Project Title:		Emergency Active Travel T2 - OXFORD Quickways All schemes - general		**Design Decision Log**	
Project Number:		695020			

Section	Reference Number	Workstage	Summary of decision taken	Reason for decision / Options considered (can be covered on the DDL Event Log if used)	Efficiency / Innovation / Carbon Reduction Opportunities identified
A1 MarstonRd	1	Detailed	Approach to St Clements (along the wall): - Instruction a.Inbound: •Narrow the wide cycle lane in front of bus stop to move lanes and allow for outbound vehicles to overtake a parked bus and avoid blocking St Clements junction. •Keep mandatory lane as far as possible to the junction approach and add more cycle symbols where wide b.Outbound: Shorten the cycle lane, using mid-size symbols up to where there is sufficient space for 5m for vehicular lanes	to avoid queuing traffic behind the first bus stop blocking St Clements Junction	
A1 MarstonRd	2	Detailed	Approach to St Clements Inbound (along the wall): Add resurfacing to the inbound cycle lane to maximise the space. Replace gully frames for cycle friendly covers	The carriageway along the wall has been overlaid various times and the edge moved further form the wall. There is double yellow lines still visible about 0.5m out.	By bringing the road up to the wall and moving the DYL, there would be more usable space for the already substandard cycle lane
A1 MarstonRd	3	Detailed	At bus stops (chainage 500-550), remove one orca on the approach to the bus stops	To make it easier for buses to align on the stop	
A1 MarstonRd	4	Detailed	Old Marston Rd junction a.On Old Marston Rd, add a right turn (1.5m) for cyclist prior the junction to link to the segregated off road facility. (Use space behind the new island) b.On Off road facility(South side): amend tactiles to be compliant and make clear with signage that is a 2-way cycle track	At Consultation School on Old Marston rd. ask for a cyclist improvement on the junction for children to use	
A1 MarstonRd	5	Detailed	At Ch 900 inbound at proposed improved dropping kerb: add cycle symbol and arrow to join off road facilities	For users better understanding	
A1 MarstonRd	6	Detailed	Reduce the length of the marked contraflow cycle at Cherwell Drive and extend the cycle symbols to Marsh Lane and add cycling warning signs on the north access to the shops service road	For safety and continuity of service	
A3 IffleyRd	7	Detailed	Extend 20mph to south of junction with Church Cowley Rd.	It will make sense as Church Cowley and Cowley Rd will all be 20mph.	

A3 IffleyRd	8	Detailed	Iffley turn approach to Iffley Rd: straighten cycle lane marking to be perpendicular to the give way line	to allow the manoeuvre to turn right when travelling towards Cornwallis Rd		
A3 IffleyRd	9	Detailed	Henley Av approach to Church Cowley Rd Junction: add 2 wand orcas to protect cyclist from turning left traffic	To protect cyclist from turning traffic		
A3 IffleyRd	10	Detailed	At the plain Roundabout: add mid-size cycle symbol in front of the approach. If possible relay markings at Magdalen Bridge exist (missed on last Tranche)	To warn vehicles of the presence of cyclist at the roundabout		
A3 IffleyRd	11	Detailed	Look into adding a Keep Clear at Magdalen School access.	The school want improvement to bike access.		
A3 IffleyRd	12	Detailed	Donnington Bridge Junction: a.Ask OCC Signals is the ASL can be moved forward at Donnington Bridge approach (reducing the space between studs and stop line from 3m to 2m) as it's a very difficult uphill start for cyclist (AT lead comment)	✉ FF4CEC6F.msg		
A3 IffleyRd	13	Detailed	Check cycle bypass to Donnington bridge as not visible to cyclist and it gets missed	For clarity to cyclist 		
A3 IffleyRd	14	Detailed	At Newman Rd. junction: Add protection for cyclist coming out from off road cycle lane into Iffley Rd. inbound. Rob freshwater requested as ODS didn't understand previous request when they did the scheme	Protect cyclist joining the road		
A2 BanburyRd	15	Detailed	1.Place Banbury road as non-priority scheme given the existing facilities are better than in other of the schemes and there is not a bast amount of improvement 2.Pass on the preliminary design and RSA response to Aecom to incorporate the improvements on the bigger scheme	Banbury Road will be done as part of the growth deal and will possible have better funding for more improvement		
A2 BanburyRd	16	Detailed	OCC to monitor the speed on the implemented section where the VL has been left too wide without central marking. If required, relay cycle lanes wider to reduce the space	PL doesn't seem to think there is a problem with speeding to correct it now.		

