

Annex 2

Summary of key consultation comments and officer response

COMMENT THEME	OFFICER RESPONSE
Bus Lane Reversal ETRO	
<p><i>Concerns that the bus lane reversal will increase southbound congestion/ delays for buses and/ or that southbound bus priority in morning peak period should be the priority.</i></p>	<p>This proposal is based on feedback from bus operators who ‘unequivocally support’ the proposal and is informed by traffic modelling undertaken to inform trial traffic filters which forecasts additional vehicle movements (and hence the need for new bus priority) northbound on the Woodstock Road. There will also continue to be a significant section of southbound bus priority on Woodstock Road. The bus operators have suggested that they would like this change regardless of the trial traffic filters.</p> <p>We are also proposing to implement the measure as an ETRO. This allows opportunities for quick changes to the highway layout should proposals to ensure bus journey time reliability is maintained.</p>
<p><i>That the bus lane reversal will have a negative impact on people cycling southbound who currently use the bus lane.</i></p>	<p>It is recognised that the existing southbound bus lane also provides an important facility for people cycling southbound. That due to the proximity of a number of schools in the area a number of cycles using the route are children. Working in co-production with active travel groups, efforts have been made to ensure that the length of bus lane reversal is only for a length where off road cycle provision on the east side of Woodstock Road can also be provided.</p> <p>As part of schemes complementary measures, provision will also be made to ensure southbound cycle users can safely and seamlessly merge back into the southbound bus lane at Squitchey Lane via a protected merge..</p> <p>Road lining measures on the carriageway are also proposed to improve awareness and priority for cycles which will be complemented by a separate</p>

	<p>recent (January 2024) CMD approval for a shared use facility on the eastern side of Woodstock Road between the Wolvercote roundabout and Blandford Avenue.</p> <p>Whilst not deliverable as part of this project, the traffic filters trial which these measures are complementary of, if made permanent, could be anticipated to afford wider strategic opportunities to redesign and re-prioritise highway space in favour of active travel modes.</p>
<p><i>Concerns at removal of a southbound bus stop (Wolvercote roundabout)</i></p>	<p>It is recognised that this may be inconvenient for some, however alternative bus stops are identified within close proximity (200m further south). Retaining the bus stop would risk creating delays on Wolvercote Roundabout which itself could risk delaying bus services. Consistent with the wider bus lane measures, the proposal is recommended for implementation as an ETRO allowing opportunities for review and rapid change during the trial period if significant unintended consequences are reported.</p>
<p><i>Concerns measures will increase congestion and delay at Wolvercote Roundabout northbound</i></p>	<p>It is not expected that traffic capacity northbound will be impacted. The same number of general traffic lanes will still be provided. It could be hoped that improved bus priority northbound could encourage more bus use. The project will be monitored carefully throughout the ETRO period with modifications if required.</p>
<p><i>Concern that a 'Yellow Box' junction should be introduced for those exiting from First Turn.</i></p>	<p>Road Safety Audits are being undertaken on the scheme, and this suggestion will be raised through this process.</p>
<p><i>That the council should see how the trial traffic filters work first before amending any bus priority.</i></p>	<p>Feedback from bus operators suggests that there are significant existing bus journey time and reliability issues northbound on the Woodstock Road on approach to Wolvercote roundabout which in their own right could justify an alteration to physical bus priority on the route. In addition to this, early modelling undertaken for the trial traffic filters has indicated that additional northbound vehicle movements on the Woodstock Road could further exacerbate the</p>

	<p>importance for providing northbound bus priority on the Woodstock Road in this location.</p> <p>Whilst the bus lane reversal measure is being proposed to support the trial traffic filters, it is also part of a wider strategy to encourage modal shift that will have wider benefits for the Oxford City area and beyond.</p>
Bus Stop Clearway	
<i>That measures could create additional delay for buses/ that the measure was not needed</i>	The clearway is being promoted to formalise an existing bus stop. The measure was requested and supported by the bus operators and is considered this would have minimal implications for other sustainable travel modes. This proposal was also consulted on as part of the previous 2021 Quickway proposals.
Side Road Entry Improvements	
<i>That proposals do not represent value for money and are not needed.</i>	The proposals have been developed closely with key user groups. The council will prioritise measures that deliver benefits based on cost, alignment with policy, deliverable benefits, and consultation feedback. Analysis of collisions in Oxford suggests that a significant number of serious and fatal incidents occur at junctions and side roads, often involving pedestrians and/or people cycling. Measures that can assist in reducing crossing distances, as well as vehicle entry/ exit speed can significantly alleviate some of these issues.
<i>That Side Road Entry Treatments should be implemented as continuous footway designs with entry kerbs</i>	The Highway Code is clear that pedestrians and cyclists using footways and/or shared use facilities adjacent to roads have priority over vehicles turning across them. Similar features have been used successfully in other locations in Oxford where side streets meet main roads. Officers have had constructive discussions with active travel groups on specific design details and will continue to develop designs that are both responsive to factors of context/ budget and in keeping with that which has been subject to statutory consultation.

<i>That measures should be prioritised in alternative locations</i>	Informed through co-design with key stakeholders, officers consider that the locations identified are optimal in the context of factors including location, demand and available project budget.
Zebra Crossing – near Observatory Street	
<i>The measures are not necessary</i>	Informed through the co-production process, officers consider that there is clear support from the consultation feedback. Separate surveys of pedestrians show significant demand here. The proposals are consistent with the Oxford Local Cycling and Walking Implementation Plan (LCWIP)
<i>Measures are prioritised in the wrong locations, and suggested alternatives.</i>	The location was informed through a combination of policy, observation and a co-production process. A number of locations were reviewed, however challenges with these had been identified in terms of design and delivery timescales. For example, the county council's signals team confirmed that in some locations, there is insufficient pavement width for new formal crossings such as at Osberton Road. Adding a formal pedestrian crossing at Osberton Road would likely need a review of bus stop locations which itself could require a wider review of bus stops on Woodstock Road. Officers will therefore pass on this suggestion to be reviewed as part of the Central Oxford Movement and Place Framework. Other locations suggested were Woodstock Close and Rawlinson Close. There is lower demand at these locations. There are also existing formal pedestrian crossings in close proximity to these two locations.
Re-location of parking bay – Belysre Court, experimental trial	
<i>Concerned about negative impact to the businesses, and those with disabilities</i>	<p>The changes to parking proposed are a very minor relocation. There should be no disbenefit to businesses. The measure enables the implementation of the new crossing which will help accessibility to the shops.</p> <p>There should be no disbenefit to disabled users, as an existing parking bay will be relocated and there will continue to be a parking bay directly outside the pharmacy. The measure is recommended to be implemented as an experimental trial. If</p>

	<p>approved it would be subject to further formal consultation. This will allow for review and alterations as considered necessary.</p> <p>It was apparent from some responses that there was some confusion that proposals might remove parking and/ or remove or relocate parking to either St Barnards Road or Observatory Street which is not the case. There will be no overall reduction in the number of parking spaces associated with this proposal.</p>
<p>Off Road Cycle Provision – Frenchay Road to St. Margarets Road</p>	
<p><i>That the proposed off road footway/cycle way extension should be wider to accommodate people walking, wheeling, and cycling and/ or should physically segregate cycle users</i></p>	<p>At this location physical infrastructure to physically segregate pedestrians and cyclists, and wider segregation will not be possible due to the limited existing footway space available</p> <p>Officers consider that the measure will provide meaningful benefit for a number of particularly younger children cycling in the area accessing local schools etc. The proposal continues an off road cycle provision that stretches northwards. It is particularly important in this location where there is currently no dedicated southbound cycle provision. Officers recognise that the proposal falls short of long-term aspirations and design guidance within publications like LTN 1/20. It is considered that a medium/ long term solution more beneficial for pedestrians and people cycling could come forward in the future but that this would be dependent on potential road space reallocation that may be made possible if the trial traffic filters are successful and are made permanent at a future date.</p> <p>Comments were also received regarding the location including suggestions of moving the off-carriageway cycle path to the opposite footway. However this would not have consistency with the rest of the off road provision which is on the West side</p>

Summarised comments from online respondents

RESPONDENT	COMMENTS
(1) Local resident (Oxford)	<p>Bus lane reversal ETRO Southbound buses need to get through this section of the Woodstock Rd from the A40 roundabout to enable passengers to get to work/school quickly without being delayed any further. This will also result in further congestion at the top of the Woodstock Rd. The benefits of reversing this route have not been explained. Local groups have not been consulted on this change at any time, please provide evidence.</p> <p>Side road entry treatments Traffic dangerous on these roads and needs to be slowed down.</p>
(2) Local resident (Oxford)	<p>Bus lane reversal ETRO The traffic chaos on Woodstock and Banbury Road, partly caused by the Botley Road closure and 'Oxford North' is intolerable as it is. There is virtually no time of the day, during the week and at the weekend, where there aren't any traffic jams. Both roads seem to be permanently clogged up. If you start any re-jigging of the Woodstock Road now, it will only aggravate the situation. It is *impossible* to walk or cycle along both roads at most times of the day without inhaling fumes of *standing* cars. Can you please wait with your experiments until the Botley Road is reopened or traffic problems caused by Oxford North have eased? PLEASE!</p> <p>Other comments (phase 1) I don't think the residents of North Oxford, Summertown and Cutteslowe can tolerate any more changes. The last 1 year + has been horrendous for residents. And I find it difficult to accept the view that we only have to tolerate a bit more and it'll all be alright.</p> <p>Other comments (phase 2) The west side cycle lane on the Woodstock road 30 metres south of junction with Bainton Road are in an appalling state.</p>

<p>(3) Commuter / using the bus interchange (Kidlington)</p>	<p>Bus lane reversal ETRO Why don't you stop and let the traffic return to a normal level after all the works along the Woodstock Road, around the Pear Tree Roundabout and onwards. See what effect those works have had before starting more works to add to disruption. How can you possibly say what effect new works will have until the old ones have been completed? Have some common sense.</p> <p>Side road entry treatments Stop messing about and leave it alone for a year.</p> <p>Zebra crossing How many people have died along that road in the last 5 years? There are plenty of crossings and people can walk to the closest.</p> <p>Shared use cycle path Stop making changes.</p> <p>Other comments (phase 2) Stop, just stop.</p>
<p>(4) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO Because it's going to cause traffic chaos which I'm guessing is your aim</p> <p>Side road entry treatments You're just fannying about, causing chaos when there are so many roads in Oxford desperate for improvement</p> <p>Zebra crossing Absolute waste of money and you're gonna kill off the trade on the little road of shops by taking away the parking</p> <p>Shared use cycle path Waste of money</p>

