

31. Traffic modelling has indicated that 4 lanes on the A40 Elsfield Way approach are required. The right turning volumes into A4165 Banbury Road (N) are relatively high and therefore 2 lanes are needed for this movement, in addition to the 2 lanes for through traffic.

Need to provide a new ring road/bypass:

32. The provision of a new ring road/bypass is outside the scope and available funding for this project.

Inadequate width of footway/cycleway on North Way approaching Cutteslowe junction:

33. The widening on the A40 North Way approach to Cutteslowe does reduce the current width of verge and footway/cycleway. However, limited highway land in this area means that without acquiring private land, a maximum 3m wide footway/cycleway can be provided here, which is considered acceptable width for a shared footway/cycleway.

Conclusion

34. Whilst a number of objections were received to the proposed new and amended TROs, officers recommend that the proposals should be implemented as advertised.

Financial and Staff Implications (including Revenue)

35. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose. Future costs, both capital and revenue to be robustly examined during detailed design and be reported at stage 2 business case.

RECOMMENDATIONS

36. **The Cabinet Member for Environment is RECOMMENDED to approve:**
- (a) **the proposed amendment to the TRO for 30mph speed limit on A44 north of Wolvercote junction;**
 - (b) **the proposed amendment to the TRO for 40mph speed limit on A40 west of Wolvercote junction;**
 - (c) **the proposed amendment to the TRO for 40mph speed limit on A40 east of Cutteslowe junction;**
 - (d) **the proposed amendment to the TRO for 30mph speed limit on A40 North Way between Wolvercote and Cutteslowe junctions;**
 - (e) **the proposed TRO for prohibition of right turn movements out of the garages (BP and BMW) on A40 west of Wolvercote junction;**
 - (f) **the proposed new off carriageway cycle route at Wolvercote from A44 Woodstock Road (N) to A40 North Way;**
 - (g) **the proposed new off carriageway cycle routes on A40 Elsfield Way from Cutteslowe junction to Jackson Road;**
 - (h) **the removal of the 2 existing pedestrian crossings on A40 North Way between Wolvercote and Cutteslowe junctions;**

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Background papers: Consultation documentation

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Contact Officers: Paul Durham 01865 815803

Table 1: Objections to Traffic Regulations Orders (TRO)

Respondent	Summarised Comments	Officer Response
Resident of Yarnton	Disagrees with the proposed 30mph speed limit on the A44 at the Wolvercote Roundabout. Feels that the traffic is self regulating and will only result in more aggressive driving with those who see no need to follow the law.	The extension to the existing 30mph speed limit on Woodstock Road covers the length of the proposed works where narrow lanes and central reserve are required to accommodate the additional southbound traffic lane. This section will also see traffic changing lanes on the approach to the junction to align themselves in the correct lane based on intended destination. Hence, the 30mph speed limit is considered appropriate for this section of A44. It is anticipated that speed limits in the area will be reviewed in the future in connection with the Northern Gateway development.
Cyclox and CTC	Questions why the A40 west of the Wolvercote Roundabout and A40 east of the Cutteslowe roundabout have 40mph for a short distance, suggests that the speed limit be lowered to 30mph.	Scheme proposals include providing additional traffic lanes on the A40 eastbound approach to Wolvercote and A40 westbound approach to Cutteslowe; these lanes will be narrow and will be subject to traffic changing lanes to align themselves in the correct lane based on intended destination. Discussions with Thames Valley Police early during the design process determined that 40mph speed limits would be appropriate on both approaches.
Thames Valley Police	Sees no justification for the change of speed limit from 40 to 30 on A40 Sunderland Avenue. Believes the existing 40/30 arrangement on A40 Sunderland Avenue is appropriate to the environment and should remain.	Scheme proposals for A40 North Way include changing the central section of this road from 2 lanes existing to 3 lanes proposed, consisting of 2 lanes eastbound and 1 lane westbound. Since no carriageway widening can be undertaken in this section of the road due to protected trees on both sides, the number of lanes will be increased by road marking changes only. This will result in relatively narrow lanes and hence reduced speeds will be of benefit. It is also anticipated that average peak flows and speeds might increase slightly due to the expected reduction in congestion at the two junctions, but off-peak speeds are likely to be lower due to the reduced lane widths. This section of road also has a slightly different character to A40 Northern By Pass to the west and A40 Elsfield Way to the east, in that whilst there is limited direct frontage access, the road is flanked by the Sunderland Avenue service roads on both north and south sides, which serve multiple residential properties giving this section a very residential environment.

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Respondent	Summarised Comments	Officer Response
Thames Valley Police	Strongly objects to the prohibition of right turns from the garage forecourt. Currently layout does not support the change and should be reengineered to prevent unwelcome calls for police enforcement.	Scheme proposals have been discussed and agreed with the garage owners/operators. Due to the proposed widening of the eastbound A40 Northern By Pass Road approach to Wolvercote from a single wide lane to 3 lanes, right turns out of the garage forecourt will become dangerous. Hence, the scheme proposes to make the eastern access (from BP) left turn out only, with right turns into and out of the access physically prohibited. Whilst not ideal, right turns into the western access will be retained. Allowing this movement means it is not possible to physically prevent right turns out of this access, although all other means, including appropriate signage and road markings, will be incorporated into the proposals. With the removal of the right turn into the eastern access, all vehicles entering the garages from the A40 will do so at the western access and would likely continue to exit at the eastern access towards the Wolvercote junction, rather than effectively U-turning within the constrained forecourt to attempt to exit and turn right from the western access.

