

Annex 6: Kidlington Roundabout Consultation Comments

	If you are responding about a particular element, please state which element you are commenting on (F)	Postcode	What do you think of the new design and layout for the improvement works on the A4260/A4165 Kidlington Roundabout?	Method
1 (individual)	No	OX5 1	Like a lot	OCC questionnaire
2 (individual)	I am glad we can keep the planting on the central island.	OX2 8	Like a lot	OCC questionnaire
3 (individual)	Increased separation of pedestrians and cyclists is a great improvement.	OX17 3	Like a lot	OCC questionnaire
4 (individual)	No comment	OX5 2	Like a lot	OCC questionnaire
5 (individual)	No comment	OX4 2	Like a lot	OCC questionnaire
6 (individual)	No comment	OX5 1	Like a lot	OCC questionnaire
7 (individual)	No comment	OX5 2	Like a lot	OCC questionnaire
8 (individual)	No comment	OX5 1	Like a lot	OCC questionnaire
9 (individual)	No comment	OX5 2	Like a lot	OCC questionnaire
10 (individual)	There was no clear need for an extra lane or traffic signals, so I support the removal from scope.	OX2 8	Like a lot	OCC questionnaire

11 (individual)	Looking at the revised proposals for Kidlington Roundabout, I was pleased to note that my comments have been considered and that the new plans are much improved, especially re the shared cycle/pedestrian paths and also retaining the trees in the central island. Thank you for your help in this matter. Yours sincerely,	Prefer not to say	Like a lot	OCC questionnaire
12 (individual)	No comment	OX5 2	Like a lot	OCC questionnaire
13 (individual)	No comment	OX5 2	Like a lot	OCC questionnaire
14 (Cyclox)	The latest proposal for the Kidlington Roundabout is a great improvement on the original plans,		Like a lot	Email
15 (Cycle Advocacy Network)	1. Excellent that all cycle crossings will be single stage, but it is essential that there is only a short wait time for pedestrians & cyclists. 2. Very good that there will be a path-carriageway transition for NCN51 on the service road.		Like a lot	Email
16 (Cycle Advocacy Network)	Cyclox's response The latest proposal for the Kidlington Roundabout is a great improvement on the original plans, but Cyclox has concerns about how it will work in practice and some suggestions for improvement. (If this project were starting afresh we would be arguing for more radical changes, but we understand that time constraints prevent reconsideration of the basic form of the roundabout.)		Like a lot	Email
17 (I. Transport)	We welcome the amended proposals and consider this to be a significant improvement on the previous design.			Email
18 (individual)	Looks like its overall a massive improvement compared to your initial plans.	OX30	Like somewhat	OCC questionnaire

19 (individual)	Still feels a lot like preparations for Oxford United's new stadium as the Council have never been concerned about this roundabout and its lack of pedestrian safety before	OX51	Like somewhat	OCC questionnaire
20 (individual)	Speed limit reduction is welcome.	OX4 3	Like somewhat	OCC questionnaire
21 (individual)	They were unnecessary, so I'm glad that they have been dropped.	OX5 1	Like somewhat	OCC questionnaire
22 (individual)	How are the signalised crossings controlled? Will they be tripped automatically by cyclists as they approach or will cyclists be forced to wait?	OX4 2	Like somewhat	OCC questionnaire
23 (individual)	Pleased that a number of the proposed changes have been dropped.	OX5 2	Like somewhat	OCC questionnaire
24 (individual)	Will the crossing be timed to ensure rush hour traffic isn't delayed even further?	OX5	Like somewhat	OCC questionnaire
25 (individual)	I am pleased that the latest proposals are much simplified and have retained the trees on the roundabout. The overall level of proposed improvements appear more sensible and simpler in their design and impact. It is not clear what other improvements (if any) are proposed on the approaching roads and in particular the area outside the junction with the park and ride/Oxford parkway station and also Frieze Way which is suffering significant uneven subsidence.	OX5 2	Like somewhat	OCC questionnaire
26 (individual)	I am pleased that the tree removal is no longer required	OX2 6	Like somewhat	OCC questionnaire
27 (individual)	No comment	OX2 8	Like somewhat	OCC questionnaire