Quite Way - Parks Rd	**17**	Detailed	Change approach to Banbury Rd junction as follow: •Lane widths stay as existing. Shorten the outbound cycle lane by 2 markings (to give more space for vehicles to sort out themselves into position). •Protect the end of the cycle lane with wan orcas to avoid vehicles using as a queuing lane •Remove "End of cycle lane" sign at Ch 800 •Narrow inbound cycle lane to 1.8m to widen vehicular lanes up to Ch 800 approx.	Due to the cycle lane and the narrow vehicular lane approaching the signals being of similar width, creating confusion for users	
Quite Way - Parks Rd	**18**	Detailed	Junction with S. Parks Rd: move Elephant feet away from the kerb and fill in with buff	for cyclist to be positioned more on the primary position and more impact	
Quite Way - Parks Rd	**19**	Detailed	Section south of S. park road junction: Suggest min 2x 12hr monitoring one month after implementation	To assess the safety of the layout	
A1 MorrellAv / Warneford Ln	**20**	Detailed	OCC to monitor the speed on the implemented on Morrell Av.	Cyclist and resident's comments on consultation of being concern about speed increasing by removing parking	
A1 MorrellAv / Warneford Ln	**21**	Detailed	Cross St. jct: add an additional symbol / recommend proposed LTN to be implemented to stop the rat running traffic.	cluster of accidents	
A1 MorrellAv / Warneford Ln	**22**	Detailed	Warneford Lane approach to r/about •Remove give way triangle (1023) and 2 markings •Add mid size symbols at path in front of junction	To allow cyclist traveling to Morrel Av to position themselves in the appropriate space	
A1 CowleyRd	**23**	Detailed	At the plain Roundabout: add mid-size cycle symbol in front of the approach.	To warn vehicles of the presence of cyclist at the roundabout	
A1 CowleyRd	**24**	Detailed	Revise location of all cycle symbols to be at junctions, spread evenly and to be in the middle of the cycle lanes / desire path for mid-size symbols.	For Directiveness	
A1 CowleyRd	**25**	Detailed	Arrange zigzags at Glanville crossing	For Cyclist not to feel cyclist are directed into the bus stop cage.	
A1 CowleyRd	**26**	Detailed	Review Road surface issues, mainly from Bartlemas Close to Gillians Way. (Should be applied to all schemes and all locations	To ensure comfort and safety for cyclist	
A1 CowleyRd	**27**	Detailed	Parallel zebra crossing at Marsh Road: extend the outbound cycle lane and through the zebra, add a link into Marsh Road. Add a dropped kerb facility for cyclist on the footway to join Marsh Rd.	To improve design	
A1 CowleyRd	**28**	Detailed	Parallel zebra crossing at Marsh Road: Footways at both side of the crossing need to be shared use. South footway to be built out to make wider, loose the cycle lane on the inbound and start after the bus stop.	Allow space for share use facility	

A1 CowleyRd	29	Detailed	Stretch from Cleveland Drive to Temple Road: Try on the design to make outbound cycle lane 1.375m and extend as far back (toward town) as possible. Start at a dropped kerb point for cyclist that use the wide footway to join cycle lane.	It's a difficult uphill for cyclist and often heavy traffic	
A1 CowleyRd	30	Detailed	OCR E9 links from Cleveland Drive to Temple Road.. add Keep Clear markings	It is often difficult to turn right out of Cleveland Drive because of continuous queuing	
A1 CowleyRd	31	Detailed	Add bus stop cage at chainage 2210 East (Hendred Street)	Missed on the preliminary design	
A2 StGiles	32	Detailed	Extend Outbound central cycle lane from St Giles towards Banbury Rd for an additional marking (6m)	to cater for cyclist that use that point for crossing (Taken from Patrick's survey 31% + of cyclist cross at that point)	
A2 StGiles	33	Detailed	Extend Inbound Woodstock Road to St Giles central cycle lane for an additional 35m	to cater for cyclist that use that point for crossing (Taken from Patrick's survey 61% + of cyclist cross at that point)	
A1 StClements	34	Detailed	Move first cycle symbol outbound towards the kerb on the desired path	For directiveness , it is placed to centrally.	
A1 StClements	35	Detailed	Through bus stops, leave enough space for a bus an a car :5.5m remove orcas and leave mandatory 2m wide	As bus stops are often busy and vehicles will overtake	
A1 StClements	36	Detailed	Remove Orcas where lanes are too tights at junctions and on bend of Dawson Street . Keep orcas where we removed left turn lane	To avoid collations and help enforcing the not use of the removed lane	
A1 StClements	37	Detailed	At the plain Roundabout: add mid-size cycle symbol in front of the approach.	To warn vehicles of the presence of cyclist at the roundabout	
A4 Btwn Towns / Church Cowley Rd		Detailed	Bus Stops by Rymers Lane: move the flags but don't mark the stop cages	bus companies comment on the bus stops best be locate further away from the junction, but then will be to close to the one further west, so might be best to be removed Mike to confirm with Bus companies.	
A4 Btwn Towns / Church Cowley Rd		Detailed	Check tracking to move island to the right at Rymers lanes as far as possible	To allow for a possible crossing on Tranche 3	
A4 Btwn Towns / Church Cowley Rd		Detailed	eastbound approach to John Allen Way junction (retail park) : Remove short right turn on the approach but keeping gosh right turn on the junction and widen cycle lane	To provide appropriate lane widths	