Table 2: Objections to other consultation items

Respondent	Summarised Comments	Officer Response
Resident of Sunderland Avenue	Feels strongly about the proposal to remove the pedestrian traffic lights at the Wolvercote roundabout end of the A40 (Sunderland Avenue) by-pass. The proposed Toucan crossing phase situated closer to the improved roundabout will be an insufficient measure to ensure cars stop in time.	Scheme proposals will remove the existing crossing facilities that are located away from the Wolvercote and Cutteslowe junctions and replace them with new signal controlled crossings at the junctions, where they will better serve the dominant north-south pedestrian and cycle movements. Traffic signals at both junctions will better regulate the flow of traffic along A40 North Way and will provide periodic gaps in traffic to allow vehicles from Sunderland Avenue to enter the roadway.
Resident of Rothafield Road	Does not want the 2 pedestrian crossings on Sunderland Avenue removed, further cutting off those who live on the north of the ring road. Feels these crossing help to assist traffic flow particular those joining from the slip road as it creates a gap in traffic. Feels the crossings work well and should be left as they are	See response above
Cyclox and CTC	If the Toucan Crossings on Sunderland Avenue are removed there should be one central crossing.	See response above. Scheme proposals do not include the provision of an additional crossing midway on A40 North Way, although this is something that could be considered at a later date if conditions require.
Resident of Sunderland Avenue	Does not support the removal of the 2 existing signalised mid-block pedestrian crossings across Sunderland Avenue/A40 North Way. This ignores the residents of Sunderland Avenue. Feels there should be an additional crossing provided at or near the mid-point of Sunderland Avenue.	See response above. Scheme proposals do not include the provision of an additional crossing midway on A40 North Way, although this is something that could be considered at a later date if conditions require.
Guide Dogs	Concerned about the removal of the controlled crossings on Sunderland Avenue and feels it should be further explored.	See response above

Table 3: General comments received

Respondent	Summarised Comments	Officer Response
Resident of Eynsham	Would like to see a slip road from the A40 either just before or after the A34 bridge to give access to the Peartree junction and so avoid the Wolvercote roundabout. Believes that if a slip road existed traffic eastbound would decrease by 50%.	The county council is developing a scheme for a new link road connecting the A40-A44 west of the A34. This is currently at preliminary design stage and subject to funding and approval is expected to be completed by 2019.
Residents of Southdale Road	Would like to see provision made for cycling and walking from the Peartree Park & Ride	Provision of an improved cycling and walking route from Peartree Park and Ride sits outside of the scope of this project. The county's emerging Oxford Transport Strategy shows how a route to Peartree Park & Ride could be provided. Subject to the strategy being approved and more detail design the county would seek funding for this route to be improved.
Residents of Southdale Road	Would like to see a bridge for cyclists and pedestrians over Cutteslowe Roundabout, which would allow traffic to be more free flowing	Provision of a cycle/pedestrian bridge at Cutteslowe Roundabout would add significant additional costs to the project, beyond available funding.
Resident of Alma Lane	Feels that the scheme does not consider the most vulnerable users on the road (cyclists and pedestrians). The whole scheme needs to be rethought and more thought needs to go into the idea of having raised dedicated sections for cyclists and pedestrians, separated and well identified lanes for cyclists, and safe crossings at all exits on both roundabouts.	<p>The scheme seeks to improve conditions for all road users. There is currently no controlled provision for cyclists and pedestrians to cross the busy A40 and A44 at the Wolvercote roundabout and the A40 and Banbury Road at the Cutteslowe roundabout. The provision of controlled crossings on the major arms of each roundabout is therefore considered to be a significant improvement and will mean both pedestrians and cyclists can cross the A40 and A44 more safely. Providing signal control at the junctions will also remove some of the dangerous conflict points between motorists and cyclists. Design of uncontrolled crossings will be carefully considered.</p> <p>New off carriageway shared use pedestrian/cycle routes are being provided linking A44 Woodstock Road and A40 North Way at Wolvercote and on both sides of A40 Elsfield Way linking the corridor to the existing cycling facilities further east (beginning at Jackson Road and continuing on the south side of A40 towards Headington). Segregated pedestrian and cycle provisions cannot be provided due to limited highway land available.</p>
Resident of Elsfield Way	Doesn't want the road to be closer to their residence.	Some widening is necessary to ensure the junctions can provide sufficient capacity and to provide the pedestrian/cycle crossings without causing additional delay. We have tried to keep any widening to a minimum and all works will be undertaken within the existing highway boundary.
Resident of Elsfield Way	Would also like to see the speed limit on Elsfield Way be brought down to 30mph in line with Sunderland Avenue	Following initial discussions with Thames Valley Police it was determined that 40mph speed limits would be appropriate on the Elsfield Road section

