



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 12 September 2013 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 20 September 2013 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Peter G. Clark.

Peter G. Clark
County Solicitor

September 2013

Contact Officer: **Graham Warrington**
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Note: Date of next meeting: 10 October 2013

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

- 1. Declarations of Interest**
- 2. Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

- 3. Petitions and Public Address**
- 4. Forward Plan - Update on Items**
- 5. London Road, Headington - Proposed Improvements and Bus Lane** (Pages 1 - 24)

Forward Plan Ref: 2013/074

Contact: Jim Daughton, Highways & Transport Manger Tel: (01865) 815083

Report by Deputy Director for Environment & Economy - Commercial & Delivery (CMDE5).

CMDE5

Division: Barton, Sandhills & Risinghurst, Headington and Quarry

CABINET MEMBER FOR ENVIRONMENT– 12 SEPTEMBER 2013

LONDON ROAD, HEADINGTON – PROPOSED IMPROVEMENTS AND BUS LANE

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections and comments received to a formal consultation on proposals to introduce two new lengths of bus lane on the A40 London Road; the Oxford bound approach to the Green Road (Headington) roundabout and at the exit of the Thornhill Park & Ride site. The exercise has also been used to consult generally on proposals forming the next phase of the London Road Improvement Scheme.

Background

2. These proposals form part of a package of measures to improve non-car access between Thornhill Park & Ride and the hospitals and other major destinations in Headington. Other elements include expanding the park and ride site and new bus services. The package has received funding from the Government's Local Sustainable Transport Fund (LSTF). Longer lengths of bus lane on both sides of London Road had previously been considered but rejected due to the cost, limited effectiveness in improving bus journey times and objections from local people concerned about the impact on existing footways and cycleways and loss of trees.

3. The report considers the proposed provision of a new length of bus lane at:

- Oxford, Headington A40 London Road, location as shown at Annex 4;

and provision of an extension to the existing bus lane at:

- Oxford, Risinghurst A40 London Road, location as shown at Annex 5;

This follows the publication of the draft Oxfordshire County Council - (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No. 9) Order 20**.

4. In addition to the formal consultation held on the proposals the opportunity was also taken to formally consult on the overall provisions of the London Road Improvement Scheme, which included the introduction of two new lengths of bus stop clearways within the extent of the scheme

associated with the relocation of the Oxford bound bus stop on London Road, and the extension of the London bound bus stop on London Road. The location of these is shown at Annex 4.

Formal Consultation

5. Oxfordshire County Council sent a copy of the draft variation Order, statement of reasons and a copy of the public notice appearing in the local press, containing all the proposed lengths of bus lane to formal consultees on 28 June 2013. These documents, together with supporting documentation as required and plan showing the proposed scheme, were deposited for public inspection at County Hall and Headington library. They are also available for inspection in the Members' Resource Centre.
6. The Council also wrote to local residents affected by the proposed lengths of bus lane and the relocation or alteration to bus stops, asking for their comments. Public notices were displayed at each site and in the Oxford Times. Copies of the consultation material were made available on the Council's website which made provision for submission of comments. Additionally, a drop-in session was held at the Quarry Village Hall on 18 July 2013 where plans of the proposals were on display and Council officers on hand to discuss the scheme with members of the public.
7. A total of 44 responses were received regarding the proposals for London Road, 4 of which were formal objections. Of the 44 responses, 11 were submitted via the Council's website, 13 were received as either emails or letters and 20 were submitted on comments forms made available at the drop-in session. Annex 1 contains details of the objections received along with officer comments. Annex 2 contains comments received from local members, Thames Valley Police and bus operators again with officer comments. All other responses received are summarised at Annex 3 together with officer comments.

Brief summary of comments received

8. Following analysis of the comments received, one main theme emerged:
 - Concern over the lack of west bound cycle facilities on London Road.
9. Other comments received concerned:
 - Retention of yellow box markings at side road junctions on London Road.
 - The effectiveness of the short length of proposed bus lane on the A40 London Road.
 - Loss of existing footway and verge space.
10. Of the 4 objections received, 3 were from groups representing cycling and 1 from a resident in Lyndworth Mews. Several suggestions have been

made by the cycling groups and a recommendation made to address their concerns. Annex 1 details their objections and corresponding officer comment.