<p>28 (individual)</p>	<p>(Sorry if covered previously, not aware of it.) Currently, and in the proposal, there is no cycling access whatsoever to Stratfield Brake from the roundabout, which seems ludicrous given that there's sports facilities there, and a nature reserve, both of which you would expect local people from Kidlington to travel to. If you want to encourage people to cycle, that's a significant omission in where they can actually get to. Currently there's a gravelly footpath across a field, but that is not a bridleway.</p>	<p>OX3 8</p>	<p>Like somewhat</p>	<p>OCC questionnaire</p>
<p>29 (Kidlington Parish Council)</p>	<p>Generally supportive of the proposed amendments, whilst making the following comments. Concern at the proposed signalling at each of the junctions on the roundabout. Whilst supporting improved for cyclists, will this cause increased problems for drivers and congestion at the roundabout. A4165 There does not appear to be any emphasis in this consultation in providing a continuous cyclist/pedestrian link along the A4165 between Oxford and Kidlington. Bus Lanes Concern that there is insufficient space to create the proposed bus lane on the Gosford Link Road.</p>		<p>Like somewhat</p>	
<p>30 (Individual)</p>	<p>Visibility when crossing as a cyclist from kidlington side across Frieze Way is currently poor, with very little warning before cars come quite quickly round thr corner towards the roundabout. The bushes are in the way there but also I just think the corner it too steep. Just whatever you do there please check how the visibility across the frieze way entry onto the roundabout appears if you were a pedestrian or cyclist. The crossing signals will be v welcome for this reason</p>		<p>Like somewhat</p>	

**31
(University
of Oxford
and
Colleges
Group**

Speed Limit Change

At a general level, the Group supports the principle of reducing traffic speeds where appropriate to improve safety, particularly in relation to cyclists. This measure will lessen the dominance of the private car over more sustainable modes of travel and create a more pleasant environment that will encourage greater levels of walking and cycling. The Group is aware of the cycle safety issues in the area and so supports the proposal to introduce a new 30mph speed limit on the identified roads, and especially the Oxford Road / Banbury Road (A4165).

Bus Lanes

Again at a general level, the Group supports the provision of bus lanes where needed to allow public transport services to bypass queuing traffic. This approach has been shown to encourage use of public transport over the private car and so the Group supports the provision of a new bus lane for Oxford-bound traffic on the Bicester Road.

We have concerns over the proposal to reduce the length of the existing nearside Oxford-bound bus lane on the A4260 Oxford Road from Kidlington. We therefore wish to understand the rationale for this amendment to ensure that this change would not adversely affect public transport accessibility for the purpose of reducing car delays.

Crossings

The introduction of new signalised crossings at the Kidlington Roundabout is supported in principle. 2 Notwithstanding this, the form of the crossings requires an urgent review as it does not satisfactorily accommodate segregated pedestrian and cycle provision.

Like somewhat

Email

Consequently, we seriously question whether the traditional approach to crossings, providing staggered crossings around the outside of the roundabout, is truly prioritising active modes over the car. This is likely to be a once in a lifetime opportunity to improve this roundabout and we believe it important to ensure that the solution is sufficiently forward thinking and is one that prioritises active travel and public transport modes in terms of safety and convenience of movement.

There has been a suggestion that a workshop could be set up between County and members of this Group to explore alternative approaches for the Kidlington roundabout and we would very much welcome this as an approach. We are aware of the funding timescales and so would welcome early discussion on this matter.

