



Oxfordshire County Council
Annex 3: Consultation Responses

A420 St Clements Area experimental bus lane & supporting measures

October 2024

1. The following table is a summary of the objections, concerns and support raised during the consultation, with the views of some respondents covering more than one category:

Results	
Support	
Reasons	Number of times mentioned
It will make cycling safer.	20
Improves bus speed and reliability.	13
Encourages bus and cycle travel.	10
It will reduce traffic.	9
Get rid of on-street parking/reduce motor vehicles usage	5
St Clements area better for Pedestrians.	2
Good Improvement	2
Opposing	
Reasons	Number of times mentioned
Bus Lane will cause more traffic and more delays in services.	17
Mixed bus and Cycling Lane are dangerous for cyclists.	7
People's concerns not considered by OCC.	7
Faulty layout.	6
LTN scheme not working properly.	4
Current bus frequency not adequate to the proposal.	2
Will affect connectivity with other areas.	2
Harming businesses.	2
Waste of budget.	1

Stops free movement of cars.	1
It will create pollution.	1
Concerns	
Reasons	Number of times mentioned
Bus lane should have a different layout.	8
Heavy traffic in the area caused by LTN's.	4
Traffic will be slower.	4
Cycle lane should have a different layout	4
Residents should have a free pass across the city for movement and parking.	3
Residents driving to their home affected.	2
Cycling Improvements.	2
Air quality will decrease.	1
Should include all two-wheel vehicles.	1

2. Below is a list of all 106 Responses received by the Online Consultation.

NUMBER	RESPONDENT	COMMENTS	OUTCOME
1	Local resident (Marston)	After the introduction of the LTN scheme, St Clements has been overloaded with traffic throughout the day, which is not reflected in the latest LTN review, as it does not include the traffic data from St Clements (if there are any sensors at all). The introduction of the bus lane will exacerbate the current traffic problems, and will make cycling even more dangerous, since there is no safe cycling provision on St Clements.	Concerns

2	Local resident (Oxford)	The problem of excess traffic volume can't be addressed until the public transport alternatives are improved. Bus priority measures are an absolutely necessary step for this to happen.	Supporting
3	Local resident (Oxford)	Reducing motor traffic volumes is absolutely essential and bus priority measures are a vital part of this.	Supporting
4	As part of a group/organisation (Oxford)	Bus speed and reliability in St Clements needs to be improved. Bus Users Oxford supports the proposed bus lane as a step toward this. However, it is not a complete solution. The bus gates proposed for Oxford east of the River Cherwell should be introduced as soon as possible.	Supporting
5	Local Resident (Headington)	Bus journeys from Headington into the city centre are currently unviable/pointless between 3pm-7pm most weekdays, as permanently clogged in car traffic. If alone it's easier to walk from Headington into town, but many less mobile people/people with buggies can't do this, and are punished stuck in car traffic they haven't created. I have personally missed appointments before due to the car traffic.	Supporting
6	Local Resident (Wheatley)	The bus lane is providing a much safer and more comfortable cycling route into the city from the Headington direction. Fantastic to see, would love for it to be made permanent.	Supporting
7	Local Resident (Wheatley)	It significantly improved the safety and comfort of my cycle commute.	Supporting
8	Local resident (Oxford)	St Clement's residents are further inconvenienced, with the council once again prioritizing those living on LTN roads. Wording in council letter makes it unclear whether we are allowed to drive into our own homes during the loading ban hours.	Concerns

9	Member of the Public (Banbury)	<p>I am a regular cyclist and bus user on routes between Headington and Oxford Town Centre. Congestion during periods of high traffic make this a slow bus route and a hazardous cycling route - I particularly approve of the removal of street parking, as this makes cycling into the city hazardous.</p> <p>My biggest concerns would be with the mixing of bus and bike traffic in one lane, which is a daunting prospect for nervous and inexperienced cyclists. However, this is reflective of the current situation anyway.</p>	Supporting
10	Local resident (Oxford)	Dangerous to cyclists, as bus lane merges with cycle lane on a very steep hill downwards, backing up of traffic as soon as term starts which means buses will be even slower and airport buses will be diverted, waste of money and effort due to LTN'S causing traffic issues	Opposing
11	Local resident (Oxford)	Road is not wide enough for two way traffic and a bus lane. Councils only aim to make car drivers life more difficult in Oxford. Somehow Oxford council has a hatred for car drivers.	Opposing
12	Local resident (Oxford)	it fails to address the wider issues of LTN introductions	Concerns
13	Local resident (Oxford)	I am in support of the experimental bus lane because it makes St Clements much nicer and safer to get around as a cyclist. It also makes the street feel more open and enjoyable to be in. I think this is a great change.	Supporting
14	Local resident (Kennington)	Support encouraging bike and bus travel. Would like to see eastbound cycle lane also use 'elephant feet' markings where it moves across between Marston-bound traffic and Headington-bound traffic	Supporting