11. Although not objecting to the proposals contained in the improvement scheme, Thames Valley Police raised concerns over certain aspects of the proposed layout. These have been noted and included in the recommendations contained in this report.
12. The views of local members are detailed at Annex 2 and generally reflect the common themes evident in the comments received. Whilst broadly supporting the aims of the proposals Councillor Roz Smith has raised a particular concern relating to movement of westbound traffic leaving the Green Road roundabout at the Green Road exit leading onto Toot Hill Butts. Further traffic survey work, including traffic counts and origin & destination surveys, has been recommended in order to support a proposal to close this exit of the roundabout to motorised vehicles should the need arise. A decision to close the Green Road exit should be based on a period of post-completion monitoring of the new road layout for an initial period of 6 months.
13. Comments submitted by 2 of the main bus operators using the route are in favour of the proposals and are summarised at Annex 2.

Conclusion

14. In light of the comments received from the formal consultation, amendments to the traffic regulation order should be made in order to allow the introduction of the 2 new lengths of bus lane on the A40 London Road.
15. However, some minor amendments to the proposals as consulted on are recommended in order to address concerns raised by local residents and Thames Valley Police in relation to the layout and detailing of elements of the improvement scheme. In particular it is recommended to proceed with preparatory work to support the permanent closure to motorised vehicles of the Green Road (Toot Hill Butts) exit of the Green Road roundabout, to enable this to be implemented quickly should the need arise. Annex 2 sets out specific officer comments in relation to this recommendation.
16. 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 the current level of cycling provision.
17. A number of valid suggestions have been made by cycling groups and will be taken into account in any future work to investigate the possible provision of improved west bound cycle facilities on London Road. This

investigation work could be incorporated into future project briefs generated by the LSTF currently available to the Council.

Financial and Staff Implications (including Revenue)

18. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose. This fund is made up of £340,000 from the Council's capital budget and £500,000 of match funding available through the LSTF fund.

RECOMMENDATIONS

19. **The Cabinet Member for Environment is RECOMMENDED to approve:**

- (a) **the proposed length of new bus lane on the A40 London Road at the approach to the Green Road roundabout and that that length of bus lane should have an appropriately coloured surface treatment applied to it;**
- (b) **the proposed bus lane extension on the A40 London Road at the access to the Thornhill Park & Ride;**
- (c) **the proposed London Road Improvement Scheme with the following amendments:**

in relation to Green Road roundabout:

- 1. **Additional survey work to be carried out to determine the level of use for the Green Road exit and gauge the impact it might have on local traffic;**
- 2. **Preparatory work to be carried out for the formal consultation to close the Green Road exit from the Green Road roundabout to motorised vehicles;**
- 3. **Formal consultation to be carried out in connection with the permanent closure of the Green Road exit from the Green Road roundabout;**
- 4. **Monitoring of the new road layout at the Green Road roundabout to be carried out for a period of 6 months from opening to determine if the permanent closure of the Green Road exit from the Green Road roundabout is required.**

in relation to the A420 London Road:

- 1. **The proposed length of the London bound bus stop on the north side of the road (west of Lyndworth Close) be reduced to 19 metres;**

2. **Retention of the yellow box junction markings at the junctions of London Road with Northfield Road and Lyndworth Close;**
 3. **Provision of west bound cycle facilities on London Road be investigated separately to this scheme.**
- (d) **to instruct that further consideration be given to the concerns raised by Cyclox regarding the merging of cyclists and general traffic on the existing carriageway shared use footway/cycleway.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation
Contact Officers: Jim Daughton 01865 815803

August 2013

ANNEX 1**Objections Received****Cyclox**

1. Although not objecting to the proposed introduction of the new bus lanes, Cyclox has objected on the grounds that the proposals for London Road make inadequate provision for cyclists. They have suggested 3 changes to the proposed layout; road widening to accommodate a mandatory cycle lane; provision of an off-carriageway segregated cycle facility on the south footway of London Road between the Pelican crossing at Northfield Road to the junction with Gladstone Road; provision of dropped kerbing either side of the relocated Oxford bound bus stop to allow cyclists who feel threatened by traffic to exit the carriageway.
2. 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 the current level of cycling provision without making the situation any worse than it already is.
3. In order to give further consideration to the concerns raised by Cyclox 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 is reviewed during the detailed design stage.
4. Some valid suggestions have been made by Cyclox 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.
5. A request was also made by Cyclox to reinstate the faded yellow box marking at the sharp bend on the service road known as The Roundway adjacent to the McDonald's restaurant to assist cyclists by deterring parking. It is recommended that this is retained but it should be noted that enforcement of this type of restriction would be required to improve its effectiveness and is unlikely to be a high priority for Thames Valley Police.