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Respondent	Summarised Comments	Officer Response
Commuter from Shiton-on-Cherwell	Feels that the scheme improves the approach to the Cutteslowe Roundabout from Banbury Road north. Suggests that the scheme could be improved by putting directional arrow road markings on the approach to the roundabout to improve safety. Feels that the southern approach is poorly designed, this alignment creates the same issue that have only now been partly solved on the northern approach with an even worse alignment and complete lack of lane markings.	Directional arrows and text will be provided to aid lane discipline. The Banbury Road (S) approach has been reviewed and changes made to improve its alignment.
Resident of Yarnton	Would like to see traffic lights at the Pear Tree Roundabout as those approaching from Yarnton cannot get onto the roundabout causing congestion.	Pear Tree Roundabout is not within the scope of this project. An improvement scheme at the junction was announced in the Autumn Statement. This would be delivered by the Highways Agency and is expected to be completed by 2021.
Resident of Sunderland Avenue	Concerned that the close location of the traffic lights to the roundabout may cause frequent blockages on the roundabouts during rush hour.	The signal phasing and timings will be linked to enable better coordination between the junctions and to minimise the potential for queuing traffic to block back. The current unsignalised arrangement does not allow for this control so traffic does block back.
Resident of Park Close	Believes it is a mistake not to use lights to control the Banbury Road northbound at the roundabout, vehicles will block the roundabout because of the poor flow of traffic towards Kidlington. If lights are not going to be used there should be measures to address the issue in the proposed scheme.	The majority of traffic going to Banbury Road north of Cutteslowe roundabout is from Elsfield Way which will be signalised. A number of measures are being taken to keep traffic flowing on Banbury Road north of Cutteslowe roundabout including Keep Clear markings on the junctions with Five Mile Drive and Harbord Road.
Resident of Elsfield Way	Does not see the need for 4 lanes on westbound A40; feels that 3 would be sufficient.	Traffic modelling has indicated that 4 lanes on the A40 Elsfield Way approach are required. The right turning volumes into A4165 Banbury Road (N) are relatively high and therefore 2 lanes are needed for this movement, in addition to the 2 lanes for through traffic.
Resident of Templar Road	In favour of the scheme	Comment noted.
Resident of Field Road	Feels that Five Mile Drive should be closed	The original informal consultation undertaken in July 2014 included proposals to close Five Mile Drive permanently. However, there was strong opposition received to this proposal during that consultation. Further modelling and design work indicated that leaving Five Mile Drive open did not have a detrimental effect on the operation of the junction and consequently the proposal to close this road was removed from the scheme. It is suggested that the effects of the junction improvements included in this scheme as well as other transport changes in the area are monitored.
Resident of Linkside Avenue	Is concerned that Five Mile Drive is not being closed and it is a safety issue.	See previous response to a similar query about Five Mile Drive
Resident of Talbot Road	Would like to see the KEEP CLEAR markings on both sides of Banbury Road to enable vehicles to turn both ways out of Harbord Road.	Request for KEEP CLEAR markings at Harbord Road has been noted and will be considered by the designers.

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Respondent	Summarised Comments	Officer Response
Resident of Talbot Road	The works should take place in the summer which would minimise disruption as there is a lighter traffic flow. The good weather would also encourage residents to use alternative forms of transport.	A full construction schedule for the project has not yet been completed, however it is anticipated that work will start in Summer 2015. Due to the scale of the project it is envisaged that it will not be possible to complete the whole project over the summer period. Every effort will be made where reasonably possible to minimise disruption.
Resident of Five Mile Drive	Concerned with leaving Five Mile Drive connected to the Wolvercote Roundabout. Should be made into a cul de sac to prevent through traffic on a narrow road which does not have the infrastructure that Sunderland Avenue has.	See previous response to a similar query about Five Mile Drive. A peak period traffic survey undertaken in October 2014 confirms there were 190 two-way vehicles movements along Five Mile Drive in the peak (5-6pm). This is not considered to be significant given the type of road and will include local traffic accessing residential areas.
Resident of Five Mile Drive	Would like the access to Five Mile Drive to the Wolvercote roundabout to be closed to general traffic as most drivers use the road as a shortcut and drive at speeds well over 30mph.	See previous response to a similar query about Five Mile Drive. A speed survey carried out in October 2014 along Five Mile Drive indicates average speeds are well below 30 MPH, with the 85th Percentile speeds just below 30 MPH as well.
Resident of Five Mile Drive	Would like the access to Five Mile Drive to the Wolvercote roundabout to be closed	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Pleased to see that Five Mile Drive will not be closed as was proposed in earlier plans	Comment noted.
Resident of Five Mile Drive	Glad to see that Five Mile Drive will not be shut off, as well as the pedestrian crossings on both the A44 and A40.	Comment noted.
Resident of Five Mile Drive	Feels that there could be a compromised solution reached by blocking off Five Mile Drive just beyond the right hand turn onto Rotha Field Road with a mini roundabout with a straight on block, would facilitate both a turning circle and the right turn on to Rotha Field Road. Feels this would curtail rat running, traffic would be reduced to residents only, only 21 residences would need to use the eastern end T junction on to Banbury Road for both entry and exit, would improve traffic flow on Wolvercote roundabout and Cutteslowe roundabout.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Feels that closing Five Mile Drive at the junction with the Wolvercote Roundabout is the best option to deal with the heavy traffic using it as a rat run. If this is to happen there would need to be traffic lights on Banbury to allow access and not cut them off completely.	See previous response to a similar query about Five Mile Drive. A peak period traffic survey undertaken in October 2014 confirms there were 190 two-way vehicles movements along Five Mile Drive in the peak (5-6pm). This is not considered to be significant given the type of road and will include local traffic accessing residential areas.