<p>(5) Local resident (Oxford)</p>	<p>Other comments (phase 2) Question 8 can't be understood without a picture.</p> <p>The hopeless stop start cycle path on East side of Woodstock Road is a famous laughing stock among friends and colleagues.</p>
<p>(6) Local resident (Oxford)</p>	<p>Side road entry treatments Block off every road on the Banbury Road, so all residents need to travel either to St Giles or Woodstock Road roundabout to travel along Banbury Road. Deny them access like you have done in East Oxford. Banbury Road Residents will have to do the same to access Woodstock road.</p> <p>Other comments (phase 2) What should be done on Oxford roads is make Banbury Road one way heading into Oxford, then make Woodstock road one way heading out. The same should have been done with Cowley Road and Iffley Road.</p>
<p>(7) Local resident (Oxford)</p>	<p>Side road entry treatments I support road bumps but only if they are designed in such a way that they're not a nuisance for cyclists - they could be designed so that cyclists can avoid them (especially also with bike-trailers - it's very uncomfortable for kids to go over the bumps). In Ghent, Belgium, they make bumps cycle friendly, so I'm confident Oxford can do this too.</p>

<p>(8) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO This is economically ruinous. More woke, anti-motorist nonsense. OCC Transport Strategy is not fit for purpose. Inadequate policies designed by inadequate councillors.</p> <p>Side road entry treatments None of these proposal are needed. They are economically ruinous. Anti-motorist [REDACTED] are destroying a once great city. Shame on them.</p> <p>Zebra crossing Not needed. Waste of money. More anti-motorist nonsense.</p> <p>Shared use cycle path Not needed.</p> <p>Other comments (phase 2) Economically ruinous. Waste of money.</p>
<p>(9) Local resident (Oxford)</p>	<p>Other comments (phase 1) I'm concerned that the northbound bus lane to Wolvercote roundabout from 1st Turn will be abused and used by car drivers. There needs to be some bus lane enforcement cameras in a few locations on the northern routes out of the city as the bus lanes are constantly used illegally causing angst with other drivers</p> <p>Other comments (phase 2) Please add a dropped curb to the pavement directly opposite the western end of South Parade. Cyclists turning right out of South Parade on to the Woodstock Road have to travel some 200 metres on the main carriageway before they access a dropped curb to join the shared cycle / pavement. Also considering widening the pavement from Elizabeth Jennings Way to Squitchey Lane as it can be very congested at peak times with southbound cyclists using this stretch as well as northbound cyclists</p>
<p>(10) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO</p>

	<p>Will lead to south bound traffic jams and delay buses going into Oxford. Will increase the already unacceptable rat runs along Blandford Avenue. The County Council has persistently ignored the will of residents and safety issues of the current volume of lorries using the road to bypass jams which the County Council has North bound traffic will not be any better because of the volumes on the roundabout.</p> <p>Other comments (phase 1) Please do not waste council tax payers money on this pointless tinkering. The current northbound delays to the roundabout are due to the ridiculous closure of Botley road, which demonstrates how incompetent OCC are in negotiating with contractors on something that should have a best taken 1-2 months if properly planned.</p> <p>Side road entry treatments Environmental damage and noise. To control speed requires proper policing of the 20 mph speed limits.</p>
(11) Local resident (Oxford)	<p>Other comments (phase 1) I preferred the original plan to do away with bus lanes and zig-zag the road so all bus stops where off the road and not blocking it</p> <p>Side road entry treatments Clarifying the junctions for pedestrians and cyclists is a good safety move.</p> <p>Other comments (phase 2) The new crossing at Observatory Street is desperately needed.</p>
(12) Local resident (Oxford)	<p>Other comments (phase 1) Do not remove any bus stops</p> <p>Side road entry treatments More road humps are ineffective and damage cars (my car is all electric and heavy, bumps are very dangerous)</p> <p>Shared use cycle path Cyclists are dangerous, sweep up alongside pedestrians who have not seen them. They must be kept entirely segregated from pedestrians.</p>

	<p>Other comments (phase 2) Need as much parking as possible at lower end of Woodstock Rd to help shops, new university quarter, college arrivals etc. Most important, keep free parking outside Belsyre Ct shops, essential for locals, which have been there for decades.</p>
(13) Local resident (Oxford)	<p>Side road junctions These roads have much more necessary and regular use as interchanges between the Woodstock and Banbury Roads, and making the flow uncomfortable (however slowly) is unreasonable and would potentially impede safe transit for vehicles down each road.</p>
(14) Resident of wider Oxfordshire (Kidlington)	<p>Bus lane reversal ETRO This bus lane helps the flow of traffic which is what it is supposed to do.</p> <p>Side road entry treatments The existing restrictions work well so need to spend money on something that doesn't need fixing</p> <p>Shared use cycle path The existing cycle lane is adequate for the number that use it</p> <p>Other comments (phase 2) It would appear that money is being spent on areas that work very well and do not need to be adjusted</p>
(15) A commuter/using the bus interchange	<p>Bus lane reversal ETRO Because people coming from the north of Oxford have enough traffic to deal with already getting through Pear Tree. It takes 30 mins to get from Loop Farm to Pear Tree at present in rush hour (usually when I get there at 7.30 am), because the new traffic lights at pear tree have created a pinch point with poor lane management as it expands from 2 lanes into 4 coming from Loop Farm roundabout .I get the P&R from Pear Tree, and it is a mess with the works between Pear Tree & Wolvercote roundabout as it is (which will not improve traffic flow with extra lanes, but has allowed for more trees & traffic lights.... sigh). We have had 2 years of delays getting into Pear Tree P&R then on the bus into Oxford, and just as there's light at the end of the tunnel you expect to takeaway</p>

	<p>the one main benefit of using Pear Tree P&R - avoiding the congestion from Wolvercote roundabout to halfway into to town by removing the bus lane? And this after the 15 million spent on ADDING a bus lane from Yarnton to Pear Tree to IMPROVE bus times from Chippy/Woodstock into Oxford (as part of the Oxford North project)? This proposal will negate that time saving in an instant, and will have cost the taxpayer £15m. Utter lunacy. Stop hurting people who live north of Oxford & work in the centre. We're always the last to see "improvement" and now this? People need to get into work in the centre more than they need to get out (delays starting work are costly to the local economy), so swapping out the bus lane for a northbound one is utter lunacy.</p> <p>AND FIX THE LANE MARKING & PINCH POINT YOU HAVE NOW CREATED AT PEAR TREE FROM LOOP FARM BECAUSE OF THOSE NEW TRAFFIC LIGHTS AND THEIR ████████ PHASING</p> <p>Other comments (phase 1) DO NOT REMOVE THIS BUS LANE - what incentive is there to use the bus more to get into work if you increase the time it takes because it is sitting in traffic?</p> <p>Shared use cycle path The road is wide enough there already to take a cycle lane too. Give pedestrians some space.</p>
(16) Local resident (Oxford)	<p>Bus lane reversal ETRO The existing southbound bus lane (between the Wolvercote roundabout and Beechcroft Road) means that it is quicker to get the bus into town in the mornings than it is to drive from Wolvercote. The proposals will mean that it will be quicker to drive private cars in to the city in the mornings and that will mean that more people will choose to drive. This adds to pollution. At present I get the bus in the mornings. If the proposals are implemented I will drive. The morning rush hour is shorter: a lot of people are using the Woodstock Road southbound at the same time to get to school or work as schools and work generally start at about the same time. In the afternoon the traffic is more spread out due to schools finishing at different times and people finishing work at different times. This means that the current bus lane southbound has more of an impact on bus times than a possible bus land northbound: if the buses are as slow as driving people will not use them.</p> <p>Other comments (phase 1) At present children bicycling from Wolvercote and north summertown to school in the mornings use a mixture of the cycle lane and the bus lane. Same for commuters. If the bus lane is taken away they cyclists will be in great</p>

	<p>danger. The current cycle lane is very narrow: only space for one bicycle without using the pavement. The busiest time of day for cyclists on the Woodstock Road is the mornings as that is when everyone has to arrive at about the same time. The cyclists in the afternoon (travelling north) tend to be more spread out.</p>
<p>(17) Local resident (Oxford)</p>	<p>Side road entry treatments The changes to the woodstock rd/observatory pavement would mean that there would be no way of stopping by car to unload shopping or other for the terrace houses at the corner of observatory street and woodstock road. There are families with young children and elderly people in those houses, and this would seriously affect their day-to-day living.</p> <p>Other comments (phase 2) This parking bay is used by a lot of people who need to go to the pharmacy. It's the only place where they can stop as the rest is residents' parking.</p>
<p>(18) Work locally</p>	<p>Side road junctions Seems to me like unnecessary expenditure and disruption to put these in.</p> <p>Shared use cycle path I don't understand this. At the moment there is a shared bus and cycle lane on the western side going north, which is perfectly satisfactory. The major issue is that there is no cycle lane provision on the east side, going south. This is what needs to be addressed.</p> <p>Other comments (phase 2) This scheme does nothing to address the critical issue of no cycle lanes between Beech Croft Road and Church Walk going southbound into Oxford City Centre. The cycle lanes that do exist on the western side of Woodstock Road are just not wide enough for two way cycle traffic and currently force bicycles into the pedestrian lanes. Most other proposals within the scheme seem to me to be cosmetic tweaks that are not worth the money and inconvenience.</p>

<p>(19) Local resident (Oxford)</p>	<p>Other comments (phase 1) get on with it</p>
<p>(20) Local resident (Oxford)</p>	<p>Other comments (phase 1) Removal of the bus lane and provision of adequate cycle lanes is the only way to improve active travel/cycling along this corridor. With the Oxford North development it is critical that safe travel for cyclists is provided along the Woodstock road. This will remain a thoroughly dangerous road for cyclists given continued lack of segregation on what is a heavily used and very fast road with numerous accidents and negligible enforcement by the police.</p> <p>Other comments (phase 2) I support these limited plans but compared to the original proposals these are low key and the Woodstock road will remain a very dangerous road for cyclists and pedestrians. In particular it is practically impossible to cross it safely with children on bikes. I expect there will continue to be regular deaths and serious injuries on this road. A properly thought out plan with infrastructure that will support the huge need for active transport once Oxford North is built. It would be more sensible to wait a year or two and fund this properly with the car parking levy such that it is fit for purpose with appropriate segregation for cyclists.</p>
<p>(21) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO I think the best solution is to make Woodstock Rd and Banbury Road one-way roads. It would be safer and give all road users more space.</p> <p>Side road entry treatments I don't think the plans warrant the traffic chaos and cost that they would bring to the area. Drivers will still race over the speed bumps regardless like they do in Middle Way.</p> <p>Other comments (phase 2) I think the road is safe enough. People drive because they choose to. They don't want to cycle. I don't think this scheme addresses the major problem of people driving into Oxford. North Oxford residents already cycle a lot. It is people driving in from further afield - the proposal doesn't solve this.</p>