Cyclist Tourist Club (Right To Ride)

6. The Cyclist Tourist Club (Right To Ride) has taken a similar view as Cyclox and whilst not objecting to the proposed lengths of new bus lane they have objected to the overall proposals on the grounds of inadequate cycle provision. In common with Cyclox, they have suggested some sort

of physical protection for cyclists where they rejoin the carriageway east of the relocated bus stop on London Road. They have also expressed support for the Cyclox request to provide a mixture of both on and off carriageway cycle facilities on the south side of London Road.

7. These comments are noted and should be considered in any future review of cycling facilities on London Road.

Oxonian Cycling Club

8. The Oxonian Cycling Club has objected to the proposals citing 'inadequate attention to cycling as a desirable mode of transport'. The point of objection being the proposed treatment at the end of the existing shared-use footway cycleway located on the south side of London Road between the Green Road roundabout the existing Pelican crossing adjacent to Northfield Road.
9. These comments are noted and should be considered in any future review of cycling facilities on London Road.

Resident of Lyndworth Mews

10. A resident of Lyndworth Mews has objected to the proposed changes on London Road relating to the relocation of the Oxford bound bus stop on the south side of the road and the loss of footway and verge space to accommodate the relocated stop.
11. The proposed relocation of the Oxford bound bus stop is being promoted as a way of addressing the problem of traffic backing up onto the Green Road roundabout whilst queuing behind buses using this bus stop in the current location. This 'exit-blocking' onto the roundabout affects the overall capacity and results in delays for drivers on all arms of the roundabout.
12. It is proposed to relocate the Oxford bound bus stop into an area which is sufficiently wide enough to maintain serviceable footway widths on both sides of London Road and provide an off-line bus stop which will allow general traffic to pass stationary buses and, therefore, reducing delays. It would not be possible to create a layby at the current location of the bus stop as non-highway land would be required in order to maintain a serviceable footway width. The relocation of the bus stop to a position opposite the junction with Lyndworth Close has not been objected to by Thames Valley Police.

ANNEX 2**Responses from Local Members, Thames Valley Police and Bus Operators****Councillor Roz Smith**

1. Councillor Roz Smith, the local member for the Headington & Quarry Division, has submitted comments covering 4 aspects of the proposals; Green Road (Toot Hill Butts) exit from the Green Road roundabout; provision of west bound cycling facilities; retention of yellow box markings at junctions and relocation of the Oxford bound bus stop.
2. Issue 1 - The possible conflict with vehicles travelling on the A40 (west) and the Green Road (Toot Hills Butts) exit off the Green Road roundabout.

Response - This possible conflict was also raised by members of the public at the drop-in session, although no other written responses regarding this have been received. A traffic count to record the number of vehicles making this manoeuvre has subsequently been carried out and the results are reported as:

Table 1 Traffic count data for the Green Road exit

manoeuvre	Number of vehicles			
	7 Aug 2013		8 Aug 2013	
	AM peak	PM peak	AM peak	PM peak
A40 (west) into Green Road	10	4	9	6
Other routes into Green Road	60	34	50	27

Note: data has been collected during non-term time

3. It can be seen that significantly more traffic exits into Green Road from routes other than the A40 (west) approach. Although not insignificant, the volume of traffic existing into Green Road from the A40 (west) approach is low in terms of traffic flow. It is recognised that there may be potential for possible conflict between buses and coaches using the proposed bus lane and vehicles positioned at the front of the adjacent traffic lane wanting to exit at Green Road. A comparison can be made with left turning traffic having to cut across a bus lane on their near side, a common occurrence on bus lanes in urban areas.

4. It is therefore recommended that monitoring of the new layout should take place over a period of 6 months of the opening of the bus lane. Should an increase in the level of reported accidents at this location occur which can be attributed to the introduction of the bus lane, it is recommended that the Green Road exit from the roundabout be closed to motorised traffic. To avoid any delay implementing this closure, it is recommended that a) survey work is carried out to determine the level of use for the Green Road exit and gauge the impact it might have on local traffic, and b) preparatory work is carried out, including formal consultation, for the permanent traffic regulation order required to enable closure.