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Respondent	Summarised Comments	Officer Response
Resident of Five Mile Drive	Feels that if Five Mile Drive remains open traffic lights are still needed at the junction as further development will increase traffic further causing even more issues at the junction with Banbury Road.	The installation of KEEP CLEAR markings at the junction of Five Mile Drive and Banbury Road will ensure traffic from Five Mile Drive has adequate access to Banbury Road. Furthermore, increased capacity and signalisation of Wolvercote and Cutteslowe roundabouts should improve journey times along the A40 reducing the potential for traffic to re-route to Five Mile Drive.
Resident of Five Mile Drive	Does not understand what is meant by "traffic lights installed at roundabout" but the Banbury Road junction is to remain "un-signalized".	Traffic lights will be installed for the A40 North Way, A40 Elsfield Way, and A4144 Banbury Road (North) approaches to the roundabout. Traffic lights will also be installed for the circulatory carriageway within the roundabout. However, the A4144 Banbury Road (South) approach to the roundabout will remain unsignalized, and will continue to function as a 'give-way' operation.
Resident of The Habord Road Area Residents Association	Concerned with the timing of the works and whether all arms of the roundabout would be able to flow equally (would not like to see the A40 given preference over the traffic on Banbury Road). Believes that the works should be done in the summer when the traffic is the lightest as well as make it possible for local residents to use other means of transport (bikes and walking) due to the good weather.	Traffic signal timings will be carefully selected, monitored and adjusted to ensure an optimum flow of traffic at the roundabout. A full construction schedule for the project has not yet been completed, however it is anticipated that work will start in Summer 2015. Due to the scale of the project it is envisaged that it will not be possible to complete the whole project over the summer period. Every effort will be made where reasonably possible to minimise disruption.
Resident of Five Mile Drive	Feels that with the new rail station opening soon more consideration should be made to preventing Five Mile Drive from becoming a rat run. Suggests speed humps and chicanes along the whole of Five Mile Drive, No entry from Wolvercote Roundabout into Five Mile Drive, enforcement of the 20mph limit at all times, and consideration of closing all access to and from the Wolvercote Roundabout.	See previous response to a similar query about Five Mile Drive. A peak period traffic survey undertaken in October 2014 confirms there were 190 two-way vehicles movements along Five Mile Drive in the peak (5-6pm). This is not considered to be significant given the type of road and will include local traffic accessing residential areas. If there is an increase in traffic using Five Mile Drive following the opening of Oxford Parkway Station for example, and this is considered to be a safety or traffic problem, then appropriate mitigation could be considered at a later date
Resident of Five Mile Drive	Pleased that the proposal to close the west end of Five Mile Drive has been dropped. In the long term traffic calming should be considered.	Comment noted.
Resident of Five Mile Drive	Would like to see the closure of Five Mile Drive at the Wolvercote Junction	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Has safety concerns about the traffic around Wolvercote Roundabout and the access to Five Mile Drive.	The proposals have and will continue to be subject to detailed Road Safety Audits.
Resident of Five Mile Drive	Hugely disappointed that the exit to Five Mile Drive is not being blocked off from the roundabout. Feels that this will get increasingly dangerous once the new station and business park are open.	See previous response to a similar query about Five Mile Drive. If there is an increase in traffic using Five Mile Drive following the opening of Oxford Parkway Station for example, and this is considered to be a safety or traffic problem, then appropriate mitigation could be considered at a later date

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Respondent	Summarised Comments	Officer Response
Resident of Five Mile Drive	Feels there is a safety requirement to close or reduce access to Five Mile Drive from the Roundabout. Will continue to encourage the use of Five Mile Drive as a rat run which is a safety concern for the residents. At worst allow traffic onto the roundabout from Five Mile Drive not both ways.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Would like the option to close off Five Mile Drive at the Wolvercote Roundabout reinstated. Safety concerns with allowing traffic to use it as a cut through. Closing it at one end would alleviate the problem and it would become more locally residential traffic.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Gathers that the council has amended its plan to close off one end of Five Mile Drive. Will become increasingly busy due to the new volume of traffic generated by the Northern Gateway Development. This will make it a dangerous road to live on.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Commented on the original proposal to close off Five Mile Drive to support it with an additional suggestion to put a No Right Turn sign at Banbury Road end of Five Mile Drive. Hopes that the County Council will revisit the decision to retain access to/from Five Mile Drive.	See previous response to a similar query about Five Mile Drive. The installation of KEEP CLEAR markings at the junction of Five Mile Drive and Banbury Road will ensure traffic from Five Mile Drive has adequate access to Banbury Road. Furthermore, increased capacity and signalisation of Wolvercote and Cutteslowe roundabouts should improve journey times along the A40 reducing the potential for traffic to re-route to Five Mile Drive.
Resident of Five Mile Drive	Would prefer the Wolvercote Roundabout exit from Five Mile Drive to be closed to discourage through traffic	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	The Wolvercote end of Five Mile Drive needs to be closed off permanently as access is not a problem as all routes can be accessed via Banbury Road or Rotha Field Road.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Concerned about the council's change of plan as it was understood that the end of Five Mile Drive would be closed to the Wolvercote Roundabout. Worried about the huge increase in travel levels with the introduction of the new station and to road safety issues in the area. Does not understand how this could have been reversed without full consultation with those who live in the street	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	If any further development in this area is considered then this will create traffic that will be unbearable for the residents. Urges to close the road [Five Mile Drive] before any further development takes place.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Would like to protest against the plan to leave Five Mile Drive as a potential cut through. Keen to maintain access from Five Mile Drive onto the Wolvercote Roundabout, thinks that access from the roundabout on to Five Mile Drive should be closed. Alternatively the road could be blocked off completely in the middle, preventing it being used as a cut through.	See previous response to a similar query about Five Mile Drive.