<p>(22) Local resident (Oxford)</p>	<p>Other comments (phase 1) Doesn't affect active travel but good if it helps buses.</p> <p>Other comments (phase 2) The new road humps should slow down cars but not inconvenience bikes so 'pillow' humps. The really dangerous part of Woodstock Road for cyclists going south is where the road narrows after Bainton road so a new segregated cycle path there would be excellent</p>
<p>(23) Local resident (Oxford)</p>	<p>Other comments (phase 1) I think the whole Woodstock road needs widening between First Turn and the roundabout, on both sides of the road. There is a lot of redundant pavement space, especially on the west side, which could help traffic flows and provide a segregated cycle path. The turn from First Turn south down the Woodstock Road is very difficult to navigate, especially in the morning when there are numerous cyclists of all ages, and bikes of all kinds with children on board. This needs to be considered at the same time.</p> <p>Other comments (phase 2) The omission from this programme of safety initiatives on Woodstock Road of the very challenging junctions of Polstead Rd/Rawlinson Road needs to be reviewed. This is a cross roads for children coming and going from Phil & Jim, St Aloysius and the High Schools, and parents picking small children up from the University nursery and is extremely difficult to navigate as a pedestrian, a cyclist and a driver [including vans and larger delivery vehicles]and I have witnessed several near misses at the beginning and end of the school day. There is no island or any other protected crossing and getting across the Woodstock Road or navigating the west end of Rawlinson Rd is often quite frightening due to traffic turning into and out of Rawlinson Road.</p>
<p>(24) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO I oppose as set out due to impact on travelling south on bicycles without additional work. The southbound bus lane is used a lot in the morning by children going to school and others going to work. It is very busy. I don't think that the existing southbound cycle shared space has sufficient capacity.</p>

	<p>currently there is no segregated bicycle lane north of Blandford Avenue so cyclists would be in the single queuing traffic southbound lane.</p> <p>The existing lane that goes south from Davenant Road is a small shared lane. It passes around the First Turn bus stop , where it is unmarked. That bus stop is really busy at peak times in morning and the route for cyclists is often obstructed. The lane itself is in poor condition, goes up and down, motorists do not give priority to bikes at the side roads.</p> <p>I think this is why most cyclists use the bus lane and not the cycle lane.</p> <p>To make this work improvements to the cycle lane need to be made at same time.</p> <p>The current proposals would adversely impact cycling not support it</p>
(25) Local resident (Oxford)	<p>Other comments (phase 2) my main concern is the tourist buses parking on St Giles blocking the cycle lane outside the Taylorian Library, any chance you can stop this?</p>
(26) Local resident (Oxford)	<p>Other comments (phase 1) Squitchy Lane / Woodstock Road - better signage here as a lot of drivers turn left (it's a no left turn). Most drivers seem to not understand what the blue Right arrow sign means. A No Left Turn sign would work better. Also, the sign on Squitchy Lane is hard to see because of the tree.</p> <p>Side road entry treatments South Parade. This is a one way street to join Woodstock Road. It's hard enough without the speed bump. Drivers should be approaching this junction to stop already, so unlikely to slow traffic. Maybe narrowing it would make it safer for pedestrians.</p>
(27) Work locally	<p>Other comments (phase 1) Proposed segregated off-road (SRET) at St Margaret's Road. The existing Treatment (SRET) at Farndon Road</p>

	<p>cycle/pedestrian facilities.</p> <p>Putting cyclists and pedestrians in the same space is not segregating. It sounds as though it will still be safer to cycle along the road in both directions rather than in shared space with masses of road crossings with last priority and squeezed between unpredictable pedestrians on one side and delivery drivers on the other. It isn't made clear why changing the bus lane direction will be better - surely changing between morning and afternoon traffic flows would be better - this happens in Washington DC, a car mad nation, but with much safer cycling</p>
<p>(28) Representative of an Oxford interest group (Walton Manor East West Roads Coalition)</p>	<p>Side road entry treatments We are unclear what amending the st bernards/leckford/observatory/plantation road humps means, and we are unable to find documents that inform us as to what impact these have. if it allows 'improved' car traffic flow, we are completely against this... we need as many humps as we can in our streets, and they need to be as high as possible to deter traffic...</p> <p>Zebra crossing we significantly oppose this as:</p> <ol style="list-style-type: none"> 1. there is no need for a zebra crossing outside belyre court, given the traffic island; pedestrians can cross here easily already. 2. if this involves removing the parking for shoppers from in front of the shops, and then creating more shoppers parking in st bernards road and/or observatory, this will be very much to the detriment of the residents of these roads. the residents parking is already under great pressure, and removing 4+ spaces from the top end of SBR and/or 4 spaces from Observatory Rd will make the parking situation for residents really difficult, indeed, possibly unbearable.. we have a solution, that the 'right' place for the shops parking is outside the georgian houses next to green templeton college...these currently are pay and display, but are only very rarely used. the correct approach to us would seem to be to remove the pay and display and have 30 minute shopping parking here <p>if the parking is moved to observatory road/st bernards road it will only encourage traffic to enter the jericho/walton manor area.. this is against all traffic flow principles and we estimate that it could easily increase</p>

	<p>traffic by another 50-100 cars per day, maybe twice/three times as much as this, all of which are quite unacceptable</p> <p>Other comments (phase 2) please see our answer above, moving any parking from the front of belyre ct to either st bernards road or observatory street is not acceptable to the Walton manor east west roads coalition, for the reason that this would increase traffic in our streets, and would also increase traffic in jericho/walton manor, as traffic that would have stayed restricted to the woodstock road will divert off this road to seek these parking spaces, and this is not acceptable to residents of these streets</p> <p>the main issue that we would be grateful for the council to demonstrate is how these changes will reduce traffic in st bernards road/observatory road and leckford road, without reducing residents parking.</p>
(29) Local resident (Oxford)	<p>Side road entry treatments Any traffic calming measures and extra cycle and walking space are welcome. Especially all measures to make cycling safer in the general area which I do with my children en route to school most days. My concern is these measures do not go far enough.</p>
(30) Local resident (Oxford)	<p>Bus lane reversal ETRO I strongly oppose this as it will make rush hour morning traffic into Oxford worse for all commuters. Bus journeys will be slower. Car journeys will be slower. Congestion without the southbound bus lane will be worse. School children on the east side of the road will be put at even greater risk on this busy school route. Bus travel will be discouraged and only afternoon bus journeys out of the city will benefit when this is the least critical of the two daily journeys for most people who have an obligation to get to school or work promptly in the morning. Teachers and other key workers who live outside the city but provide critical services in the city will be disadvantaged every morning. The plans are ill-conceived, counterproductive and dangerous.</p> <p>Other comments (phase 1) 1. To conduct any traffic experiment on the Woodstock Road while the Botley Road is closed at the railway bridge and before OCC traffic filters are implemented later this year makes no sense. Results will be totally skewed by current circumstances and the data will be useless for anything that is implemented</p>

after the Botley road reopens and the filters are live. The ETRO should not go ahead as planned for these reasons alone.

2. Bus journey times into the city in the morning rush hour will be significantly LONGER as busses sit in the slow-moving traffic that congests the road daily from 0700 to 0900 on the stretch from the A40 (and beyond) south to beyond St. Edwards and Beechcroft Road.

3. Any potential benefit to northbound bus services would only be felt in afternoon rush hour. Clearly, when considering a mode of transport for their daily commute, peoples most pressing concern is to get to work or school on time in the morning when they are legally or contractually required to do so.

4. Many people catch either the No.6 bus, stagecoach or Park&Ride services solely or largely due to the valuable time saved on the morning commute vs driving a private car, which is of course due to the southbound bus lane. These proposals would see this incentive to travel by bus removed. This will lead to fewer journeys by bus, more cars and worsened journey times, congestion and air quality for everyone. I fail to see how anyone could think this a good idea especially when all the communications related to this proposal talk of making improvements to journeys made by bus? I find this inexplicable.

5. Road safety for local school children will be severely compromised. Removing the bus lane toward the city will bring the vast majority of moving vehicles closer to the pavement on the east side of the Woodstock Road. For most vehicles this will mean closer proximity to pedestrians and cyclists on that side of the road including the very large numbers of primary schools aged children who walk and cycle to schools on the Woodstock Road and adjacent streets in the morning.

6. Active travel measures to alleviate risk to pedestrians and cyclists are not planned to be in effect for the ETRO period but are to be left for a later phase of the project? In any case such measures are planned mostly for the southern end of the Woodstock Road not where the bus lane is planned to be removed exposing children and other road users to serious risk. Even a 6-month experiment under the ETRO would leave pedestrians and cyclists dangerously exposed for an unacceptable period of time.

7. There will be a negative social impact on local schools as large numbers of students, teachers (and other key workers) who cannot live in the city and travel into Oxford to provide essential public services will need to start their journey earlier and earlier in the morning to avoid southbound congestion caused by the bus lane removal to first Squitchey Lane and then potentially altogether. This is likely to result in an increase in pupil lateness, absenteeism, reduced intake numbers in following years and increased difficulties with staff retention and recruitment.

8. For these reasons it is clear that OCC project aims will not be met and the resulting worsening of the

	<p>situation on the Woodstock Road in the morning rush hour would be incompatible with OCC policies relating to Sustainable Transport, Road Safety, Climate change and Sustainable School Travel.</p> <p>Side road entry treatments Existing road humps are already significant and already cause cars turning on/off the Woodstock Road adequate reason to drive slowly and carefully. Any greater obstacle is both unnecessary and will be dangerous to cars turning. I support their increase ONLY on roads where there are Schools where every precaution should be taken - St. Margaret's East and West, (Saint Aloysius Catholic Primary School), South Parade (St Edwards and Northern House School).</p> <p>Other comments (phase 2) A further bus stop at St Giles is quite unnecessary given the existing stop opposite the Radcliffe Infirmary, this will only add delay into town for most bus users and add no material benefit. Informal pedestrian crossings confuse both pedestrians and drivers as to who has right of way and increase danger. Cyclists ignore them entirely. Only an actual crossing will make for safer crossings and I support this proposal.</p>
(31) Resident of wider Oxfordshire (Kidlington)	<p>Bus lane reversal ETRO I cycle to and from work in Oxford. So I support the bus lane idea but it's not that important to my commute.</p> <p>Other comments (phase 2) Anything to make single occupancy private car use harder. If you can reduce that, congestion will go down massively</p>
(32) Local resident (Oxford)	<p>Other comments (phase 2) I'm concerned about the extension of off-road cycling lanes, as I have not enjoyed using these lanes along Woodstock Road in the past, as they brought me into conflict with pedestrians, poles, and bus shelters. I hope they will be useful for some cyclists and hope for more ambitious cycling infrastructure along Woodstock Road in the future.</p>
(33) Local resident (Oxford)	<p>Bus lane reversal ETRO There is room for just ONE bus lane on the northern sections of the Woodstock Road, so... the County Council can choose to help bus users arrive on time for work in the morning rush hour, but make them late on the return</p>