5. Issue 2 - Provision of Cycling facilities on the south side of London Road.

Response - The councillor has requested provision of a shared use footway cycleway on the south side of London Road between the roundabout and the relocated bus stop. Westwards from this point she councillor has requested introduction of a segregated off-carriageway cycle route. 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 the current level of cycling provision without making the situation any worse than it already is.

6. Issue 3 - Retention of yellow box markings at the side road junctions of Lyndworth Close and Northfield Road with London Road.

Response - Although originally not shown on the proposals as consulted on, it is recommended that for operational purposes, the existing yellow box markings are retained at the junctions of London Road with Northfield Road and Lyndworth Close.

7. Issue 4 - The relocation of the Oxford bound bus stop to a position opposite Lydnwoth Close.

Response - Although not ideally located, the position of this bus stop, albeit in a layby, should pose no more difficulty for road users than is experienced at the moment. Thames Valley Police has not objected to the position of this relocated bus stop.

Councillor Glynis Phillips

8. Councillor Glynis Phillips, the local member for the Barton, Sandhills & Risinghurst Division, has not objected to the proposals and is of the opinion that relocation of the Oxford bound bus stop will have a beneficial effect on the movement of traffic.

Councillor David Williams

9. Councillor David Williams, the local member for Iffley Fields and St Mary's has not objected to the proposals and has submitted comments relating to

the junction of Collingwood Road and the A40 London Road. These comments have been passed to the appropriate officer.

Thames Valley Police

10. Thames Valley Police (TVP) although not objecting to the proposals for London Road raised concerns relating to particular parts of the proposed layout and operation of the scheme. In particular they queried the inconsistency in approach by the Council to bus lanes located in the approach to roundabouts, and used Banbury Road as an example. The general principle has been to terminate bus lanes a set distance back from the roundabout in order to accommodate left turning traffic. This is not the case at the Green Road roundabout where left turning traffic onto the A4142 Eastern Bypass uses the segregated left turn lane.
11. TVP also comment on the potential for unlawful use of the proposed bus lane at the roundabout by queue-jumping drivers. It could be argued that this is a common occurrence at similar sites and would not be unique to this location. In order to minimise this potential for bus lane abuse, TVP has suggested using a coloured surface treatment on the carriageway to emphasis the status of the bus lane. Although the Council has preferred not to use colour surface treatments in the past due to the increased maintenance liability, its use on this relatively short length of bus lane at this location would be beneficial and is therefore recommended.
12. TVP commented on the proposal to lengthen the last London bound bus stop on London Road, located to the immediate west of Lyndworth Close, and the impact on forward visibility to the adjacent Pelican crossing. The proposed layout as consulted on would result in slightly reduced forward visibility to the crossing for drivers travelling westwards along London Road when 2 buses are at the bus stop. In order to address this concern it is recommended that the proposal to lengthen this bus stop is amended to provide a single 19 metre length bus stop.

Oxford Bus Company

13. Although generally supporting the proposals, concern has been raised by the Oxford Bus Company (OBC) regarding the Bayswater Road entry onto the Green Road roundabout. They have commented that bus services in the morning peak suffer considerable delays as a result of there being no traffic signal control at this entry. However, signalisation of this entry onto the roundabout falls outside the scope of the improvement scheme and has therefore not been investigated.
14. OBC also raised concern with the safety of the layout of the existing bus layby on the A40 London Road immediately east of Collingwood Road junction. Their opinion is that the layby is too short and should be made long enough to accommodate 2 buses. They have reported that on some occasions their drivers have been unable to use the layby as other buses

have been parked in it, forcing the driver to miss the stop. This is an operational issue and lies beyond the scope of the improvement scheme.

Arriva (the Shires & Essex) Bus Company

15. The Arriva bus company has expressed support for the proposals but commented that more should have been done to improve the start of the west bound bus lane on the A40 London Road adjacent to the exit of the Thornhill Park & Ride. Although options for extending the start of the bus lane prior to the junction were considered during the development of the design for the extension to the park & ride site, it was considered that the works required to alter the layout would be too costly and provide very little benefit, and therefore did not form part of the approved scheme for the expansion of this park & ride site. It also falls outside the scope of this improvement scheme.