<p>32 (Individual)</p>	<p>This is very much better than the initial proposal, as it now retains the trees on the roundabout, and, presumably, Rosie the Elephant and her friends. But please be aware also of the visual and ecological importance of the magnificent lines of hedges [nb - not 'bushes' as keyed on the plan]. These are a rich mixture of hawthorn and other species, which blossom heavily in spring. Certainly they will have to be cut back from time to time, but they need not be removed or otherwise damaged. These trees and hedges are a significant part of the roadscape of south Kidlington, and require the protection from development that this revised proposal appears to begin to give them.</p>			
<p>33 (individual)</p>	<p>No</p>	<p>OX5 2</p>	<p>Like somewhat</p>	<p>OCC questionnaire</p>
<p>34 (individual)</p>	<p>No comment</p>	<p>OX5 2</p>	<p>Like somewhat</p>	<p>OCC questionnaire</p>
<p>35 (individual)</p>	<p>No comment</p>	<p>OX2 8</p>	<p>Like somewhat</p>	<p>OCC questionnaire</p>
<p>36 (individual)</p>	<p>No comment</p>	<p>OX2 7</p>	<p>Like somewhat</p>	<p>OCC questionnaire</p>
<p>37 (individual)</p>	<p>No comment</p>	<p>OX5 2</p>	<p>Like somewhat</p>	<p>OCC questionnaire</p>
<p>38 (individual)</p>	<p>No comment</p>	<p>OX20 1</p>	<p>Like somewhat</p>	<p>OCC questionnaire</p>
<p>39 (individual)</p>	<p>No comment</p>	<p>OX5 1</p>	<p>Like somewhat</p>	<p>OCC questionnaire</p>
<p>40 (individual)</p>	<p>No comment</p>		<p>Like somewhat</p>	<p>OCC questionnaire</p>

41 (individual)	No comment	OX5 1	Like somewhat	OCC questionnaire
42 (individual)	No comment	OX5	Like somewhat	OCC questionnaire
43 (individual)	No comment	OX5 1	Like somewhat	OCC questionnaire
44 (individual)	No comment	OX2	Like somewhat	OCC questionnaire
45 (individual)	No comment	OX5	Like somewhat	OCC questionnaire
46 (individual)	No comment	OX5 2	Like somewhat	OCC questionnaire
47 (individual)	No comment	OX5 1	Like somewhat	OCC questionnaire
48 (individual)	No comment	OX28	Like somewhat	OCC questionnaire
49 (individual)	No comment	OX14 1	Like somewhat	OCC questionnaire

<p>0 (Cllr Middleton)</p>	<p>1. I don't see any indication of the raised platform that was discussed as part of the protection of the crossing at the top of the Bicester/Gosford Link Road (or whatever we're calling that road this month!). The raised table for the crossing was proposed for the initial idea of a parallel crossing. There were concerns about safety and speed for this type of crossing (should be 30mph or less) so a raised table was proposed. Even with the raised table, concerns were still expressed by the designer and stakeholders. Signalised crossings can be provided on higher speed roads without traffic calming measures. The designer is content as designed but, as is always the case, as the scheme goes through the design process a number of road safety audits will be undertaken which will highlight any safety concerns and propose mitigations.</p> <p>2. There was also some discussion about having sensors that would set the lights in advance of a cyclist approaching the crossings. I'm not sure how those work, but it sounded like a good idea. Are we exploring those? Yes, we are exploring these and they are usually provided with bicycle detector loops on the cycle path (similar to those you see at traffic signals for motor traffic). See below.</p> <p>Dutch example but you get my drift. There maybe other detector devises we can use but these will be investigated during the design phase.</p> <p>3. I'm still concerned that we're not doing enough to slow down traffic exiting the roundabout on to the Bicester Road, particularly HGVs who see a virtual straight line off and so tend to power out of the junction. Having the crossing at that point could actually create the unintended consequence of bringing one of those vehicles into conflict with users of the crossing in the middle of the road if those vehicles don't have enough stopping distance. Could we profile the exit to make it tighter and thus slow traffic down?</p>		<p>Like somewhat</p>	<p>Email</p>
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	<p>Alternatively have more prominent signage and road markings and perhaps some sort of repeater lights? Any concerns will be raised during a road safety audit and appropriate mitigations recommended, if required.</p> <p>4. We don't seem to have addressed the problem of the uncontrolled exit and entrance to Sainsbury's (although I assume this would require some co-operation from them) presumably this could be sold to them as a positive social responsibility move. These junctions are currently treated. I will speak to road safety but it could be as simple as changing the priority. As you allude to, we'd need to check the highway boundary in this area (the angled crossings relate to the highway edge from memory) so any changes may need agreement with Sainsbury's especially on the exit.</p> <p>5. Can we include an undertaking to reduce the speed limit on Frieze Way to 40MPH? This is not part of the current scope but I will pass on your request to Traffic and Road Safety.</p> <p>6. How about the option I suggested on closing one side of Frieze Way and turning it into an active travel route? The outward-bound side from Kidlington has now taken on a large number of undulations. Perhaps this could be an alternative to remedial works on this side? The other side could be turned into a 2-way road and worked into the A44 redesign. the £2Msaved from the roundabout project could fund it. I do not necessarily disagree with your suggestion but this is also out of scope. There is a paper going to Cabinet on 18 Oct which outlines the capital programme review and reprioritisation. I will, however, pass on your suggestion to the Locality Teams to consider in strategies / bids.</p>			
51. Kidlington Parish	<p>Kidlington Roundabout</p> <p>Overall, generally supportive of the proposed amendments, whilst making the following comments.</p>			