	<p>journey home. Which is what the previous generation of County Council Officers and Councillors chose to do.</p> <p>Or, the current generation of Oxfordshire County Council Officers and Councillors can choose to make bus users late for work in the morning rush hour, but get them home earlier in the evening.</p> <p>I see the current generation of Officers and Councillors propose to hamper people travelling by bus to get to work on time.</p> <p>Other comments (phase 1)</p> <p>I notice you continue to decline to maintain the surface of the shared cycle/foot paths along the northern section of the Woodstock Road. That is the biggest impediment to cycling into Oxford from Wolvercote.</p> <p>You also state " By investing now and providing space and facilities for making journeys other than travelling by car, we can better manage traffic as we deliver planned growth and housing."</p> <p>YOU have created this problem! YOU are in favour of unlimited immigration and unlimited population growth, and the pressures this places on housing, congestion, services, resources, climate change, environment etc etc. It is INFANTILE to think that you can have unlimited growth whilst living on a small island.</p>
(34) Work locally	<p>Bus lane reversal ETRO</p> <p>Many kids riding bikes to school (cherwell and other local schools) in the morning use the bus lane as it is safer than the current shared bike/pedestrian lane and is relatively free from traffic. Unless cycle lanes are improved, this change puts more cyclists and pedestrians in harms way. With the new housing development, Oxford North, the number of cyclists and pedestrians will increase in the morning. This change seems only beneficial to the bus companies and puts individuals at increased risk.</p> <p>Other comments (phase 1)</p>

	<p>Please improve cycle and pedestrian routes on the north end of woodstock road before messing around with the bus lane.</p>
<p>(35) Local resident (Oxford)</p>	<p>Side road entry treatments There is no clear proposal as to what this entails. In general, keeping speed bumps along St Bernard's Road is a priority given the often speeding cars.</p> <p>Zebra crossing This is completely unnecessary. I cross this road at this point at least half a dozen times a day.</p> <p>More generally, this must mean removing parking spaces outside the shops on Woodstock Road. This is a terrible idea, but if implemented must mean relocating those parking spaces to Woodstock Road itself as there is no space on any side streets.</p> <p>Other comments (phase 2) The spaces outside the shops are very useful and should not be moved. If they are to be moved it is imperative that they are not relocated to St Bernard's Road. This is because:</p> <ol style="list-style-type: none"> 1) There are already insufficient parking spaces on St Bernard's Road for residents. 2) It will create large amounts of traffic down Observatory Street, along Walton Street and then up St Bernard's Road (given the one way system). This would be highly disruptive for all residents of these streets. <p>(2) in particular is against all the principles of the plan since it will increase traffic and make walking/cycling considerably less pleasant in those side streets.</p>
<p>(36) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO Removal of southbound bus lane A40 from roundabout also means removal of southbound safe cycle route - why no cycle lane addition to compensate for this?</p> <p>Shared use cycle path</p>

	<p>The proposed arrangement will not “maintain cycling amenity” - it will make things worse for both cyclists and pedestrians.</p> <p>Based on my experience (as both a cyclist and a pedestrian) of the existing shared cycle/pedestrian arrangement on the pavement of the west side of the Woodstock Road north from Frenchay Road - Shared cycle/pedestrian on existing footway 1) reduces pedestrian amenity by bringing cyclists into conflict with pedestrians; 2) encourages drivers to think that cyclists should not be using the roadway, abuse cyclists for doing so and drive dangerously ; 3) provides a very poor surface for cycling.</p> <p>Other comments (phase 2) Map 4 - “Eastbound contra-flow cycling” on South Parade - sounds like a dangerous idea. South Parade is not wide enough and is too parked up on both sides of the road to support safe contra-flow cycling</p>
(37) Local resident (Oxford)	<p>Other comments (phase 2) I have two concerns about the area between Rawlinson Road and St Margaret's Road: 1) if cycling is to be allowed on the pavement down to St Margaret's Road there should be vigorous measures to ensure that reckless and speedy cyclists don't endanger the very many children crossing at the St Margaret's Road pedestrian crossing to reach various schools, especially as they come round the corner from St Margaret's Road, or indeed as cyclists join the cycle path from the Woodstock road as they head north. My own feeling is that the cycle path should be extended south as far as Polstead Road, but no further, in the interests of pedestrian safety. 2) it would be very helpful to have an informal pedestrian crossing /traffic island to help people cross safely as they come up Polstead Road and across to OHS Junior school, the two university nurseries on Rawlinson Road and other destinations. There are a lot of people wanting to cross there, especially from the newish developments beyond Aristotle Lane. At the eastern end of Rawlinson Road there is a very useful traffic island even though there is a full crossing with lights quite close by; it would be really helpful to have a similar arrangement at the Rawlinson Road/Polstead Road junction on Woodstock Road. The fact that those two roads are not aligned makes crossing even trickier for pedestrians, since cars can pop out rather unexpectedly.</p>
(38) Local resident (Oxford)	<p>Side road entry treatments</p>

	<p>I don't know what "amended" means. I would want the existing road hump to remain on St Bernard's Road, as it slows down traffic successfully.</p> <p>Zebra crossing This seems like a solution without an obvious problem. I cross Woodstock Road frequently here without any issue. If this proposal means getting rid of the parking outside the shops, it would create a problem: the parking is important to support these local shops which the locals really value. If it also means moving this parking to St Bernard's Road, that would be awful for the residents there, as parking is already very limited indeed. It would also increase traffic on narrow side streets as drivers would come down them looking for alternative parking.</p>
(39) Local resident (Oxford)	<p>Other comments (phase 1) doesn't really seem worth the change; swapping an afternoon delay for a morning one</p> <p>Side road junctions Although described in the consultation as "amend hump", narrowing the junction has a substantial safety improvement</p>
(40) Local resident (Oxford)	<p>Other comments (phase 1) What will happen to the cyclists that also use the bus lane? It's a huge shame that there isn't more focus given to improving segregated cycle lanes along the Woodstock Rd.</p> <p>Other comments (phase 2) Please improve cycle lane segregation.</p>
(41) Local resident (Oxford)	<p>Other comments (phase 2) I use the cycle lane every day on the west side of Woodstock Road between Frenchay and St Edwards school. As far as I can see there is no plan to improve the surface of the existing track. This is badly needed. I approve of extending the cycle track further south.</p>
(42) Local resident (Oxford)	<p>Side road entry treatments Plans for amendments not sufficiently clear in the survey to be able to comment. If these details are not provided, then the survey is meaningless. As a general principle the more speed more speed humps and</p>

	<p>deterrents to use of residential streets like St Bernards, Observatory, Plantation Street etc. Perhaps these can be made access only.</p> <p>Zebra crossing Never needed - can cross with ease already.</p> <p>Other comments (phase 2) No need for crossing. Timed spaces would take from already extremely short supply residential spots.</p>
(43) Local resident (Oxford)	<p>Other comments (phase 2) The side roads further north also urgently need better crossings. The off-road cycle path along all off Woodstock road is in a dismal state and needs a complete rebuild to be usable.</p>
(44) Local resident (Oxford)	<p>Other comments (phase 1) Swapping the bus lane North of Blandford, but no further than Blandford would also ease congestion without presenting the safety risks the current proposal presents.</p>
(45) Local resident (Oxford)	<p>Bus lane reversal ETRO Change for change sake where it is not required simply to suit your own agenda</p> <p>Side road entry treatments Change where none is needed. Shared paths for pedestrians & cycles is accidents waiting to happen. Changes to side crossing- why? People have been crossing roads for years without assistance - use the green cross code Nanny state springs to mind</p> <p>Other comments (phase 2) Please see previous response</p>

<p>(46) Local resident (Oxford)</p>	<p>Other comments (phase 1)</p> <p>I am a resident of Woodstock Road, near Wyndham Way. I notice that on your drawings you have not included the Woodstock Close bus stop north bound - I hope this is an error and that you are not proposing to take away this bus stop. I appreciate that the afternoon rush hour traffic lasts longer than the morning rush hour, but clearly taking away the bus lane southbound will mean longer bus journeys for those going into work in the morning. We should be doing everything to dissuade people from driving into Oxford and if moving the bus lane to the other side of the road speeds up road traffic in the afternoon rush hour - because they will not get stuck behind buses letting people off - then this will be a disadvantage of this scheme.</p> <p>Other comments (phase 2)</p> <p>I am dismayed that all the proposals are for the southern part of Woodstock Road. The cycle lanes and pedestrian space further north, between South Parade and the roundabout, are worse than the existing ones in the southern section! They are used by Cherwell pupils going to and from school and they need more protection as do pedestrians trying to walk along the pavement. Crossing the road to the Woodstock Close bus stops (in either direction) is becoming increasingly impossible due to the traffic volumes. I now walk up the road to reach the Blandford Road stops where there is a pedestrian crossing. We need a pedestrian crossing - a zebra would be adequate - near the Woodstock Road bus stops. Also - please alter the way that the cycle lane and pedestrian pathway changes at the Mere Road junction, it is currently nonsensical. Pedestrians are somehow expected to cross the cycle lane to continue round the corner to Mere Road or to cross Mere Road. This is risky as cyclists are able to cycle straight across the pedestrian pathway. This needs to be changed so that the cycle lane continues on the outside of the pavement, rather than suddenly changing to the inside of the pavement. Could you do this when installing the solar studs please? The cycle lane all the way up Woodstock road on the northbound side needs resurfacing urgently, this has not been done for many years and is in a poor state, some cyclists therefore choose to use the road instead.</p>
<p>(47) Local resident (Oxford)</p>	<p>Other comments (phase 2)</p> <p>I would like to see a two way dedicated cycle lane on the Woodstock Road - currently the southbound part of the road has no cycle or bus lane south of Frenchay Road which makes it very dangerous for cyclists on such a congested road as it is difficult for motorists to pass safely. I am not clear the extent to which this proposal will achieve this continuously. When the cycle lane runs out cyclists will also need a safe way of rejoining the southbound carriageway (if on the other side of the road). Also improvements are required to the existing cycle lane as it is uneven and worn in places</p>