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Respondent	Summarised Comments	Officer Response
Resident of Talbot Road	Assumes that the traffic island on Banbury Road between Five Mile Drive and Harbord Road will be retained. Thinks it would be beneficial to close the west entry to Sunderland Avenue eastbound, to prevent rat running.	The traffic island on Banbury Road between Five Mile Drive and Harbord Road will be retained. Potential changes to the operation of the Sunderland Avenue do not form part of the proposals.
Resident of Five Mile Drive	Demands that Five Mile Drive be closed off from the Wolvercote Roundabout as previously suggested due to safety concerns and past accidents involving cyclists. The increase in traffic would become unbearable for residents on the road as there would be even more traffic trying to cut through.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Hoped for some sort of integrated solution for pedestrians and cyclists to pass from the northern side of the roundabout to the south and vice versa.	The scheme seeks to improve conditions for all road users. There is currently no controlled provision for cyclists and pedestrians to cross the busy A40 and A44 at the Wolvercote roundabout and the A40 and Banbury Road at the Cutteslowe roundabout. The provision of controlled crossings on the major arms of each roundabout is therefore considered to be a significant improvement and will mean both pedestrians and cyclists can cross the A40 and A44 more safely. Providing signal control at the junctions will also remove some of the dangerous conflict points between motorists and cyclists. Design of uncontrolled crossings will be carefully considered. New off carriageway shared use pedestrian/cycle routes are being provided linking A44 Woodstock Road and A40 North Way at Wolvercote and on both sides of A40 Elsfield Way linking the corridor to the existing cycling facilities further east (beginning at Jackson Road and continuing on the south side of A40 towards Headington). Segregated pedestrian and cycle provisions cannot be provided due to limited highway land available.
Resident of Five Mile Drive	Main source of disappointment is the reversal of the decision to close the Five Mile Drive entrance. The road is a rat run with estimated speeds at 50mph. believes the increase of traffic from future developments will make the situation worse.	See previous response to a similar query about Five Mile Drive.
Resident of Linkside Avenue	View is to reinstate the plan to close off Five Mile Drive and allow it to become a quiet residential road and not provide a rat run for the increase in motorists for the new Oxford Parkway rail station.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	In favour of Five Mile Drive remaining open to Wolvercote roundabout.	Comment noted.
Resident of Five Mile Drive	The new scheme needs to provide a safe way for cyclists to cross the roundabout without having to stop at numerous pedestrian crossings.	See previous response to a similar query about pedestrian/cyclist crossings.

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Respondent	Summarised Comments	Officer Response
Resident of Five Mile Drive	Would like to oppose the current plan if it does not shut Five Mile Drive at the roundabout. Concerned that Five Mile Drive will become a rat run to the new station.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Understands that the council has now changed their plan to close off Five Mile Drive at the Wolvercote roundabout, feels this is a serious mistake.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Extremely disappointed that the proposed closure of Five Mile Drive at Wolvercote Roundabout has been withdrawn from the plans and is deeply concerned that there has not been a considered and effective alternative offered. Worried about the increased volume of traffic as a consequence of the Northern Gateway development, which will poses safety concerns.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Feels they were not properly informed about the change to the plans and that a few residents were not informed and have not given an opinion on the matter.	Relevant TRO consultation notices were provided in the local media, on the County Councils Website and via site notices.
Resident of Five Mile Drive	Concerned about the proposed non-closure of Five Mile Drive at the Wolvercote roundabout. The new station will only add to the amount of traffic using Five Mile Drive as a cut through. Residents will have no problem if it is closed because there are 2 other exits that they can use.	See previous response to a similar query about Five Mile Drive.
Summerfields School	Concerned about the impact of the roadwork's for contingency plans and finding the right travel solution that is able to cope with the inevitable delays. Query: Confirm the details of planned disruption to traffic flow from the North, Confirm bus lanes will remain open throughout construction.	A full construction schedule for the project has not yet been completed, however it is anticipated that work will start in Summer 2015. Every effort will be made where reasonably possible to minimise disruption and maintain the existing bus lanes throughout construction.
Cyclox and CTC	Wishes to see grade separated crossing for cyclists and pedestrians, with access ramps from each of the major feeder roads onto a high level bridge in the middle of the roundabout.	There is currently no controlled provision for cyclists and pedestrians to cross the busy A40 and A44 at both Cutteslowe and Wolvercote roundabouts. The provision of controlled crossings on the major arms of each roundabout is therefore considered to be a significant improvement and will mean both pedestrians and cyclists can cross the A40 and A44 more safely. Provision of grade separation for cyclists and pedestrians and or the provision of a cycle/ pedestrian bridge would increase costs significantly beyond available funding.
Cyclox and CTC	Would like to see advanced stop lines on the entrances to the roundabouts.	Due to limited highway land available, narrow traffic lanes are being proposed. Narrow lanes on the approaches will make it difficult for cyclists to bypass stationary traffic to access advanced stop lines. Hence, advanced stop lines are not included in the scheme proposals.