15	Local resident (Oxford)	<p>"It is unclear whether there are further pages to come, so I'll write my comments here. The recent changes are all improvements. However:</p> <ol style="list-style-type: none"> 1. It was unfortunate that resurfacing was not possible before the new markings were done. 2. An opportunity has been missed (a suggestion from myself a couple of years back) to save many cyclists up to a minute on their city-bound journey, by "formalising" the current "informal" "lights bypass" at the Marston Rd junction. There is a near-perfect "off slip" before the (red) lights, however the only dropped kerb to regain the carriageway after the lights is at the ped crossing itself, where stationary pedestrians (and, after rain, ponding) are encountered. A further dropped kerb a few yards further on is needed. 3. The illogical and faded mess of footway cycling signage approaching the left fork into Marsto Road needs reviewing; the current dropped kerb deposits one after the lights, rendering their aspect invisible. " 	Supporting
16	Local resident (Oxford)	The bus lane has significantly worsened the traffic congestion in the area.	Opposing
17	Local resident (Oxford)	Waste of precious budget	Opposing
18	Member of public (Bicester)	It needs to be safer for pedestrians and bike users and it is currently a very narrow street with a very narrow pavement, meaning it is uncomfortable for pedestrians and bike users.	Supporting
19	Member of public (Oxford)	What's the point you never lesson to the public anyway	Opposing
20	Member of public (Abingdon)	Increase ease of Public transport, more efficient route through the city and to the M40 for buses.	Supporting
21	Local Resident (Oxford)	It isn't clear yet whether this will slow down traffic on this main artery road into and out of Oxford	Concerns

22	Member of public (Oxford)	<p>These questions are 'loaded' for your own favourable results.</p> <p>As a local resident I would predict your 2nd consultation is not a referendum as with most undemocratic decisions in Oxford regarding traffic so this'll go ahead no matter what.</p> <p>But being a student, non-car driver through road, you will only listen to the minority, of temporary residents.</p> <p>Lets hope next years elections are meaningful to vote your shambles of a local government out.</p>	Opposing
23	Member of public (Abingdon)	<p>It seems like a good idea. I have mild Asthma, poor air quality with all the traffic around Oxford now, doesn't help it. I would like to see more local use of Park & Ride facilities and less unnecessary Oxford City Centre car journeys.</p>	Supporting
24	Member of public (Chalgrove)	<p>Busses are not 24hr, e scooters are a menace and should not be allowed on public roads</p>	Opposing
25	Local Resident (Oxford)	<p>Will residents be able to cross the city via car for free?</p>	Concerns
26	Member of public (Hanborough)	<p>Replacement of short term parking places so I can access the shops there easily.</p>	Concerns
27	Local Resident (Oxford)	<p>It will prevent free movement of all vehicles, people who need to get to hospital, as Main A & E, also will cut off areas for community, schools, churches too.</p>	Opposing
28	Local Resident (Headington)	<p>Cyclist also use bus lanes & bus drivers can be quite aggressive towards cyclists. The build up of traffic will also increase & therefore so will the increase of traffic fumes.</p>	Concerns
29	Local Resident (Oxford)	<p>Will stop buses getting caught in the traffic. St Clements is already a write off for parking so I don't think it will impact cars or business on St Clements too much. Sounds like there will also be better provisions for cyclists too.</p>	Supporting

30	Local Resident (Cowley)	Traffic backing up to Headington because of these ridiculous measures for a start..... Stop Volcanoes erupting if you want to stop climate change you idiots and get off of your High Horses.	Opposing
31	Local Resident (Headington)	We need to tackle the problems arising from growth of private vehicles	Supporting
32	Member of the Public (Headington)	Car driver and cyclist	Concerns
33	Local Resident (Headington)	To make bus journeys faster	Supporting
34	Local Resident (Oxford)	The proposed matter has no concern for local businesses who need to use a vehicle to compete their work. We are supposed to be a democracy! Not led by those who believe their ideas suit all. Stalin, Hitler, Pol Pot! Etc etc Speak to the masses before making decisions for all. Please	Opposing
35	Local Resident (St Clements)	I think the cars turning left into Morrell Avenue should perhaps enter the bus lane sooner.	Concerns
36	Member of the Public (Abingdon)	Reliance on the motor car needs to be reduced, therefore making public transport/cycling/walking quicker/easier/more attractive needs to be a priority. Onstreet parking should be seen as a luxury, not a given right. Removing the parking will allow the road to be "opened up" allowing more space for users.	Supporting

