

RESPONDENT	COMMENT	RESPONSE
Councillor Ruth Wilkinson (City Council)	<p>The current condition of London Road is desperately poor. Resurfacing of the road is of prime importance. Any improvements related to this scheme should only be carried forward once the necessary budget for repairing London Road is set aside as top priority.</p> <p>Concerned about the safety of cyclists and any potential mixing between cyclists and buses. The cycle hire scheme will result in more people cycling to work in Headington – provision of a mandatory inbound cycle lane from the Green Road roundabout should be considered.</p> <p>What effect will the new length of bus lane on the A40 (west) approach have on traffic using the segregated left turn lane from the A40 on the A4142 Eastern Bypass road?</p> <p>There is difficulty with egress onto London Road from Lyndworth Close and Northfield Road – yellow box markings should be provided.</p>	<p>Noted. Although partially funded by the LSTF, the principle aim of the London Road Improvement Scheme has been to provide bus priority along this important route into Headington. The proposals as consulted on seek to maintain current levels of cycling provision.</p> <p>In order to address the concerns raised by the cycling groups in relation to the merging of cyclists on the existing off carriageway shared use footway/cycleway and general traffic, it is recommended that the proposal as consulted on be reviewed during the detailed design stage.</p> <p>Some valid suggestions have been made by the cycling groups and therefore it is recommended that further investigation work be carried out into the possible provision of improved west bound cycle facilities. This investigation work could be incorporated into future project briefs generated by the LSTF currently available to the Council.</p> <p>Traffic using the segregated left turn lane from the A40 (west) onto the A4142 Eastern Bypass will continue to use this traffic lane as they currently do. The new length of bus lane on the approach to the Green Road roundabout is long enough to accommodate 2 buses.</p> <p>Yellow box junction markings are recommended to be retained.</p>

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<p>Councillor Delia Sinclair (City Council)</p>	<p>Shared use footways should be suitably signed to clearly indicate their status to all users.</p> <p>Concerned over the speed of cyclists using the subway despite previous changes to the pedestrian barrier layout.</p> <p>Supports measures to encourage sustainable travel. Requested repairs are made to improve the drainage on London Road.</p>	<p>Noted.</p> <p>A number of valid suggestions have been made by the cycling groups and it is recommended that further investigation work be carried out into the possible provision of improved west bound cycle facilities. This investigation work could be incorporated into future project briefs generated by the LSTF currently available to the Council.</p>
<p>Local resident</p>	<p>The exits from both Lyndworth Close and Northfield Road will be further obscured by the extension of the bus stop on the London bound side.</p> <p>Yellow hatching should be over both carriageways at these junctions. A raised crossing could reduce speeding.</p> <p>The current bus lane is in a state of disrepair and the drainage in certain areas should also be addressed in the design.</p>	<p>It is recommended that the proposed extension of the London bound bus stop to the immediate west of Lyndworth Close be removed from the proposals and a single length bus stop be provided.</p> <p>Yellow box junction markings are recommended to be retained.</p>
<p>Local resident</p>	<p>Allow general traffic on the A40 (west) wanting to turn left onto the A4142 Eastern Bypass to use the bus lane on the A40 to avoid queuing traffic.</p> <p>The current arrangement for cyclists crossing the Green Road roundabout by using the subways is unclear.</p> <p>Expressed concern about the impact of traffic by</p>	<p>Allowing left turning traffic into the existing bus lane on the A40 would undermine the status of the bus lane and leave it open to unlawful use.</p> <p>Although partially funded by the LSTF, the principle aim of London Road Improvement Scheme has been to provide bus priority along this important route into the Headington. The proposals as consulted on seek to maintain current levels of cycling provision.</p>