Council

Concern at the proposed signalling at each of the junctions on the roundabout.

Whilst supporting improved for cyclists, will this cause increased problems for drivers and congestion at the roundabout. Not sure that the correct balance will be achieved as increased congestion at the roundabout will lead to higher levels of pollution around Kidlington with tailbacks in various locations at various times of the day. The method for using enhanced provision for cyclists has been used elsewhere based on desire lines and there needs to be an assessment undertaken to achieve a better balance between encouraging cyclist use and deterring car use.

A4165

There does not appear to be any emphasis in this consultation in providing a continuous cyclist/pedestrian link along the A4165 between Oxford and Kidlington.

More needs to be done to encourage cyclists to not use the road beyond the planned improvement area south of the Kidlington roundabout. Within the plan area there is sufficient space to provide an enhanced width cycleway and footway, but this disappears at the A34 and railway crossing points. Presumably, this is re-established where there is the opportunity for enhanced provision associated with the proposed developments at sites PR6a and PR6b in the Cherwell Local Plan to Address Oxford's Unmet Housing Needs?

A particular area of conflict requiring improvement is the northbound bus stop close to Oxford Parkway Station on the A4165. This stop presents a major hazard for people waiting at the bus stop as they need to move forward to cross the cycle route (the cyclists do not take notice of the give way road markings). As the bus stop also had no lighting potential passengers also encounter problems getting the attention of the bus drivers. This bus stop needs moving to the south where it is possible to have great space to create a safer environment.

	<p><u>Bus Lanes</u> Concern that there is insufficient space to create the proposed bus lane on the Gosford Link Road.</p> <p><u>Stratfield Brake</u> Access should be altered to come from the Oxford Road access road rather than Frieze Way (assuming OUFC proposal does not go ahead, if it looks likely to go ahead the entire roundabout area will be subject to major alterations in the immediately foreseeable future!).</p> <p><u>Overall</u> How do the proposals for the Kidlington Roundabout address the proposed new developments in the Cherwell Local Plan to Address Oxford's Unmet Housing Needs?</p>			
52 (individual)	No	OX5 2	Neither like nor dislike	OCC questionnaire
53 (individual)	No comment	OX2 8	Neither like nor dislike	OCC questionnaire
54 (individual)	No comment	OX2 8	Neither like nor dislike	OCC questionnaire
55 (individual)	No comment	OX7 5	Neither like nor dislike	OCC questionnaire
56 (individual)	No comment	OX5 2	Neither like nor dislike	OCC questionnaire
57 (individual)	No comment	OX5 2	Dislike	OCC questionnaire
58 (individual)	No comment	OX2 8	Dislike	OCC questionnaire
59	I do not like the proposed traffic lights on roundabout exits I believe it will cause traffic congestion. The mixing of traffic and bicycles in a bus lane is so dangerous they should have seperate lanes and bikes should not be allowed into bus lanes.	OX5 2	Dislike	OCC questionnaire

60 (individual)	No comment	OX5	Significantly dislike	OCC questionnaire
61	No comment	OX5 2	Significantly dislike	OCC questionnaire
62 (individual)	No comment	OX7 7	Significantly dislike	OCC questionnaire