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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>

RESPONDENT	COMMENT	RESPONSE
Councillor Delia Sinclair (City Council)	<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>
Local resident	<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>
Local resident	<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>

RESPONDENT	COMMENT	RESPONSE
	<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>

RESPONDENT	COMMENT	RESPONSE
		The provision of an offset bus layby on London Road will also address the problem of 'exit-blocking' on the roundabout.
On line response	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.	This information can be obtained through a Freedom Of Information request if required.
On line response	<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>
On line response (Bus Users UK)	<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.</p> <p>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>

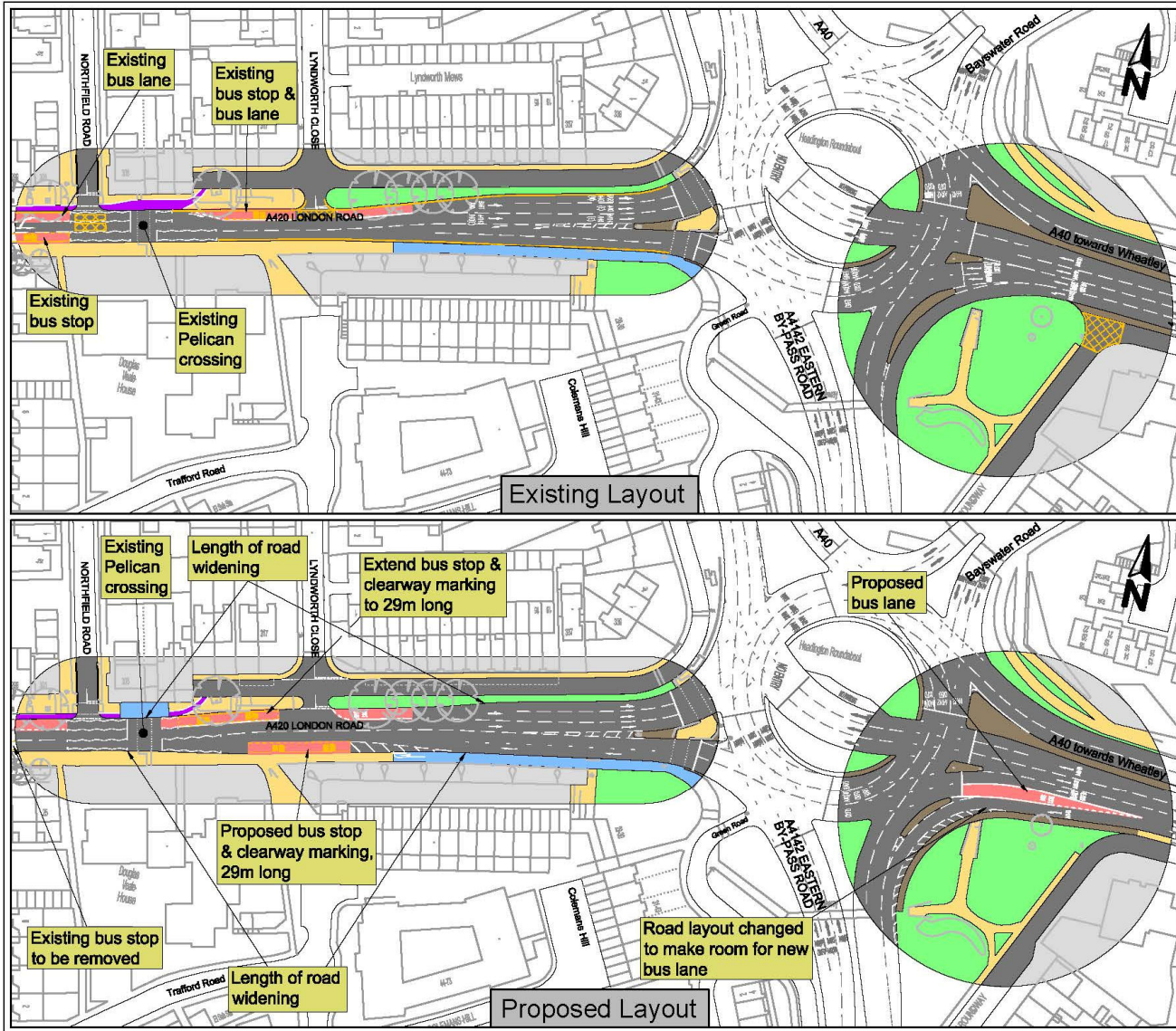
RESPONDENT	COMMENT	RESPONSE
On line response	A short section of bus lane just before traffic lights at the roundabout will be restrictive to other road users. The proposed bus lane will have little effect on bus journey times.	The provision of a short length of bus lane on the A40 (west) approaching 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 & 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.