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Respondent	Summarised Comments	Officer Response
Cyclox and CTC	Would like to see a Toucan crossing on the turning into Godstow Road.	Provision of Toucan crossings on all arms of the roundabouts would significantly compromise overall traffic flows at both roundabouts and across the wider area. Flows on Godstow Road and Five Mile Drive are relatively low, when compared to the major A40 and A44 movements. Hence, uncontrolled crossings are considered adequate here.
Cyclox and CTC	Concerned about existing vehicle overrunning on the northwest corner of the Wolvercote roundabout, suggests that on the corner, the cycle track/footway take a direct shortcut, cutting out the corner and leading straight from one toucan to the next.	The proposals have been designed to accommodate this turning manoeuvre so overrunning should not be a problem.
Cyclox and CTC	Would like to see a Toucan across Five Mile Drive as well as the access to be narrowed.	Provision of Toucan crossings on all arms of the roundabouts would significantly compromise overall traffic flows at both roundabouts and across the wider area. Flows on Godstow Road and Five Mile Drive are relatively low, when compared to the major A40 and A44 movements. Hence, uncontrolled crossings are considered adequate here.
Cyclox and CTC	Would like to see kerb build outs where cyclists are to re-join the carriageway to protect them against traffic.	Carriageway width is restricted and it is not possible to provide kerb build outs.
Cyclox and CTC	Would like to see cycle lane priority on both the A40 and A44 entrances and exits to the BMW/BP garage, so that cyclists do not have to stop at each access.	Turning movements in and out of the BMW/BP accesses are not considered significant enough to justify cycle priority at the accesses.
Cyclox and CTC	On Cutteslowe roundabout there needs to be a Toucan crossing at the eastern exit/entrance to the roundabout as the diversion that cyclists and pedestrians have to follow to get from the north to south of the junction is not acceptable. Wants to see a Toucan crossing at the southbound exit of the Cutteslowe Roundabout onto the Banbury Road. Feels that there should be a Toucan Crossing on A40 Eastern Arm of the Cutteslowe Roundabout.	Scheme proposals are trying to balance improving access for pedestrians and cyclists with the impact this would have on traffic delay. New controlled crossings (Toucans) are being provided on the major arms, and additional Toucans at the locations mentioned would significantly increase vehicle delay resulting in buses in particular being held up and traffic potentially re-routing inappropriately.
Thames Valley Police	The current banned turning manoeuvres at Jackson Road are the subject of constant complaint during times of queuing at the roundabout. This junction should be reengineered to prevent the left turning manoeuvre from the A40 into Jackson Road.	The proposals include works to further physically restrict the banned turns at Jackson Road.
Thames Valley Police	Does not see the justification for removing the existing crossing approaching the Cutteslowe Roundabout.	As part of the proposals, the existing crossing facilities on A40 North Way are being relocated to the junctions where they better serve the dominant north-south pedestrian and cycle movements.