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	<p>converting one of the straight ahead lanes on the A40 (west) to a bus lane.</p>	<p>In order to address concerns raised by the cycling groups in relation to the merging of cyclists on the existing off carriageway shared use footway/cycleway and general traffic it is recommended that the proposal as consulted on be reviewed during the detailed design stage.</p>
<p>On line response</p>	<p>Footways are wide enough to place bus lanes on both sides of London Road right through extent of scheme. The existing footways should be converted to shared use status for pedestrians and cyclists.</p> <p>The existing signal controlled crossing located on the London Road exit from the roundabout should be relocated further west away from the roundabout.</p>	<p>Although partially funded by the LSTF, the principle aim of the London Road Improvement Scheme has been to provide bus priority along this important route into Headington. The proposals as consulted on seek to maintain current levels of cycling provision.</p> <p>In order to address the concerns raised by the cycling groups in relation to the merging of cyclists on the existing off carriageway shared use footway/cycleway and general traffic, it is recommended that the proposal as consulted on be reviewed during the detailed design stage.</p> <p>The existing signal controlled crossing referred to forms part of the overall signal control system at the roundabout and serves an important function of giving cyclists access to routes leading to key destinations.</p>
<p>On line response</p>	<p>A small section of bus lane will have little effect on journey times, and cause considerable delays for others.</p>	<p>The provision of a short length of bus lane on the A40 (west) approaching the Green Road roundabout will give significant advantage to buses by allowing them to pass stationary traffic. There will be little or no impact on other traffic as the segregated left turn lane onto the A4142 Eastern Bypass will operate as it does at the moment.</p>

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		<p>The provision of an offset bus layby on London Road will also address the problem of 'exit-blocking' on the roundabout.</p>
<p>On line response</p>	<p>Data should be provided to see if there has been an improvement in journey times from the previous London Road improvement schemes, and to see if good value for money is achieved for tax payers.</p>	<p>This information can be obtained through a Freedom Of Information request if required.</p>
<p>On line response</p>	<p>The stretch of London Road from the relocated inbound bus stop to Gladstone Road should be developed as a bus lane, for use by cyclists.</p> <p>A new bus stop specifically for London to Oxford coaches should also be provided.</p>	<p>Although partially funded by the LSTF, the principle aim of the London Road Improvement Scheme has been to provide bus priority along this important route into Headington. The proposals as consulted on seek to maintain current levels of cycling provision.</p> <p>In order to address the concerns raised by the cycling groups in relation to the merging of cyclists on the existing off carriageway shared use footway/cycleway and general traffic and it is recommended that the proposal as consulted on be reviewed during the detailed design stage.</p> <p>There are currently no proposals to review bus stop facilities on London beyond the scope of the Improvement Scheme.</p>
<p>On line response (Bus Users UK)</p>	<p>Would like a stop line for general traffic on the offside of inbound bus lane at roundabout moved back by 10 metres, to give buses a 'head start' onto roundabout. Consider providing give way markings on the general traffic lane adjacent to the relocated inbound bus stop to give buses priority over general traffic.</p>	<p>This would require additional traffic signal infrastructure for little additional benefit.</p> <p>An unconventional use of give way markings might potentially confuse road users.</p>

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On line response	A short section of bus lane just before traffic lights at the roundabout will be restrictive to other road users. The proposed bus lane will have little effect on bus journey times.	The provision of a short length of bus lane on the A40 (west) approaching the Green Road roundabout will give significant advantage to buses by allowing them to pass stationary traffic. There will be little or no impact on other traffic as the segregated left turn lane onto the A4142 Eastern Bypass will operate as it does at the moment.
On line response	What is the evidence that a short bus lane will reduce bus journey times? Any gains are lost further down the road. This is a dangerous stretch for cyclists and this scheme will make it worse. Create a cycle lane on the footway.	<p>Although partially funded by the LSTF, the principle aim of the London Road Improvement Scheme has been to provide bus priority along this important route into Headington. The proposals as consulted on seek to maintain current levels of cycling provision.</p> <p>In order to address the concerns raised by the cycling groups in relation to the merging of cyclists on the existing off carriageway shared use footway/cycleway and general traffic and it is recommended that the proposal as consulted on be reviewed during the detailed design stage.</p>
On line response	Park & Ride charging to fund the proposed changes on London Road and Thornhill extensions will cause more congestion as people are more likely to stay in cars than pay the charges.	No comment
On line response	Consideration should be given to address any rat running through Headington Quarry during the construction of the scheme.	Noted. To be addressed during the detailed design phase should the project proceed.
On line response	<p>No provision has been made for cyclists.</p> <p>Create a pedestrian/cycle crossing on ring road at surface level to create viable cycle route from Thornhill Park &amp; Ride.</p>	Although partially funded by the LSTF, the principle aim of the London Road Improvement Scheme has been to provide bus priority along this important route into Headington. The proposals as consulted on seek to maintain current levels of cycling provision.