<p>(48) Local resident (Oxford)</p>	<p>Other comments (phase 2) I very much appreciate all modifications to roads to make them safer for pedestrians and other vulnerable road users. I hope that in future road entries will not require pedestrians to step down into the road, so called "continuous pavements". It's not quite clear whether the ramps mentioned in this proposal are for that purpose. These provide numerous benefits for pedestrians.</p>
<p>(49) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO The existing southbound bus lane (between the Wolvercote roundabout and Beechcroft Road) means that it is quicker to get the bus into town in the mornings than it is to drive from Wolvercote. The proposals will mean that it will be quicker to drive private cars in to the city in the mornings and that will mean that more people will choose to drive. This adds to pollution. At present I get the bus in the mornings. If the proposals are implemented I will drive. The morning rush hour is shorter: a lot of people are using the Woodstock Road southbound at the same time to get to school or work as schools and work generally start at about the same time. In the afternoon the traffic is more spread out due to schools finishing at different times and people finishing work at different times.</p> <p>This means that the current bus lane southbound has more of an impact on bus times than a possible bus lane northbound: if the buses are as slow as driving people will not use them.</p> <p>Other comments (phase 1) I would like to see the modelling data, collection periods and assumptions. From my perspective it seems that children are bicycling from Wolvercote and north summertown to school in the mornings use a mixture of the cycle lane and the bus lane. Same for commuters.</p> <p>If the bus lane is taken away they cyclists will be in great danger. The current cycle lane is very narrow: only space for one bicycle without using the pavement. The busiest time of day for cyclists on the Woodstock Road is the mornings as that is when everyone has to arrive at about the same time. The cyclists in the afternoon (travelling north) tend to be more spread out.</p>

<p>(50) Local resident (Oxford)</p>	<p>Zebra crossing There is no need for a zebra crossing at Observatory Street, as there is an existing traffic island.</p> <p>However, there is an urgent need for a zebra crossing further north on the Woodstock Road, opposite Woodstock Close, an area of high-density housing. It is very difficult (and can be dangerous at times) to cross two lanes of the Woodstock Road beside the Woodstock Road bus stop and the nearest traffic lights are at Squitchey Lane or near First Turn, both quite a walk for elderly or disabled people.</p> <p>Phase 2 As a resident of Woodstock Close and a frequent bus user, I feel strongly that a zebra crossing at this point on the Woodstock Road is important for the safety of pedestrians: not just elderly and disabled, but also parents with pushchairs, etc, who all at present find it very difficult to cross the Woodstock Road.</p>
<p>(51) Resident of wider Oxfordshire (Witney)</p>	<p>Zebra crossing Plenty of alternative crossings already exist.</p>
<p>(52) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO Because it makes people who travel to work by bus, as encouraged by both councils, likely to be late for work. Most will be unlikely to travel by bike instead or be unable to do that. It also risks people travelling to appointments being late due to congestion increased by mixing the buses with cars. It is therefore counter-productive for people using this route, including Park-and-Ride users, and contradicts all previous policies encouraging people to use this method of travel to work and into town. It is far less important that people leave quickly.</p> <p>Other comments (phase 1) The ability of vehicles to turn out of First Turn towards both the Wolvercote Roundabout and towards Summertown will be adversely impacted by having both a bus lane (including taxis)and a lane of cars and other vehicles queuing for access to Wolvercote Roundabout. This will cause more drivers to try to use the Godstow Road access to Wolvercote Roundabout, which is not controlled by traffic lights and is more dangerous. It is likely to cause an increase in accidents on the roundabout around and vehicles blocking the flow of traffic around as they are across the lanes waiting for green light to proceed north or east. This is an additional reason for leaving the current arrangements. However, if that is proceeded with, there needs to be a box of DO NOT ENTER yellow lines across both the new bus lane and the new Other Vehicles lane to facilitate traffic</p>

	<p>leaving First Turn. There is a considerable amount of traffic (including N o. 6 bus) using this entry -point to Woodstock Road</p> <p>Side road entry treatments</p> <p>It is already difficult to drive out of South Parade towards the north with constant flows of traffic in both directions . This is likely to be exacerbated by extra traffic moving north up Woodstock Road after the traffic filters are introduced, both in the city centre and on Marston Road. The new road hump (and reduced kerbs, perhaps) and cycling permitted against the one-way flow of vehicles in South Parade will create a more difficult and therefore dangerous turning, presenting more danger to cyclists as drivers attempt to get to available gaps in traffic in a hurry (and also more likelihood of drivers blocking traffic -and bus- flows. Furthermore, cyclists travelling at speed straight across the junction from north to south will be in more danger due to the blind corner to the north of South Parade that will be created for them by this ramp. The currently safest place for them is in the current bus lane.</p> <p>Other comments (phase 2)</p> <p>In regard both to phase 1 and phase 2, please remember that many people are not able to cycle and need to travel by bus, taxi and car. Cycling at speed is also dangerous to pedestrians, cyclists themselves and other road users and should not be encouraged by expensive changes to both permit and encourage it.</p>
(53) Local resident (Oxford)	<p>Other comments (phase 1)</p> <p>Cycling MUST be made safer by better rules for cyclists. I mainly cycle and use buses on this road, but I am really frightened of other cyclists who follow NO rules and often have earphones on whilst cycling. No one says anything about this. It is also terrifying if one is in a car to watch this.</p> <p>Side road entry treatments</p> <p>Agree that cycle lanes can be made safer but not sure about increasing the height of road humps. Don't understand what rules cars follow. what about the pedestrian traffic lights already there between Canterbury and Observatory Road?</p> <p>Other comments (phase 2)</p> <p>Cyclists MUST have road safety training with sanctions for breaching rules for this to work. Headphones MUST be banned. Cars should be allowed and not marginalized in any of these proposals. Vans, bus drivers, and four-</p>

	wheel car drivers such as range rovers also need training on protecting cyclists. None of these safety measure will work without such training .
(54) Local resident (Oxford)	<p>Shared cycle path Often cyclist have no regards for pedestrians walking on the pavement. I often walk there and never feel very safe, always worrying that a cyclist might come up behind me, especially when I am walking with someone else as there is not quite enough room.</p>
(55) Local resident (Oxford)	<p>Other comments (phase 1) The traffic queues going north on Woodstock Road in the afternoons/evenings on weekdays during term time are horrendous. They are the cause of significant pollution for the local area and if this measure helps to move vehicles more quickly up the road then that would be beneficial. However, the traffic queues going south on the Woodstock Road in the morning rush hour on weekdays during term time are also significant and my concern is that this change will only make those queues worse.</p> <p>Zebra crossing I do not think this is necessary</p> <p>Other comments (phase 2) I am a cyclist and use my bike regularly to get around in Oxford. I also walk a lot in town and very rarely use my car in town - it is mainly used when travelling out of Oxford/to go further afield. (i) I am concerned that there is nothing in the proposals that indicates any upgrading to/improvement of the pavement surface of the existing off-road/on pavement cycle areas along the Woodstock Road. The pavement surface is very poor in many areas and the line markings are worn (this is sadly the case all over Oxford and should be a priority for funding). It is really important that the surface of the off-road cycle areas is kept in excellent condition with really clear markings in order to encourage more people to cycle, but also to ensure safety. There are currently many areas which are badly rutted because of tree roots close to the pavement surface and also many areas where the surface has broken down and it is very uneven/bumpy; (ii) the location of pay as you go scooters on the pavements along Woodstock Road causes hazards. In some places there are designated bays which encroach on the pavement space which is shared between pedestrians and cyclists and this makes the area dangerous. This is particularly the case close to the bus stop near to St Edward's School on the western pavement. North of Polstead Road on the western pavement area scooters are regularly "dumped" across the pavement - not in a</p>

	<p>designated bay - causing inconvenience and a hazard to pedestrians. If this section has off-road cycle provision added it could become more dangerous unless this issue is addressed; (iii) I am very concerned about safety around the new University College nursery being created at 96 Woodstock Road. Not only will the entrance of 96 Woodstock Road be used for parents/carers/children/staff etc. accessing the new University College nursery, but it will also be the point at which many students enter and leave the University College site both on foot and, most importantly by bicycle because of the location of cycle parking on the site. Analysis of this significant change of use at 96 Woodstock Road involving many people, including children (which will occur within the next year) should form part of the planning when considering changes to off-road cycle provision on the Woodstock Road. Is off-road cycle provision on the eastern pavement possible between, say, Staverton Road and Rawlinson Road in order to make the area around 96 Woodstock Road safer for all?; and (iv) although it is outside of your remit, I believe that OCC should be pressing the police to do more to stop illegal electric bikes from being ridden in Oxford. The cyclists who use them are mainly delivery riders who do not use lights, wear dark clothes, typically do not wear helmets and often do not obey the highway code - in the main they are a menace and a danger to other road users, especially other cyclists as I know from having had two near misses and having discussed this with other cyclists. These cyclists put others off cycling. It is critical that sustainable travel is considered in the round - encouraging people to cycle requires the perception of a generally safe environment for cyclists. The perception of many (which I know from talking to people) is that Oxford is not safe for cyclists.</p>
(56) Local resident (Oxford)	<p>Bus lane reversal ETRO Passengers will only use the bus if the lane is southbound as it is much more important to be sure of arriving at work on time than being delayed going home.</p> <p>Side road entry treatments Waste of money and have little or no effect on active travel priorities</p> <p>Zebra crossing Because most new crossings are Pelican crossings controlled by lights, I think Zebra crossings are not what motorists expect and often don't give priority to pedestrians and are therefore very dangerous. I'd much rather cross without a zebra crossing as I'm not confident that motorists, especially young ones, understand that they are obliged to look for pedestrians waiting to cross and stop.</p>

	<p>Other comments (phase 2)</p> <p>What an earth is an informal pedestrian crossing, never heard of that before?</p> <p>I think you need to communicate with your audience in plain English and not technical terms that nobody outside your world understands</p>
<p>(57) Local resident (Oxford)</p>	<p>Other comments (phase 1)</p> <p>It is imperative that these roadworks are co-ordinated. There are already extensive holdups at the Woodstock Road roundabout due to the works north of the roundabout. In addition, the Botley Road closure means that all residents who need to leave Oxford are forced to drive north on this road or through the town (South on Abingdon Road) to get out. When the further traffic measures are introduced (ZEZ and bus filters) all traffic from north Oxford will have to use Woodstock or Banbury roads to exit the city. As an NHS worker who works in South Oxfordshire, it is becoming increasingly difficult to leave home in the car.</p> <p>Other comments (phase 2)</p> <p>I support proposals to ease pedestrian and cycle traffic access into Oxford, but am concerned at the timings.</p> <p>In addition, exiting the city should also be considered. With bus filters, ZEZ and reduced lanes at Woodstock Road, it will be extremely hard for residents in Walton Manor to leave.</p> <p>I also support use of the train, but currently the station is too small. I am pleased it is being enlarged, but it will be difficult to access (even eg picking up someone with a suitcase) from north Oxford once all the restrictions are in place.</p> <p>In addition, amenities like the Recycling centre will only be accessible for north Oxford residents by driving north and using the already-busy A34. The new Woodstock Road proposals seem to have come at an already busy period.</p>
<p>(58) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO</p> <p>This will create a bottleneck at the Wolvercote roundabout. It is already difficult to exit Godstow Road onto the Wolvercote roundabout due to the lack of traffic light control. The bus lane change will now also make it more difficult to get back into Wolvercote and the bottleneck will increase localised traffic pollution due to delays for all traffic except buses. Not acceptable at all.</p>