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Respondent	Summarised Comments	Officer Response
Thames Valley Police	On the A44 Woodstock Road the speed limit is being reduced from 70 to 30 and would like to know what measures are included to achieve driver compliance when traffic flows are light?	The extension to the existing 30mph speed limit on Woodstock Road covers the length of the proposed works where narrow lanes and central reserve are required to accommodate the additional southbound traffic lane. This section will also see traffic changing lanes on the approach to the junction to align themselves in the correct lane based on intended destination. Hence, the 30mph speed limit is considered appropriate for this section of A44. It is anticipated that speed limits in the area will be reviewed in the future in connection with the Northern Gateway development.
Resident of Sunderland Avenue	Suggests that a ring road/by pass is needed to take the substantial number of through traffic as outlined in the Oxford Transport Strategy. There should be no delay period for pedestrians or cyclists at signalised crossings. Questions whether the A40 Northway at the approach to the Cutteslowe roundabout will impact negatively on the width of the current cycleway/footway. This is already narrow and any widening will render it useless.	The provision of a new ring road/bypass is outside the scope and available funding for this project. The widening on the A40 North Way approach to Cutteslowe does reduce the current width of verge and footway/cycleway. However, limited highway land in this area means that without acquiring private land, a maximum 3m wide footway/cycleway can be provided here, which is considered acceptable width for a shared footway/cycleway.
Resident of Sunderland Avenue	Feels the cycle and pedestrian crossing facilities are inadequate at the roundabouts.	There is currently no controlled provision for cyclists and pedestrians to cross the busy A40 and A44 at both Cutteslowe and Wolvercote roundabouts. The provision of controlled crossings on the major arms of each roundabout is therefore considered to be a significant improvement and will mean both pedestrians and cyclists can cross the A40 and A44 more safely.
Resident of Sunderland Avenue	Controlled Toucans, as in Wolvercote Roundabout are needed at all arms of the roundabouts.	Provision of Toucan crossings on all arms of the roundabouts would significantly compromise overall traffic flows at both roundabouts and across the wider area. Flows on Godstow Road and Five Mile Drive are relatively low, when compared to the major A40 and A44 movements. Hence, uncontrolled crossings are considered adequate here.
Resident of Sunderland Avenue	Would like to see better signage of the 20mph signs on Sunderland Avenue as well as traffic calming.	Comment noted. This is outside the scope of this project.
Resident of Sunderland Avenue	Does support the changes in speed limit particularly the proposed 30mph limit along the A40 between the Wolvercote and Cutteslowe Roundabout.	Comment noted.
Resident of Sunderland Avenue	The eastern end of the A40 Northway, just west of Cutteslowe roundabout, has a right turn lane for westbound traffic that wishes to enter Sunderland Avenue North side, a similar right turn lane is needed at the Western end of the A40 North Way.	Provision of a right turn lane at the western end of the A40 North Way would compromise the traffic flows at Wolvercote roundabout. Traffic signals at Wolvercote roundabout will ensure there are sufficient gaps in the traffic to allow right turners to enter Sunderland Avenue
OPP	Query: Please can you advise if these works are confirmed to go ahead and what will be happening?	Construction of these schemes is planned to begin in Summer 2015. More details of the schemes will be made available to the public on the council's website.

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Respondent	Summarised Comments	Officer Response
OPP	Heard on the radio that the budget has been approved to improve the Botley and Peartree exits from the A34, When will these works commence and how long will they take?	Improvements to Botley and Peartree exits off the A34, will be delivered by the Highways Agency, with input from the Oxfordshire County Council. Since these schemes are in their infancy (they were just announced in the DfT's Autumn Statement), at this point in time there is no additional information.
OXTRAG	The location of the controlled crossings on Wolvercote roundabout need to be checked in accordance with Chapter 5 of Volume 6 Section 2 Part 3 TD 16/07 to ensure that there is no conflicts with the signals for the Toucans and those of the circulatory signals. On Cutteslowe this check needs to be done for the 2 Toucans on the exits from the roundabout.	The signals and crossings are designed in accordance with current standards and guidance. The signals for the toucan crossings are integral to the junction operation and not a separate provision.
OXTRAG	Thinks that the number of right turners does not warrant 2 right turn lanes, suggests one right turn lane, 2 straight on and one left turning lane. Has this option been checked in the traffic modelling	Traffic modelling has indicated that 4 lanes on the A40 Elsfield Way approach are required. The right turning volumes into A4165 Banbury Road (N) are relatively high and therefore 2 lanes are needed for this movement, in addition to the 2 lanes for through traffic.
Guide Dogs	Would have a problem whether the shared footways would be segregated. Would like to a central delineator on all shared use paths. Query: Concerned that there would be no blister paving at the toucan crossing? Will there be audible signals? Can you confirm if this area is one level surface or a traditional road as there is no mention of a kerb or kerb edge? Is the cycle route along Sunderland Avenue separated from the carriageway with a grass verge or trees or is this another side road? If the Sunderland Avenue route is a separate route for cyclists then the pedestrian route alongside is fine but is there a delineation? Can it be confirmed that toucan crossings are accessible?	The existing shared use footway/cycleways are a mixture of segregated and unsegregated facilities. New provisions will generally be for off carriageway unsegregated shared use footway/cycleway facilities. Tactile paving will be provided at the crossing points.
Summertown and Wolvercote Conservatives	Happy that Five Mile Drive will remain open for access to and from Wolvercote Roundabout. Retaining the Give Way for this and for Godstow Road while controlling the main access road with traffic lights makes sense as this will give local residents a better chance of getting onto the roundabout compared to the current unsatisfactory system. Believes that the revised plans for Cutteslowe Roundabout are far more realistic.	Comment noted.
Summertown and Wolvercote Conservatives	Feels that the cycling and pedestrian routes should be better defined and all long all approaches and as far north as the Peartree and Kidlington Roundabouts.	The county's emerging Oxford Transport Strategy shows how cycle and pedestrian routes would link to Peartree Interchange and Kidlington roundabout and beyond. Subject to the strategy being approved and further detail work being undertaken the county would seek funding for these routes to be improved.