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	Retain current three lanes and configure direction of traffic on centre lane according to time of day.	<p>In order to address the concerns raised by groups in relation to the merging of cyclists on the existing off carriageway shared use footway/cycleway and general traffic and it is recommended that the proposal as consulted on be reviewed during the detailed design stage.</p> <p>The introduction of contra-flow traffic lanes is beyond the scope of the Improvement Scheme.</p>
On line response	<p>Provide a new length of cycle lane on London Road between the roundabout and the relocated inbound bus stop. Convert the existing footway to shared use status for pedestrians and cyclist from the relocated inbound bus stop to Gladstone Road.</p> <p>Existing street furniture should be de-cluttered and relocated. Enforce parking restrictions and improve the approach to subway from the Thornhill approach.</p>	As above
Resident, London Road	The present plan should be implemented without delay.	Noted.
Resident, Ramsey Road	Pedestrians, cyclists and motorised vehicles should be on different levels as there is space on London Road to do this.	Not practical or cost effective to introduce this type of segregation.
Resident, Quarry High Street	Much more priority should be given to buses.	Noted.
Resident, Gardiner Street	Favours the Cyclox design for new cycle facilities on the south side of London Road. South side footway is wide enough to accommodate a cycle path all the way to St. Andrews school. Street furniture should be	Although partially funded by the LSTF, the principle aim of the London Road Improvement Scheme has been to provide bus priority along this important route into Headington. The proposals as consulted on seek to

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	relocated.	<p>maintain current levels of cycling provision.</p> <p>In order to address the concerns raised by the cycling in relation to the merging of cyclists on the existing off carriageway shared use footway/cycleway and general traffic and it is recommended that the proposal as consulted on be reviewed during the detailed design stage.</p>
Resident, Ramsay Road	Would like a dedicated cycle lane on the south side from the roundabout to Windmill Road. The relocation of the inbound bus stop will reduce congestion.	<p>As above.</p> <p>Yellow box junction markings are recommended to be retained.</p>
Resident, North Way	Can we have a yellow box junction road marking to allow traffic to exit Lyndworth Road safely onto London Road?	Yellow box junction markings are recommended to be retained.
Resident, Ramsay Road	<p>Expressed concern over cyclists travelling in both directions on the existing cycle facility located on the north side of London Road.</p> <p>Expressed concern that this facility is not wide enough for two-way cycle flow.</p>	Noted
Resident, London Road	<p>Would like a yellow box junction road marking at the Lyndworth Close and Northfield Road junctions with London Road.</p> <p>Air quality monitoring is required.</p>	Yellow box junction markings are recommended to be retained.
Resident, Lyndworth Close	<p>Would like yellow box junction road marking in both lanes at Lyndworth Close junction with London Road.</p> <p>Air quality monitoring is required for London Road and Headington shops area.</p>	Yellow box junction markings are recommended to be retained.
Resident, Old Road	Has concerns over cycling provision. A new pedestrian / cycle bridge could be of more use.	Although partially funded by the LSTF, the principle aim of the London Road Improvement Scheme has been to