	<p>Other comments (phase 2) Improvement to the general surface condition of the off-road cycle lane is needed. The surface is unacceptably pitted, rough and dangerous. Bike Lane markings are not suitably delineated at road junctions and are non-existent precisely at the point where clear markings are required (e.g. when crossing or close to pedestrian lanes) and this seems like an abdication of responsibility on your part.</p> <p>Side road entry treatments This is too high (75mm) and will slow the entrance of traffic from Woodstock road thereby creating hazards for cyclists, buses and pedestrians</p> <p>Zebra crossing There is a pedestrian refuge and a pelican crossing nearby. Cyclists will probably ignore the crossing anyway</p> <p>Shared use cycle path This is a waste of time and money. A cycle lane of 10m really serves no purpose.</p> <p>Other comments (phase 2) Parking immediately outside Belsyre Court is a necessity when collecting prescriptions from the chemist. I have limited mobility.</p>
(59) Local resident (Oxford)	<p>Other comments (phase 1) The FAQs make no mention of the impact of this change on traffic flows along Woodstock Rd, either during construction or on completion. It is clearly crucial to complete construction before the traffic filters commence.</p> <p>Side road entry treatments As a regular user of the access around Lt Clarendon St the proposals look to me dangerous and unsafe. As a pedestrian, removal of the central traffic island means that there is no "half way" shelter and refuge in case the lights change part way through crossing, and also mean that you can't cross part way without pressing the button - which will slow traffic flow. NB that vehicles and cycles often are coming through at more than 20mph, despite the speed limit. As a driver, turning into Lt Clarendon St the longer pavement area means that pedestrians aren't</p>

	<p>funnelled to a clear crossing point to cross Lt Clarendon St, and wider front makes it more difficult to monitor pedestrian movements - particularly if Taylors Deli increase the spread of their pavement tables. This is actually a very busy junction, with a lot of traffic coming down.</p> <p>Shared use cycle path As a pedestrian I am frequently scared, indeed put at risk, by inconsiderate cycle riding in shared spaces. I query whether the existing pavement allows for adequate demarcation of a space for pedestrians and a corridor for cyclists (as in Parks Road) and if it doesn't, treating this as a shared space will stop me walking in that area. Moreover, and separately I feel particularly strongly that pedestrians standing waiting at the pedestrian crossing, or moving towards it, will be made needlessly at risk of collision with cycles. If determined to proceed, you should at least re-site the pedestrian crossing immediately to the south of St Margarets Rd</p>
(60) Resident of wider Oxfordshire	<p>Bus lane reversal ETRO Further waste of money, long period of roadworks producing more disruption at a time when Botley Rd still restricted.</p> <p>Other comments (phase 1) Back to the drawing board. Problems were creating when the top of Woodstock Rd was remarked some years ago. No further money to be spent on bus infrastructure., people prefer to drive.</p> <p>Side road entry treatments waste of money and inconvenience of works should be left as is</p> <p>Zebra crossing waste of money already areas to cross. further crossings will slow down traffic flow even further.</p> <p>Shared use cycle path waste of money as bikes ride in the road anyway</p> <p>Other comments (phase 2) Complete waste of money, long periods of roadworks for little gain.</p>

<p>(61) Local resident (Oxford)</p>	<p>Side road entry treatments Sounds expensive; benefits haven't been spelled out</p> <p>Other comments (phase 2) Changing kerb radii also sounds expensive - how much benefit will it produce? The Council has a history of spending a lot on road "improvements" with little or no obvious tangible benefit. Meanwhile potholes are a big problem.</p>
<p>(62) Local resident (Oxford)</p>	<p>Other comments (phase 1) I don't cycle Woodstock Road that regularly, but from memory Northbound has a cycle path on the pavement and Southbound has nothing than the bus lane. So, if this is correct, my worry is that there will be no provision for cycling southbound with the bus lane gone.</p> <p>Other comments (phase 2) Re 8) I wouldn't relocate it, just remove it.</p>
<p>(63) Local resident (Oxford)</p>	<p>Other comments (Phase 2)</p> <p>1. The surface of the Woodstock Road off road segregated cycle lanes is so poor that I don't use them, and as a result put myself at increased risk by cycling on the road. The poor surface is a real issue when transporting shopping on my bike, especially fresh fruit and veg, which can be ruined by cycling on a rough and uneven surface. Please resurface the pavement/segregated cycle lanes to road standard so that I can use them again.</p> <p>2. You are missing an opportunity to make cycling much safer when joining St Giles from the Woodstock Road: there should be give-way signs/markings for the traffic joining St Giles from the Banbury Road, which would allow cyclists from the Woodstock Road to reach the South-bound cycle lane on St Giles in safety. The current give-way markings for cyclists joining St Giles from the Woodstock Road are not safe, particularly given the number of cyclists who undertake and overtake any other cyclists who are slowing for the give-way markings. I have been knocked off my bike by other cyclists on more than one occasion at this junction.</p>
<p>(64) Local resident (Oxford)</p>	<p>Side road entry treatments</p>

	<p>Those are alternative / higher traffic roads which are used as a return from Summertown or alternative to St.Giles.</p>
(65) Local resident (Oxford)	<p>Other comments (phase 1) The main issue is lack of safe cycling on the Northbound route between Squitchey Lane and Wolvercote Roundabout. It is disappointing that previous plans to improve the cycle path have been shelved. The Northbound bus lane will inevitably be used by cyclists, as the cycle path is unsafe due to obstructions, driveways and uneven surface. Buses will be slowed down on the northbound bus lane by cyclists since the pavement cycle lane is unsafe.</p> <p>Other comments (phase 2) It is extremely disappointing that the off-road cycling provisions have been scaled back to the point at which the improvements will only cover a small proportion of the Woodstock road. With the upcoming bus gates on the Marston Ferry Road, there will be much more traffic on the Woodstock and Banbury Road and almost nothing is being done to encourage and improve safety of cycling.</p>
(66) Local resident (Oxford)	<p>Other comments (phase 1) Prioritise public transport and active travel. One person per SUV is not sustainable in any urban environment.</p> <p>Other comments (phase 2) Public transport and active travel come first.</p>
(67) Local resident (Oxford)	<p>Shared use cycle path Cyclists should be on the road, not on the footway. Shared space terrifies a lot of pedestrians -- some won't even go out, if it means they have to risk being knocked down by a bike. Bus lanes are brilliant for cyclists and cycle lanes on the road (if well-maintained) are also brilliant. Why not jst use them?!</p> <p>Other comments (phase 2)</p>

	<p>How will the bus clearway be enforced? The police seem sadly to be unwilling or unable to help. There is already a mandatory cycle lane at that point which seems never to be enforced -- there are very often vehicles parked in it.</p>
(68) Local resident (Oxford)	<p>Side road entry treatments People still drive like crazy whenever they get a chance so I'd support anything to keep driving speed down.</p>
(69) Local resident (Oxford)	<p>Shared use cycle path Reduction in pavement area for pedestrians</p> <p>Other comments (phase 2) The absence of a previously agreed new traffic light controlled pedestrian crossing near Oberton Road</p>
(70) Local resident (Oxford)	<p>Other comments (phase 1) I am still concerned that the consultation for the traffic gates showed the Woodstock road near the Wolvercote roundabout became constraining and no mitigation for this has been published</p> <p>Side road entry treatments No environmental impact statement for road humps (effect of braking and then acceleration) vs other control measures such as cameras.</p>
(71) Local resident (Oxford)	<p>Side road entry treatments There seem to be fairly frequent instances of cars going at more than 20 mph, and more than 30 on the Woodstock Road, and I'd expect electronic monitoring to be expensive and/or rare, so consistent, predictable humps seem the best idea.</p> <p>Other comments (phase 2) 5. I strongly support another crossing here because in general it's difficult for many older/slower people and adults with children to cross the Woostock Road easily. It can be argued that they should simply go to the</p>

	<p>nearest traffic lights, but given the fairly long spacing between them the reality is that many don't because crossing the road nearer where they are saves time. And younger people cross without lights anyhow. In particular there are two places where the 300 'fast' bus stops - South Parade, which has a traffic light - appropriately- and Canterbury Road, which doesn't. I use that stop and I've seen people take risks there to catch an on-coming bus, when the traffic gaps are hard to estimate because of cars going at (and above) 30mph. I have myself in the past. A crossing there would be a godsend.</p> <p>8. I can't visualise the 'informal pedestrian crossing' at Belsyre Court. Is it to be a complete pedestrian crossing - right across the Woodstock Road. If that's road surface differentiation like the crossings near the station, or around the Broad Street junction outside the King's Arms, then my experience is that they need to be well advertised, at least at first, so that motorists get to know and understand them. And the more of them there are the more the habit of watching out for pedestrians develops. Might that be a solution for the Canterbury Road bus stops too?</p>
(72) Local resident (Oxford)	<p>Other comments (phase 1) Pity to lose use of bus lane on Woodstock.</p> <p>Other comments (phase 2) The cycle paths shared with pedestrians are generally fine but particularly at the north end on west side the space available is very poor and the endless dropped kerbs are positively dangerous. Losing the southbound bus lane means cyclists are now exposed to traffic for very large sections of the road.</p>
(73) Local resident (Oxford)	<p>Other comments (phase 1) Please make sure there is a safe cycle route as part of this change.</p>
(74) Local resident (Oxford)	<p>Bus lane reversal ETRO There are multiple issues which require consideration:</p> <p>Cycling safety - Currently a lot of families and young people use the crossing and cycle lane to head out from Upper Wolvercote and down to Squitchey Lane and across to Banbury Road for Cherwell School or down</p>

	<p>towards Summertown for primary schools and nurseries. The quality of surface on the existing cycle lane is very poor and many people opt to use parts of the cycle lane to head towards town, especially at busier times in the day. An adjacent queueing lane of traffic at rush hour is going to diminish the ability for cyclists to make efficient journeys into Oxford and also compromise the safety of younger inexperienced cyclists or those less agile such as families with toddlers on bikes or in trailers.</p> <p>The current bus lane carriageway is in disrepair, despite a heavily disruptive schedule of repairs in August 2023. Close to the bus stop outside 362 Woodstock Road there was a large pothole that was not repaired for a significant period of time and the patchwork repair looks unlikely to be fit for purpose beyond next Winter. It would appear that the carriageway is unsuitable for increased traffic despite resurfacing. Furthermore, despite the requirement for 7.5 tonne maximum traffic using the road there are many buses, coaches and HGV's that use the road. This is exacerbated by the fact many tend to speed outside of rush hour. The speed camera is not well placed in its current location and the speed that traffic hits existing potholes seems to exacerbate the risk of damage. A 20 mph speed limit and camera further up the road would be beneficial.</p> <p>I personally cycle my young son to nursery on the Elizabeth Jennings estate whenever the weather is appropriate, due to the health and environmental benefits and the heavy school time traffic. It is already dangerous to leave the cycle path at Squitchey Lane and enter the bus lane. If this was a normal lane of traffic it would be dangerous, especially if there was a mix of large vehicles, motorbikes and cyclists in one lane.</p> <p>Commuting time towards and into Oxford, especially from Lower Wolvercote has not been considered here. It seems punitive to people who rely on the number 6 bus route and have limited other public transport options, to be expected to queue in traffic into town in the morning.</p>
(75) Local resident (Oxford)	<p>Bus lane reversal ETRO I can't see the benefit.</p> <p>Side road entry treatments Stop JUST worrying about everyone BUT car drivers please.</p>