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Respondent	Summarised Comments	Officer Response
Summertown and Wolvercote Conservatives	The access onto the roundabout from Five Mile Drive and Godstow Road should be doubled to allow for more vehicles to exit.	Modelled traffic flows of the roundabouts determine that no additional exit capacity is required at either Five Mile Drive or Godstow Road.
Summertown and Wolvercote Conservatives	There should be an additional toucan crossing Elsfield Way to enable pedestrians and cyclists to travel south.	Scheme proposals are trying to balance improving access for pedestrians and cyclists with the impact this would have on traffic delay. New controlled crossings (Toucans) are being provided on the major arms, and additional Toucans at the locations mentioned would significantly increase vehicle delay resulting in buses in particular being held up and traffic potentially re-routing inappropriately.
Summertown and Wolvercote Conservatives	Believes that there should a full duelling on Sunderland Avenue should be considered to reduce confusion and absorb more vehicles at busy times.	Dualling Sunderland Avenue does not form part of the project scope. Proposals to signalise the Cutteslowe and Wolvercote roundabouts and widening of the A40 and A44 approaches will provide additional capacity required and improve the regulation of traffic flows and journey times along the A40 corridor.
Summertown and Wolvercote Conservatives	Bus stops opposite and adjacent to Harefields junction should be set back and moved a little.	The provision of a bus layby was considered as part of the design process but is not feasible without landtake or compromising footway and cycleway widths.
Summertown and Wolvercote Conservatives	The junction at Jordan Hill needs to be improved to make access to and from Banbury Road safer.	Improvements at the Banbury Road/Jordan Hill junction are outside the scope of this project.
Resident of Woodstock Road	Signals at entries to the Wolvercote roundabout would encourage excessive speed, suggests removing all proposed signal control at the roundabout then the length of three-lane approach on the north and west arms could be reduced, provide signal controlled crossing of the south and west arms about 30 metres away from the roundabout, and do not provide any signal-controlled crossings of the north arm. Approach/ entry of Woodstock Road (south) and A40 (east) should have 2 lanes for at least 10 metres back from the stop line. On Woodstock Road approach there should be 2 lanes extending back at least a further 50 metres.	The signals and crossings are designed in accordance with current standards and guidance. The signals for the toucan crossings are integral the junction operation and not a separate provision. Crossing at the junction better serves the pedestrian/cyclist desire lines. Traffic modelling carried out on the scheme proposal shows that signalising the Wolvercote roundabout is essential to better managing demand at the roundabout.
Resident of Woodstock Road	On Cutteslowe roundabout concerned about the number of traffic lanes on the circulatory carriageway and the number of traffic lanes on East approach feels that 3 should be sufficient.	Traffic modelling has indicated that 4 lanes on the A40 Elsfield Way approach are required. The right turning volumes into A4165 Banbury Road (N) are relatively high and therefore 2 lanes are needed for this movement, in addition to the 2 lanes for through traffic.
Resident of Woodstock Road	On the south arm there should be a toucan crossing as an uncontrolled crossing will be hazardous. On the west arm, it would be better not to have crossings at the roundabout entry/exit.	The signals and crossings are designed in accordance with current standards and guidance. The signals for the toucan crossings are integral to the junction operation and not a separate provision.
Resident of Woodstock Road	The cycle/footway will be too narrow for a Toucan crossing. The existing crossing on the west arm should be left as they are.	The footway/cycleways are designed in accordance with current standards and guidance.

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Respondent	Summarised Comments	Officer Response
Resident of Salisbury Crescent	Query: Has there been a destination survey carried out at the approaches to the Wolvercote Roundabout and Thornhill P&R at peak times?	Turning counts were undertaken at a number of junction in North Oxford including at Wolvercote and Cutteslowe roundabouts. The surveys were undertaken in November 2013 and have been used for the design and modelling work undertaken on this project.
Resident of Salisbury Crescent	Has not seen any proposals for Park and Rides on the A40 easterly and A44 southerly approaches. Would these not reduce congestion on routes into the city and encourage use of public transport?	Long term proposals for Park and Ride sites on the A40 and A44 form part of the draft Oxford Transport Strategy, which is currently out to consultations. In addition, the Oxfordshire LEP has been provisionally awarded £35m from the government's Local Growth Fund to "expand the integrated public transport system ... delivering major enhancements to the A40 strategic route between Oxford, Northern Gateway and Witney".
Resident of Salisbury Crescent	Can see no wide sweep at the Wolvercote roundabout for large lorries turning north, is it possible to improve the radius here?	The proposals have been designed to accommodate this turning manoeuvre.
Resident of Salisbury Crescent	Comments: Feels there is a new road needed from the commencement of queues on the A40 west of the Wolvercote roundabout swinging north to the A34 would take traffic to the M40.	The county council is developing a scheme for a new link road connecting the A40-A44 west of the A34. This is currently at preliminary design stage and subject to funding and approval is expected to be completed by 2019.
Resident of Salisbury Crescent	Can see no provision for bus lay-bys in Banbury Road North to and from Kidlington, hence stopping buses will hinder flow. Feels the traffic lights at both roundabouts will hinder traffic flow.	The provision of a bus layby was considered as part of the design process but is not feasible without landtake or compromising footway and cycleway widths.
Resident of Salisbury Crescent	Feels that the markings for the three lanes at the northerly approach at Cutteslowe roundabout at the Banbury Road there is insufficient room for these to work properly.	The additional lane provides increased capacity at the junction. The layout is constrained by the extents of the highway boundaries and also not impacting on the avenue of trees along North Way.