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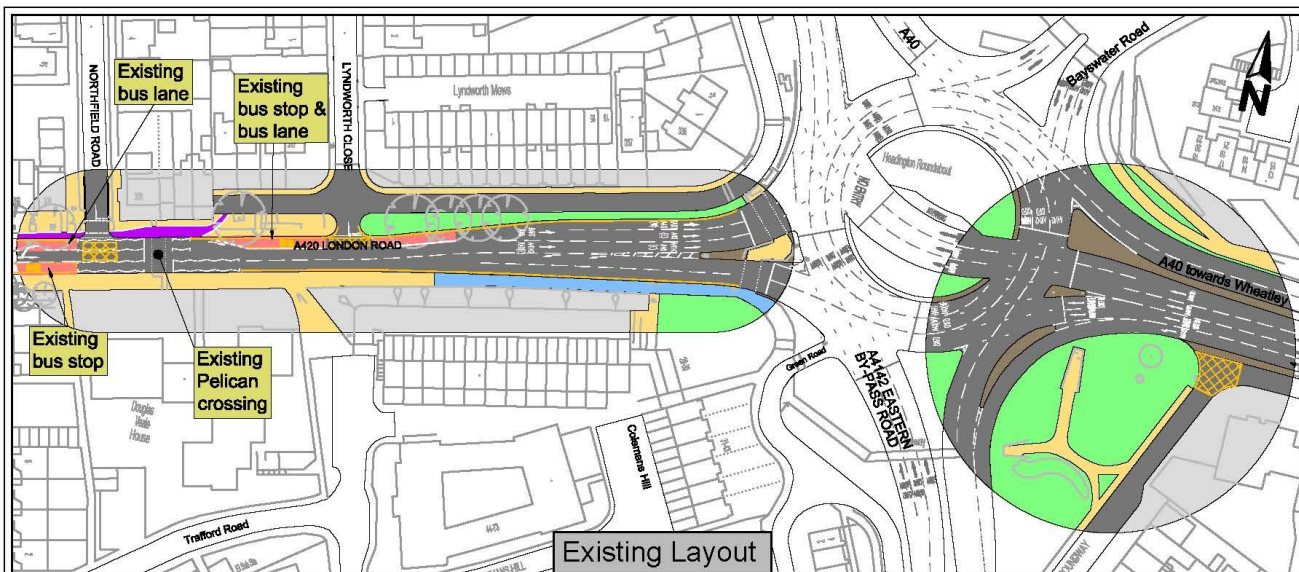
RESPONDENT	COMMENT	RESPONSE
	<p>Traffic is too dense at peak times for cyclists, the verge could accommodate new cycle facilities.</p> <p>Road surface is unsafe as vehicles swerve to avoid potholes.</p>	<p>provide bus priority along this important route into Headington. The proposals as consulted on seek to maintain current levels of cycling provision.</p> <p>In order to address the concerns raised by the cycling groups in relation to the merging of cyclists on the existing off carriageway shared use footway/cycleway and general traffic and it is recommended that the proposal as consulted on be reviewed during the detailed design stage.</p>
Resident, Old Road	<p>Cyclist should be given the opportunity to take a safer route into Oxford.</p> <p>Road surface needs to be repaired urgently.</p>	As above.
Resident, Colemans Hill	Create a cycle path from roundabout to Gladstone Road. Better to spend money on resurfacing. Disappointed that no traffic flow data was available.	As above.
Resident, St. Agnes Road	Provide improved provision for cyclists. Slow all traffic on London Road to 20 mph. Segregate pedestrians, cyclists, buses and cars.	<p>As above.</p> <p>There are no plans to either introduce or extend the length of the current 20 mph speed restriction on the London Road.</p>
Resident, Northfield Road	Reinstate the yellow box junction marking at Northfield Road / London Road junction.	Yellow box junction markings are recommended to be retained.
Resident, Latimer Road	<p>Concerned about cycle provision not being adequate. Cycle lane not wide enough for two way cycling [existing facility on the north side of London Road].</p> <p>Different road user groups should be separated from each other and bus lanes should be removed.</p>	Although partially funded by the LSTF, the principle aim of the London Road Improvement Scheme has been to provide bus priority along this important route into Headington. The proposals as consulted on seek to maintain current levels of cycling provision.