37	OCC Oficer (Oxford)	<p>I support the proposals as it should improve bus service reliability and reduce delays. Cycling should also be made quicker, easier and safer by allowing cyclists to avoid most traffic (although they will still have to be wary of buses and taxis). Removing parking should also make cycling safer as it should prevent 'dooring'.</p> <p>It would have been useful, however, to give the reasoning for turning the stretches of mandatory cycle lanes on the northern edge of the road into advisory cycle lanes, as this is not made clear in any of the documents. (I'm assuming this is to encourage cyclists to use the bus lane?)</p> <p>Also, there is a discrepancy between the consultation plan and the summary plan. The summary plan shows 'Mandatory cycle lane to be removed' between the junctions of Boulter and Bath streets (green line). On the consultation plan this section is labelled 'Mandatory cycle lanes to become advisory.'</p>	Supporting
38	Local Resident (Marston)	Where you have implemented the bus lane is already a bottleneck for traffic. No traffic including buses will be able to join from the marston road. There are already queues and the schools aren't back yet. Also the bus stop just stops and starts continually along st clements. St clements is already a very unsafe road and this will make it worse.	Opposing
39	Local Resident (Oxford)	Due to the bus lane being put in, traffic towards Headington is backed up to the plain roundabout putting cyclists and drivers at risk, for the short distance a bus can travel further you have heightened the risk for all. This along with LTNs has increased pollution, and those responsible for there implementation should spend some time in the affected area, absolutely disgusting	Opposing
40	Local Resident (Oxford)	Need to use the road to take my wife for regular hospital appointments, this will increase congestion waste of time and money.	Opposing
41	Member of the Public (Oxford)	It is confusing layout. Dangerous for everyone.	Opposing

42	Local Resident (Oxford)	I feel residents are being penalised for having a car to visit family, shopping, just trying to have a normal life.	Opposing
43	As part of a group/organisation (Oxford)	I am a mobile hairdresser and this bus lane makes my journey far longer to get to my customers	Opposing
44	Rather not say (Cowley)	COUNCIL HAS TURNED OXFORD INTO A GIANT CAR.	Opposing
45	Local Resident (Oxford)	ALL 2 wheel vehicles should be exempt not just e-scooters and bikes. They are less polluting, take up far less space than a car and are widely used throughout the city. Soon many will also be electric. They should be encouraged not discouraged. Bit confused, will cars be able to turn right out of Morrell Ave? If not then you will cause more pollution and traffic jams in St. Clements, Crazy.	Concerns
46	Member of the Public (Chinnor)	Another scheme to make Oxford less acceptable to those living outside the City who want to shop in the city. None of these schemes consider those living elsewhere in the county	Opposing
47	Local Resident (Cowley)	Bus priority supports sustainable transit and congestion removal.	Supporting
48	Local Resident (St Clements)	I Support the new bus lane but still see cars parked in it. We need a crackdown on pavement / bike lane parking, phone use while queuing etc. I can see every time I walk down St.Clements.	Supporting
49	Local Resident (Oxford)	it doesn't seem to be working and terrible delays	Opposing
50	Member of the Public (Radley)	I travel to and from work at the John Radcliffe Hospital, Headington by bus, and I find that my return journey at 16:00 is faster thanks to the new bus lane in St Clements Street. I am usually able to catch my next bus in St Aldates Street at 16:26. Previously it was the 16:46, or even the 17:06, because of the congestion in London Place and St Clements Street.	Supporting