	<p>Shared use cycle path Cyclists don't use the cycle routes so no point. I am a Cyclist and do but am in the absolute minority.</p> <p>Other comments (phase 2) Please stop always prioritising everyone but car users. The LTNs are a joke and the incoming restrictions, for example on the Marston Ferry Road, will just serve to make Oxford even less accessible for everyone. The world will continue to drive cars post 2050, stop making our lives a misery.</p>
(76) Local resident (Oxford)	<p>Side road entry treatments This is a typical Oxon approach that fails to take into account the needs of residents in favour of abstractions like 'others', pedestrians, cyclists or 'users'.</p> <p>Zebra crossing Pedestrians will ignore the crossing anyway if it's marginally inconvenient. If it isn't broke, there is no need to fix.</p> <p>Other comments (phase 2) The view to the right when exiting from Ridgmont Close is completely restricted. If the existing bus lane is moved, the council should install a proper traffic mirror on the opposite side of Woodstock Road to aid vehicles needing to turn right from the Close.</p>
(77) Work locally	<p>Zebra crossing This would cause additional traffic to back-up. There are sufficient traffic lights along Woodstock Road without the need for a Zebra Crossing</p>
(78) Local resident (Oxford)	<p>Bus lane reversal ETRO I oppose this scheme is inappropriate for the council to not have consulted on this in tandem with the bus gates. The council held modelling data showing bus gates would increase congestion on the Woodstock road (suppressed modelling revealed under FOI) and hence knew at the time that the bus gates would increase congestion on the Woodstock road. Delaying consultation on the bus lane to now therefore has been to facilitate suppression of the data. I consider this proposal to be unnecessary as 1) I oppose the bus gates, which have been illegitimately imposed, and 2) as the bus gates are supposedly experimental and therefore should the ETRO be rejected on review after</p>

	<p>the trial period, the money for this scheme would have been wasted. Much more likely is that this scheme indicates the council will make the filters permanently regardless of outcome, in keeping with prior behaviour on LTNS.</p> <p>Side road entry treatments Traffic humps increase pollution and are a risk to cyclists, pedestrians and motorists... There is no need for these humps, yet the present a present and material risk to cyclists.</p> <p>Zebra crossing Will negatively impact travel flow, traffic light-controlled lights is a much more appropriate option.</p>
(79) Local resident (Oxford)	<p>Other comments (phase 2) Parking bay outside Belsyre Court should be kept as many elderly and disabled people use the pharmacy and shops in the parade. If relocated, it should not be far away so access can be retained. If removed, where are people to park.</p>
(80) Local resident (Oxford)	<p>Other comments (phase 1) Would it not be more sensible to see the impact of the LTN BEFORE spending taxpayers money on yet more “experimental “ projects?</p> <p>Side road entry treatments The new Highway Code recognises the safety of pedestrians as a TOP priority. These plans make pedestrians less safe by removing speed bumps (raised junctions) and reducing the visibility of oncoming cyclists (without bells) who very often speed over junctions and are never held accountable for their actions.</p> <p>Shared use cycle path Cyclists already illegally use this stretch of the pavement to speed along without concern for pedestrians and school children in the schools and nurseries in that area. As there is no monitoring of the illegal use of the pavement I would like the know how the Council will prevent the illegal cycling on the stretch from St.Margaret’s Road and St Giles! I would like the see STOP signs for cyclists at all junctions along the proposed route and</p>

	<p>clear signage of where the route ends. A requirement for cyclists using bells should be applied throughout the city.</p> <p>Other comments (phase 2) Wait until the impact of the LTNs on traffic patterns in this area has been reviewed before making these experimental and costly changes. The unaccountable cycle lobby in Oxford needs to recognise that pedestrian safety is paramount and Councils must ask FIRST how these changes will improve the safety of the majority of pavement users and the more vulnerable.</p>
(81) Work locally	<p>Bus lane reversal ETRO Don't try to fix what you are breaking . No to BUS GATES/ Traffic filters</p> <p>Other comments (phase 1) As above . Stop trying to destroy our city . People need cars to get about . Oxford has lost another job as I have given up working in the city due to the Bus gates and my replacement lives in a town where they can easily get into work by car !</p> <p>Side road entry treatments As above . Don't create a problem in the first place</p> <p>Parking relocation How do businesses survive without parking . All measures are destroying businesses</p>
(82) Local resident (Oxford)	<p>Bus lane reversal ETRO I am a regular cyclist and think this proposal would make it very dangerous to cycle into town. The current bike lane is in poor condition and effectively two way with children coming to school at Wolvercote school cycling north on the southbound cycle lane. At present the bus lane is a safe route for cyclists, but removing it would mean the chance of collisions between cyclists moving two ways on the bike lane or cyclists dodging in and out of traffic on the southbound carriageway.</p>

<p>(83) Local resident (Oxford)</p>	<p>Other comments (phase 1) With the bus lane being reversed what provision is being made for cyclist going southbound? The lines on the pavements are not proper cycling infrastructure.</p> <p>Shared use cycle path The Woodstock Road Sustainable Travel Improvements do nothing to improve safety for cyclists. There is effectively nothing in these plans that benefits cyclist. Painting lines on pavements and putting pictures of cycles on the main roadway are inadequate. None of the cycling provision on Woodstock Road meets the cycle infrastructure design (LTN 1/20) guidance for local authorities on designing high-quality, safe cycle infrastructure. Painting a line on the pavement in this section will be harmful to pedestrians - this is a very busy section of the pavement.</p> <p>Other comments (phase 2) It is extremely disappointing that the proposals do not include any provision for improvement to cycling infrastructure. What is being proposed can't reasonably be called cycling infrastructure. No part of Woodstock Road has the cycling infrastructure that meets LTN 1/20 design guidance for local authorities on designing high-quality, safe cycle infrastructure. From Moreton Road south cycling is very dangerous as vehicles regularly close pass cyclists because there is no segregated cycle lanes.</p>
<p>(84) Resident of wider Oxfordshire (Witney)</p>	<p>Other comments (phase 1) As s1 users we just want to see the A40 bus lanes implemented. The delays are unacceptable at any time of day pretty much and to get people onto buses you need to resolve this before the new north Oxford residential area is occupied.</p>

(85) Local resident
(Oxford)

Bus lane reversal ETRO

Very large northbound queues build up on the approach to the roundabout with queuing traffic with engines running a long way down Woodstock Road. I am worried that this proposal will make matters even worse leading to even more pollution at the N end of Woodstock Road. The traffic filters will make this problem even worse and Woodstock Road is likely to be nearly stationary for much of the day.

Side road entry treatments

This is not a good use of money. I have seen no evidence that they are necessary. The main priority should be to maintain the road and pavement surfaces. Potholes and irregularities which are all over even on recently resurface roads like much of Woodstock Road are highly dangerous for cyclists and maybe also for vehicles. Oxfords uneven pavements are a danger for pedestrians.

Zebra crossing

A waste of money. See comments above. The existing traffic islands provide a safe crossing and though I regularly cross Woodstock Road as a pedestrian rarely see other pedestrians doing the same. The notion of a zebra crossing and an "informal pedestrian crossing" less than 100m from each other seems total overkill and completely unjustified. expenditure.

Shared use cycle path

As I understand the proposal they would involve cyclists moving on to the pavement. Mixing cycles and pedestrians is dangerous for pedestrians, especially the elderly and disabled, who are unable to move quickly out of the way and for whom a fall may be life threatening. Few cyclists have bells to warn of their approach and those that have them rarely use them

Other comments (phase 2)

This is a complete waste of money. There is an "informal pedestrian crossing" at the south end of the Woodstock Road which is NEVER used by pedestrians. This is not surprising as there is no warning of it for traffic and no protection for pedestrians from the traffic and neither pedestrians nor drivers understand its purpose. There are already traffic islands in the Woodstock Road level with Belsyre Court. As an elderly person I have never had any problem crossing the Woodstock Road using these. I would much prefer them to an "informal pedestrian crossing".

<p>(86) Local resident (Oxford)</p>	<p>Other comments (phase 2) Side Road Entry Treatments:</p> <p>The Charcon Dutch Entry Kerb should be used, with a 1:12 gradient to a level footway cycleway at 100mm; this is the modern, forward-looking, standard side road entry treatment, exemplified by the Coundon Road Cycle Route Improvement Project in Coventry, initiated in 2020; to quote Charcon, who designed and built the kerb: “this has set a new standard in road infrastructure and is in alignment with the core design principals of LTN1/20. Its use in the UK for the Coundon Road cycle route has not only enhanced road safety, but also paved the way for future innovations in urban transportation.”</p> <p>This should be the Oxfordshire County standard for a Side Road Entry Treatment everywhere and any deviations explicitly justified.</p> <p>So, please ensure that the design of these features incorporate the Charcon Dutch Entry Kerb as the Oxfordshire County standard; this will ensure that the side road entries are as effective as possible in ensuring vehicles give way to pedestrians and cyclists using them in line with the Highway Code and LTN 1/20. This will ensure maximum progress towards Vision Zero.</p> <p>It may seem a small thing, but these may well be in place for 20-30 years or more, so it is important for Vision Zero to get them right and future proof them</p>
<p>(87) Representative of an Oxford educational establishment (University College, Oxford)</p>	<p>Shared use cycle path</p> <p>There is a new 54 place children's nursery under construction to the rear of No. 96 and No. 98 Woodstock Road and this new 400 metre section of off-road segregated cycle path would be better placed, or indeed also replicated on the eastern side of Woodstock Road between the junctions with Frenchay Road and St. Margaret's Road.</p>
<p>(88) Local resident (Oxford)</p>	<p>Other comments (phase 2)</p> <p>I support these measures, but it's very hard to understand what you're proposing in the abstract without seeing a mock up of what you mean ie a diagram. I don't know what 'radial focii' are on pavements</p>