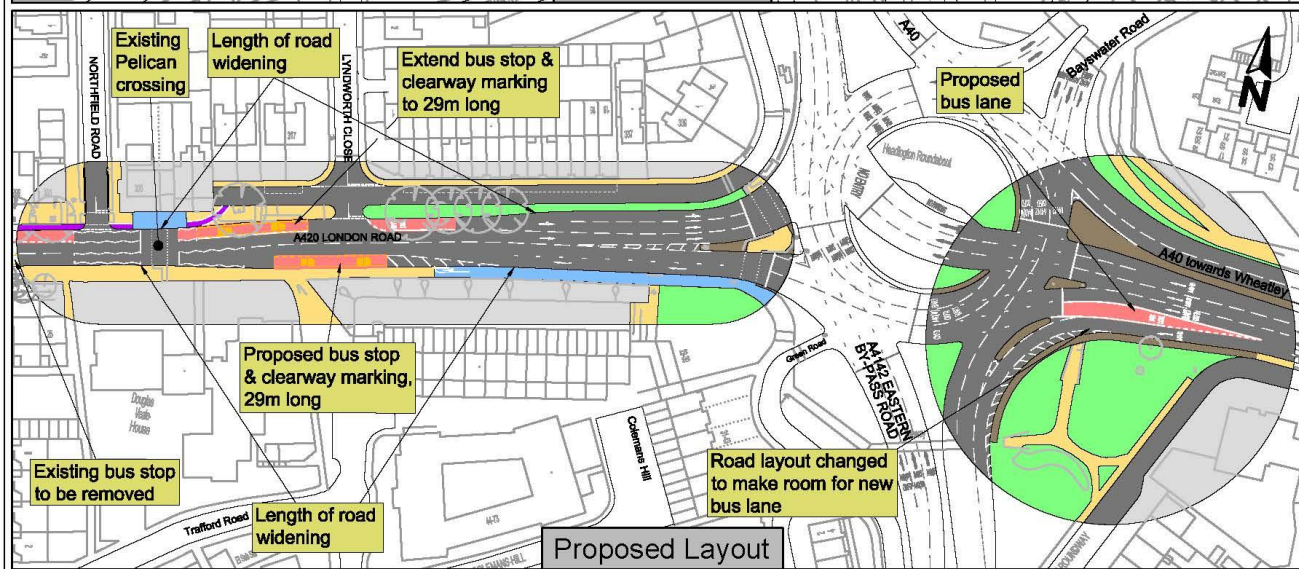
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		<p>In order to address the concerns raised by the cycling groups in relation to the merging of cyclists on the existing off carriageway shared use footway/cycleway and general traffic and it is recommended that the proposal as consulted on be reviewed during the detailed design stage.</p>
<p>Resident, Northfield Road</p>	<p>Concerns regarding the removal of the yellow box junction marking.</p>	<p>Yellow box junction markings are recommended to be retained.</p>
<p>Resident, Hawthorne Avenue</p>	<p>Could all cyclists sharing with pedestrians use a warning bell when overtaking walkers.</p>	<p>Not within the scope of the project.</p>
<p>Resident, St. Annes Road</p>	<p>Extend cycle lane on south side all the way to Headington shops. Convert the existing footway to shared use status for use by pedestrians and cyclists. It is not reasonable to expect cyclists to evaporate at the bus stop. Buses must be restricted to 20 mph.</p>	<p>Although partially funded by the LSTF, the principle aim of the London Road Improvement Scheme has been to provide bus priority along this important route into Headington. The proposals as consulted on seek to maintain current levels of cycling provision.</p> <p>In order to address the concerns raised by the cycling groups in relation to the merging of cyclists on the existing off carriageway shared use footway/cycleway and general traffic and it is recommended that the proposal as consulted on be reviewed during the detailed design stage.</p>
<p>Local resident</p>	<p>Very pleased that there is a bus lane planned between Green Road roundabout. and Gladstone Road. Not sure about a bus lane on the roundabout as it is confusing enough anyway.</p>	<p>No bus lanes are proposed for the roundabout itself.</p>

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Existing Layout



Proposed Layout

Drawing No. S-000634/CON/000/001 Revision 0

- KEY**
- Carriageway
  - Bus lane / bus stop
  - Footway
  - Grass areas
  - Hard areas
  - Shared use footway / cycleway
  - Off carriageway cycle route

- NOTES**
1. The colours used on this drawing are for illustrative purposes only to show how the road space may change

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**Project title**  
London Road Improvement Scheme  
Section 4