51	Member of the Public (Oxford)	There's not enough space for these plans. And it not working with baud lane.	Opposing
52	Local Resident (Oxford)	Total chaos for X3 bus	Opposing
53	Local Resident (Oxford)	easier flow of traffic for buses	Supporting
54	Member of the Public (Abingdon)	I travel in from Abingdon and since the introduction of the LTNs have abandoned driving by car to my place of work, Brookes University and instead travel by bus - I'm assuming this is one of the aims of the LTNs etc to get more people using public transport. Sadly the bus times are terrible due to increased traffic and no real bus lanes. The introduction of the bus lanes has meant that, once you've queued to join the buslane (from the top of Headington Hill) there is a brief benefit in being able to use the bus lane to pass the queueing cars at St Clements. I am disappointed to discover that this bus lane will now be removed to help the flow of the traffic (ie. cars) which is odd as it there's little encouragement to use the bus over a car now.	Concerns
55	Local Resident (St Clements)	The bus lane has essentially removed the cycle lane. I am unable to safely cycle on St Clements road because of the pile up of stationary (due to traffic) buses and taxis. At points where the bus lane ends, cars are stationary, sitting on the bike lanes. The options are to wait and move at the pace of the slow traffic or cycle in between the two lanes, which is dangerous. As an occasional driver, coming down the hill takes a substantial amount of time, constant need to change lanes. As a resident, there is increased honking from cars and has disturbed the peace. Essentially, it has made traffic unbearable, noisier and worse for cyclists.	Opposing
56	Local Resident (Oxford)	Bus lane has caused extra traffic and blocks me from cycling. Buses and taxis have effectively removed bike lane. Suggest not allowing taxis in bus lane so is more free flowing, or removing bus lane	Opposing

57	Member of the Public (Abingdon)	An ill thought out plan typical of the lunatics in charge of this council, a three year old could see that having a bus lane that's too narrow for a bus won't work! The average speed down St. Clements is 3mph that's due to the LTN's, this is a war on motorists all for the selfish greed of a Marxist council that wants to destroy Oxfordshire!! You should be ashamed of yourselves!	Opposing
58	Local Resident (Marston)	The traffic flowed much easier. Now back to taking 30 mins to get from Morrell Ave to the plain and people falling out as no one wants to let people in.	Opposing
59	As part of a group/organisation (Oxford)	This is killing our business dead. You have effectively eliminated the few parking spaces left, only to make a bicycle line	Opposing
60	Local Resident (Oxford)	This scheme and all others related to LTN's are killing Oxford's high street. More and more businesses are going out due to this. Also, there's nowhere to park anymore anywhere! Oxford Council is now a dictatorship that does not listen to us. Shame on you!	Opposing
61	Member of the Public (Oxford)	Your trying to break something that wasn't broken. Put it back to how it used to be before these crappy LTNS F-ed things up	Opposing
62	Local Resident (Oxford)	The council's faith in the endless dicking about it does with our roads is wasted time, effort and our taxes. Do you <i>*really*</i> believe this will help guide folks to the Park 'n' Ride to better explore the 'wider area'. It won't. It will slow traffic - buses, cars and those kamikazes on bikes and add to the woes of us who actually live inside the ring road and have to deal with the council's dogmatic planning.	Opposing
63	Local Resident (St Clements)	Need to make room to let the buses - and emergency services - through	Concerns

64	Local Resident (Oxford)	Stop ruining the roads of Oxford, the sooner we can vote you out the better.	Opposing
65	Member of the Public (Oxford)	I believe cycling and bus use should be encourage and private car use curtailed,	Supporting
66	Local Resident (Oxford)	Traffic is awful at rush hour . Please reopen the roads around Cowley and reopen divinity lane. It is carnage on the roads at the moment	Opposing
67	Local Resident (Oxford)	LTN are negatively impacting the bus services	Opposing
68	Member of the Public (Thame)	It increases car/motorcycle journey times. I witnessed it cause confusion as to which lane for what direction for a number of drivers at both the first lights at the bottom of the hill then again approaching the Yellow Box Junction. It causes a bottle neck with cars having gone past the first lights then stuck blocking the junction as the lanes did not move on as well as hoped. I propose this terrible idea, obvious to any experienced motorist be scrapped.	Opposing
69	Rather not say (Oxford)	Traffic on our roads is getting worse and worse thanks to the LTNs and other anti motorist policies being forced on us by this council. Adding another bus lane will do nothing but make congestion worse. It's time to set our roads free!	Opposing
70	Local Resident (Headington)	As a Headington resident, I pass through St Clements Street very often and it is a real bottleneck for traffic. The changes with the experimental bus lane helped my trips, most of which are with a bicycle, mainly because the parking spaces at the side of the road are removed and there is a lot more space for bikes in the bike lane.	Supporting
71	Local Resident (Oxford)	Better for buses, safer for cyclists. Go for it. Full support	Supporting
72	Local Resident (St Clements)	The gain from having more rapid bus transit and for having wider and safer bike lanes far exceeds the cost of a few parking spaces.	Supporting