RESPONDENT	COMMENT	RESPONSE
	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

RESPONDENT	COMMENT	RESPONSE
	relocated.	<p data-bbox="1256 233 1861 264">maintain current levels of cycling provision.</p> <p data-bbox="1256 309 2047 523">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 data-bbox="1256 531 1397 563">As above.</p> <p data-bbox="1256 603 2047 671">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 data-bbox="443 796 1234 898">Expressed concern over cyclists travelling in both directions on the existing cycle facility located on the north side of London Road.</p> <p data-bbox="443 906 1234 970">Expressed concern that this facility is not wide enough for two-way cycle flow.</p>	Noted
Resident, London Road	<p data-bbox="443 978 1234 1080">Would like a yellow box junction road marking at the Lyndworth Close and Northfield Road junctions with London Road.</p> <p data-bbox="443 1088 904 1118">Air quality monitoring is required.</p>	Yellow box junction markings are recommended to be retained.
Resident, Lyndworth Close	<p data-bbox="443 1126 1234 1197">Would like yellow box junction road marking in both lanes at Lyndworth Close junction with London Road.</p> <p data-bbox="443 1236 1234 1300">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

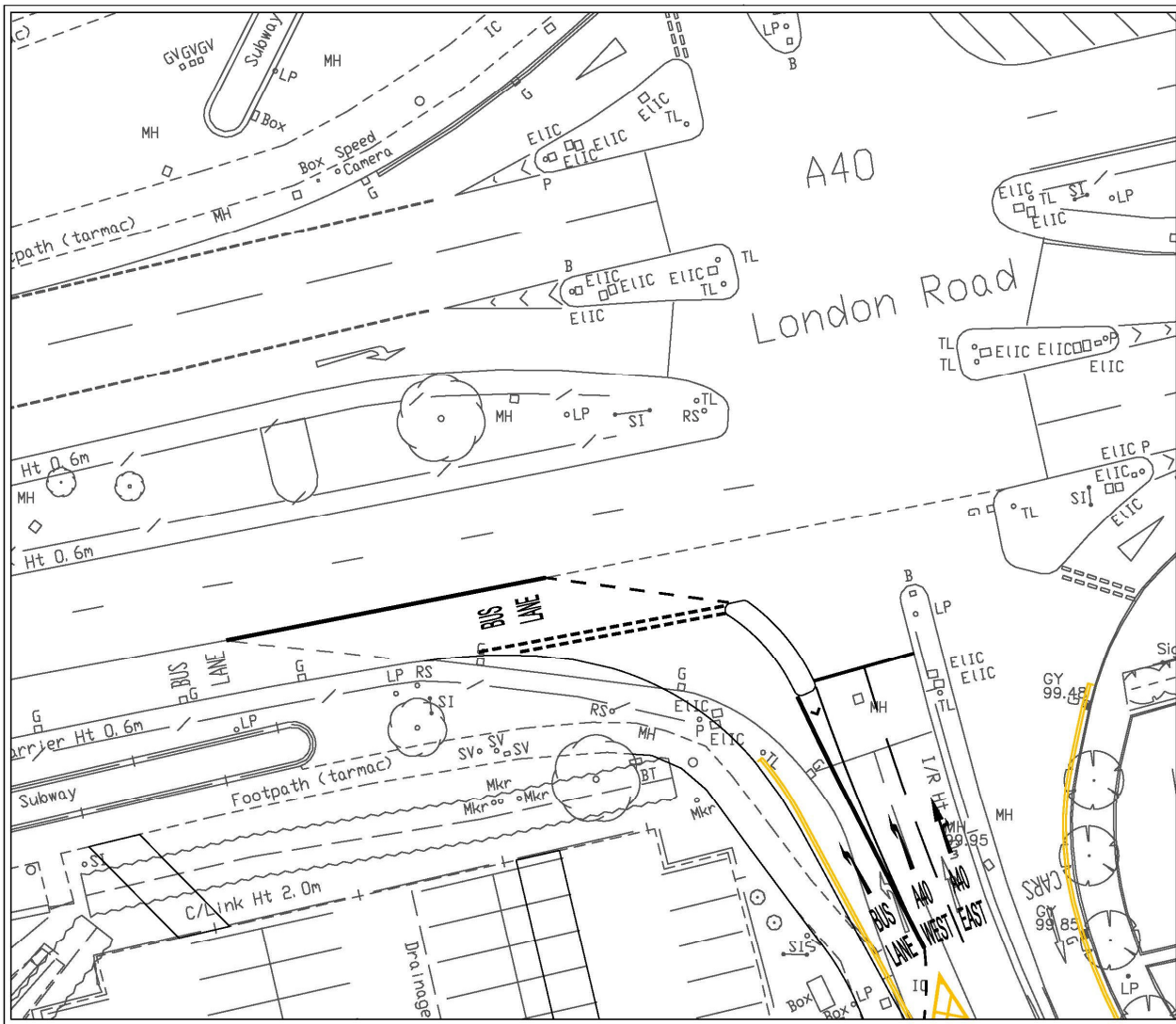
RESPONDENT	COMMENT	RESPONSE
	<p>Traffic is too dense at peak times for cyclists, the verge could accommodate new cycle facilities.</p> <p>Road surface is unsafe as vehicles swerve to avoid potholes.</p>	<p>provide bus priority along this important route into Headington. The proposals as consulted on 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.