**Drawing title**  
Consultation Drawing  
Existing & Proposed Layouts

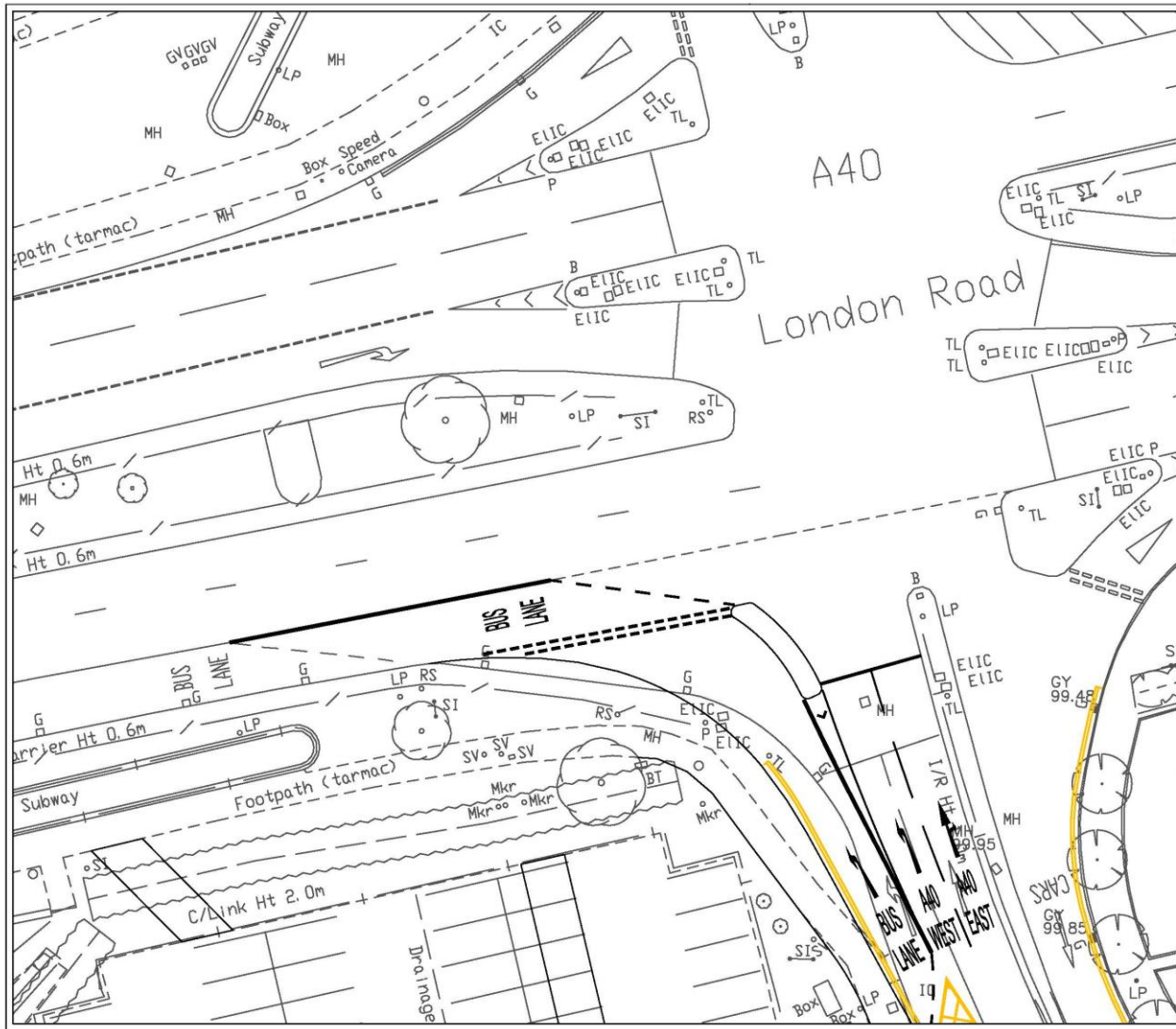
**Drawing Status**  
Consultation

Scale @ A3	Drawn by SAC	Checked by EA	Approved by PJE
not to scale	Date drawn 20.08.13	Date checked 27.06.13	Date approved 27.06.13

Oxfordshire Project No. & File Ref S-000634  
Drawing No. S-000634/CON/000/001 Revision 0

**ANNEX 4**

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Drawing No. S-000333/IFC/6000/101		Revision 0	
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>			
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:			
CONSTRUCTION (ENTER NONE IF APPLICABLE)			
MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)			
USE (ENTER NONE IF APPLICABLE)			
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Rev.	Date	Purpose of revision	Drawn Checked/Approved
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Project title		Thornhill Park & Ride Extension	
Drawing title		Bus Lane Extension	
Drawing Status For Consultation			
Scale @ A3	Drawn by	Checked by	Approved by
1:250	SJH	MW	MW
Date drawn	Date checked	Date approved	
17/04/13	17/04/13	17/04/13	
Oxfordshire Project No. & File Ref/ S-000333			
Drawing No. S-000333/IFC/6000/101		Revision 0	

**ANNEX 5**