<p>(89) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO The southbound bus lane is used by many cyclists (including me) to cycle to the Oxford City Centre. It is not practical to cycle on the cycle lane which is next to the northbound lane as this is usually used for cyclists (including me) cycling back from the City Centre.</p> <p>More generally, the Woodstock Road has become a traffic nightmare in the recent years (we've been living here in Upper Wolvercote for 16 years). You need to put a traffic filter as too many cars drive into the City Centre - kids should be put in buses at the Park&Ride to travel to their school.</p>
<p>(90) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO Stop messing with our road and path networks. Stop wasting our money.</p> <p>Other comments (phase 1) Stop wasting money</p> <p>Side road entry treatments Stop spending millions on unnecessary changes.</p> <p>Zebra crossing Stop wasting money. So sick of all the changes and surveys that are completely ignored.</p> <p>Shared use cycle path Stop wasting money. Repair current foot paths, cut greenery along paths, cycle lanes and roads. You could spend the money on putting a road in to the new 52 million pound park and ride that had no access????? Get your house in order before starting new projects.</p> <p>Other comments (phase 2) PLEASE STOP WASTING OUR MONEY</p>
<p>(91) Local resident (Oxford)</p>	<p>Other comments (phase 2)</p>

	I am a big supporter of safe & appealing cycling and walking provision, and strongly support the council working towards improving this.
(92) Local resident (Oxford)	<p>Other comments (phase 2) [Zebra crossing at Observatory Street is a partial support:] Yes, a crossing [at Observatory Street] but not a zebra crossing. There are no zebra crossings on Woodstock Road. We need a signal-controlled crossing. Zebra crossings are dangerous. I have lived in Observatory Street for 40 years. Every day I cross Woodstock Road several times. We need a signal-controlled crossing, like all the other crossings on Woodstock Road. Zebra crossings are TOO DANGEROUS.</p>
(93) Local resident (Oxford)	<p>Other comments (phase 1) Any changes to cycle lanes in Phase 1?</p> <p>Other comments (phase 2) Localised sections of improvements to the condition of footway/off-road segregated cycle lanes - from St Mary's to Wolvercote. What happen to cyclists if the roads are more narrow? Please give high priority to safety of cyclists. The potholed edges of Woodstock Road are very dangerous indeed. The more off-road cycling space the better.</p>
(94) Local resident (Oxford)	<p>Side road entry treatments The walkway on South side of Observatory Street is too narrow and cars, vans etc. moving fast into street provide danger. I could not get along [it] with a wheelchair (I live in Observatory St). You must consider this as an imperative before fiddling into the "existing road hump". Make a usable walkway in the street. Also people use the [parking?] at top of the street to go to shops e.g., get a newspaper. The traders rely on these quick visits. Do not endanger their livelihoods.</p> <p>Other comments (phase 2) The islands in Woodstock Road are beneficial as a mid-point rest when crossing. Do not remove.</p>
(95) Local resident (Oxford)	<p>Bus lane reversal ETRO People are in a hurry to get to work/doctors/other appointments in direction of Oxford. People are less pressured to get home. You are just moving one problem to the other side but the outcome will be more stressful!! Traffic already stuck in Wolvercote - will be worse with no bus lane for more [?] (mornings and weekdays).</p>

	<p>Other comments (phase 2) Cycle lanes on pavements should be more clearly marked (e.g., different colour) and not endanger those waiting at bus stops e.g., my child's often been at risk at South Parade with bikes speeding past - blocked sight from bus shelter. Of course we support cyclists but buses/walking is more accessible, so should be prioritised. [I am a resident in Oxford, work locally and am a commuter/using the bus interchange].</p>
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Summarised comments from email respondents:

RESPONDENT	COMMENTS
Representative of an Oxford charity/organisation (Unlimited Oxfordshire)	<p>Side road entry treatments All dropped kerbs and textured paving to be inspected and where damage above ordinary wear and tear is found.</p> <p>Proposed new entry treatment at junction with Little Clarendon Street to take account of hazards raised recently on site with Lucy Prismall of the Central Oxfordshire Movement and Place Framework.</p> <p>Parking relocation concerned that the relocation will remove options for Disabled people to park outside the shops on that mini parade and increase the walking distance to those shops from the relocated spaces.</p> <p>General comments Inspection of condition of all footways and off road cycleways not earmarked for specific changes</p> <p>Unlimited Oxfordshire requested that inspection and repair be made to damaged dropped kerbs and textured paving along the corridor. This will be forwarded to the council's maintenance team. They also requested that hazards around Little Clarendon Street are addressed with the implementation of an entry treatment (as identified on a site visit with a COMPF project officer). This will be fed back to the design team and addressed where feasible. They also raised concerns regarding the reallocation of parking spaces and the impact to disabled people. As set out in officer response section below, this is a minor change, and</p>

	<p>there will continue to be a parking space outside the pharmacy. There will be no reduction in parking spaces at this location.</p>
<p>Representative of an Oxford interest group/organisation (Cyclox)</p>	<p>Side road entry treatments means designing for 20mph speeds Make more continuous footways Traffic counts needed. Leckford lane 1 lane entry should be a continuous Inconsistencies in plans (i.e radii) Object to DYL marked across side roads</p> <p>Shared use cycle path Strongly object to the new segregated cycle lane. Not design compliant and most importantly, the lack of priority crossing Polstead Road or St Margarets Road would make this track dangerous.</p> <p>General comments Use dutch entry kerbs Support cycle logos but that these need to be added where there are gaps in bus lanes i.e at side roads</p> <p>Cyclox requested more continuous crossings as part of the side road improvements, improved consistency with entry treatments (e.g. radius), use of Dutch entry kerbs and objected to double yellow lines around side roads. These design comments are noted and will be fed back to the design team. Further detailed comments responding to design feedback are included in the officer responses to the consultation below.</p> <p>Cyclox also objected to the proposals to extend the off-carriageway cycle path between Frenchay Road and St Margarets Road on design grounds and not complying with standards. This objection is noted and however as set out below, considerable support was received for this proposal. There is limited space to deliver wider paths. The path should cater for younger or less confident cyclists who do not want to use the carriageway. It is hoped that as the ambitions of the LTCP and COTP are met, through measures such as the trial traffic filters, then more space could be reallocated to active and sustainable modes in the future.</p> <p>Cyclox supported the inclusion of cycle logos in the scheme and made suggestions on the location of additional cycle logos on the carriageway which will be reviewed and accommodated where feasible.</p>

Local resident	<p>Bus lane reversal ETRO Should see how the filters work first before implementing proposal southbound buses will be delayed as a result of reversing the bus lane. AM should be prioritised as the issues are more intense Better enforcement needed of speed limits Cycles will lose out from reversal of bus lane. Improve the off road provision here</p> <p>General comments Should implement 20mph Inspection of condition of all footways and off road cycleways not earmarked for specific changes</p>
Local resident	<p>General comments Traffic island at ROQ creates a pinchpoint for cycles</p>
Local resident	<p>Shared use cycle path Please make the cycle way distinctive, ideally clearly separate them from us poor walkers, protect areas where we are trying to catch a bus or worse still get off one</p> <p>General comments Should be better prioritisation for peds</p>
Local resident	<p>Bus lane reversal ETRO Will cause vehicle capacity issues at Wolvercote roundabout</p> <p>Shared use cycle path Cyclists pose a risk to pedestrians when on footway</p> <p>Parking relocation concerned that the relocation will remove options for Disabled people to park outside the shops on that mini parade and increase the walking distance to those shops from the relocated spaces.</p>
Local resident	<p>Bus lane reversal ETRO Cycles will lose out from reversal of bus lane. Improve the off road provision here</p>

	<p>Should see how the filters work first before implementing proposal</p> <p>General comments Condition of footway/ cycle lane poor</p>
Local resident	Should implement 20mph
Local resident	<p>Parking relocation Should not be relocated to St Bernards rd or observatory st</p>
Representative of an Oxford organisation (Charles Pononby House)	<p>Zebra crossing Need a crossing at osberton Road</p>
Local resident	<p>Zebra crossing Need a crossing at osberton Road</p>
Local resident	<p>Side road entry treatments Do not represent Value for money</p> <p>Zebra crossing Not needed</p>
Local resident	<p>Solar studs Don't think solar studs are needed as the lamp posts provide light</p> <p>Maintenance Cycle / ped footpath in poor condition</p>
Local resident	<p>General comments Not the priority</p>
Local resident	<p>Bus lane reversal ETRO southbound buses will be delayed as a result of reversing the bus lane. AM should be prioritised as the issues are more intense Better enforcement needed of speed limits</p> <p>General comments</p>

	Should implement 20mph
Local resident	<p>Side road entry treatments Will create safety issue with faster cyclists</p> <p>Zebra crossing Not needed</p> <p>Parking relocation Needs to remain to protect businesses</p>
Local resident	<p>Parking relocation Move some of the 30 minute parking for the shops if needed to the on-street p&d outside green templeton college Don't remove resident parking on observatory st/ st bernards rd</p> <p>General comments No traffic displacement</p>
Local resident	<p>Maintenance Need to do siding out of the cycle track/ footpath</p> <p>General comments Supportive of proposals</p>
Local resident	<p>Parking relocation Don't remove resident parking on observatory st/ st bernards rd/ reallocate timed parking bay to</p>
Local resident	<p>Side road entry treatments Reduce camber between pavement and crossing</p> <p>General comments Support measures</p>

Local resident	<p>Shared use cycle path Concerns measures would be less safe for pedestrians than current arrangement Resident cars have to reverse out which will not be safe for cyclists</p> <p>General comments Cycle lane on east side of Woodstock road needed</p>
Local resident	<p>Side road entry treatments Ensure that design does not prohibit school bus using st margarets rd route Do works at night on st margarets road to prevent network disruption and ensure school bus access Ensure that design does not prohibit school bus using farndon rd route</p>
Local resident	<p>General comments Lower speeds needed Better enforcement needed of speed limits Need to reduce pollution/ congestion and number of large vehicles outcomes for elderly and ill of health bad</p>
Local resident	<p>Zebra crossing Not needed</p> <p>General comments Don't agree with anti car measures</p>
Representative of an Oxford organisation (Lathbury Road Residents Association)	<p>Side road entry treatments Not needed at st margarets road as not a through route At south parade will create safety issues</p> <p>Shared use cycle path That these are not used as poor priority/ provision / prefer priority on the main carriageway</p>

	<p>Solar studs Not necessary if proper maintenance and lighting provided</p> <p>Maintenance Improve condition of cycle and ped track</p> <p>General comments Traffic calming measures needed for lathbury road</p>
Representative of an Oxford business (Oxford Bus)	<p>Bus lane reversal ETRO Unequivocal support</p>
Representative of an Oxford organisation (Oxford City Council)	Generally supportive of the measures and suggested that the materials used should be consistent with existing surrounding areas, and that place making opportunities should be maximised around Observatory Street. They also suggested that tree root damage and potholes should be addressed to improve conditions for people walking, wheeling and cycling.
Local resident	<p>General comments Better vision for cycling needed inline with LTN 1/20</p>
Local resident	<p>General comments Stop anti car measures</p>
Local resident	<p>General comments The proposals do not meet the county councils policy</p>