RESPONDENT	COMMENT	RESPONSE
		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.
Resident, Northfield Road	Concerns regarding the removal of the yellow box junction marking.	Yellow box junction markings are recommended to be retained.
Resident, Hawthorne Avenue	Could all cyclists sharing with pedestrians use a warning bell when overtaking walkers.	Not within the scope of the project.
Resident, St. Annes Road	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>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>
Local resident	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.	No bus lanes are proposed for the roundabout itself.



Drawing No. S-000634/CON/000/001	Revision 0												
<p>KEY</p> <ul style="list-style-type: none"> Carriageway Bus lane / bus stop Footway Grass areas Hard areas Shared use footway / cycleway Off carriageway cycle route 													
<p>NOTES</p> <ol style="list-style-type: none"> The colours used on this drawing are for illustrative purposes only to show how the road space may change 													
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<p>OXFORDSHIRE COUNTY COUNCIL</p> <p><small>Mark Kemp Deputy Director - Commercial Environment & Economy Highways & Transport Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700</small></p>													
<p>Project title London Road Improvement Scheme Section 4</p>													
<p>Drawing title Consultation Drawing Existing & Proposed Layouts</p>													
<p>Drawing Status Consultation</p>													
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<p>Oxfordshire Project No. & File Ref S-000634</p>													
Drawing No. S-000634/CON/000/001	Revision 0												

ANNEX 4



Drawing No. S-000333/IFC/6000/101		Revision 0	
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
<small>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small>			
<small>RECONSTRUCTION (ENTER NONE IF APPLICABLE)</small>			
<small>MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)</small>			
<small>USE (ENTER NONE IF APPLICABLE)</small>			
<small>DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)</small>			
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<small>Rev.</small>	<small>Date</small>	<small>Purpose of revision</small>	<small>Drawn</small> <small>Checked</small> <small>Approved</small>
 <small>Mark Kemp Deputy Director - Commercial Environment & Economy Highways & Transport Oxfordshire County Council Spirewell House Spirewell Street Oxford OX1 1HE Tel: (01865) 815700</small>			
<small>Project title</small>		Thornhill Park & Ride Extension	
<small>Drawing title</small>		Bus Lane Extension	
<small>Drawing Status</small>			
<small>For Consultation</small>			
<small>Scale @ A3</small>	<small>Drawn by</small>	<small>Checked by</small>	<small>Approved by</small>
1:250	SJH	MW	MW
<small>Date drawn</small>	<small>Date checked</small>	<small>Date approved</small>	
17/04/13	17/04/13	17/04/13	
<small>Oxfordshire Project No. & File Ref</small>			
S-000333			
Drawing No. S-000333/IFC/6000/101		Revision 0	

ANNEX 5

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