73	Local Resident (Oxford)	<p>This is generally a good step forward and improvement while we wait for the bus gates to be installed.</p> <p>The only downside is the bike lane in the middle of two lanes going to Headington which is not safe for children or vulnerable adults.</p>	Supporting
74	Local Resident (Oxford)	<p>St. Clement's is one of the busiest and most backed-up roads in town. Removing a few parking spaces to try to help congestion seems very reasonable; indeed, it seems essential. Since the parking was removed, I have found it somewhat safer for biking, in that one can turn left from Jeune Street onto St. Clement's without being immediately forced into traffic, as was previously the case, because of the presence of parked cars. If it were possible, I would also advocate for the bus stop that comes up farther ahead (near Alma) to be moved so that there is just one large bus stop near Morrell Avenue (on the westbound side), rather than a second stop for different buses as one gets closer to the Plain. The street is so narrow there, and strikes me as an improvement to have the bus stop a few blocks away from town (where the other bus stop is located near Morrell Avenue) rather than having it near Alma. Could that work? Additionally my main observation is that every effort must be made to reduce the number of cars coming into town, so that biking is safe and so that buses can operate on schedule. I urge the city to put pressure on Magdalen College School to find alternatives - such as drop-off points at Headington Hill Park or somewhere down Iffley Road or both, with "walk pools" to finish the journey to school. The traffic is incredibly heavy when that school is in session, and remarkably calm when not. They are a key part of the traffic problem, and they must be pressured to step up to accept responsibility and act in the wider interest of public safety, reduced traffic congestion and enhanced liveability of the city. I live on Jeune Street, where I see appalling actions by drivers - many of them chauffeuring children to the school, and, by taxi drivers! I am not an advocate of allowing them to be categorized as "public transport" with the right to use the bus lanes.</p>	Supporting
75	Local Resident (Oxford)	<p>There is always a traffic jam there ever since the LTNs came in and the road is narrow so buses get delayed</p>	Opposing

76	Local Resident (Oxford)	There currently is a very serious congestion problem for west-bound traffic on St Clements. The best way of dealing with this is to introduce congestion charging, but this option is not on the table. The proposed experimental bus lane will potentially improve travel times for buses, which would be good.	Supporting
77	Member of the Public (Headington)	looking for free flow of buses, taxis and cyclists	Concerns
78	Member of the Public (Didcot)	Again Oxfordshire is against people working and commuting to work; it's simply not right to hinder this. It is people that make communities- your proposal is going to lead to more wfh and less business in the area	Concerns
79	Local Resident (Oxford)	Improves bus journey times for bus users which will encourage more residents to use buses and avoid being stuck in general traffic congestion	Supporting
80	Local Resident (Oxford)	Hatch markings by marston road in poor condition and not enforced	Concerns
81	Local Resident (Oxford)	I think that it would keep more cars off the roads, help the carbon footprint of each person, environment, more affective bus service and cut down people wasting their time in travel to and from work.	Supporting
82	Local Resident (Oxford)	Since the LTN's have been installed in East Oxford the traffic around St. Clements and Headington Hill is much worse, creating more pollution and making it dangerous for cyclists. A bus lane will make the situation much worse. People who drive in this area need to, I do to get to and from work. I cycle when I can but I need to use my car for longer journeys. Installing a bus lane won't stop people from using cars when they need go, it will just cause more congestion and pollution.	Opposing
83	Local Resident (Oxford)	The major hazard is the London Road/Morrell Avenue/St.Clements intersection where two lanes of westbound traffic used to try to squeeze back to one lane to get past the bus stop just west of the junction. By reserving the lefthand lane just for traffic for Morrell Avenue and buses this should make this safer for cyclists and less likely to get jammed up with merging motor vehicles.	Concerns

84	Local Resident (Oxford)	Buses are often delayed hugely by the rest of the motor traffic so this will speed up bus routes which is much needed.	Supporting
85	Member of the Public (Oxford)	The new layout drastically improves cycling along St Clements.	Supporting
86	Local Resident (Marston)	Much safer for cycling esp on school run - can now let son cycle to school independently	Supporting
87	Local Resident (Lye Valley)	Bus and active travel needs prioritising if it is to be a viable option for both those with and without a personal car.	Supporting
88	Local Resident (Oxford)	It has made cycling feel safer	Supporting
89	Local Resident (Oxford)	It has been much better for cycling and busses get stuck less as they have to pass too fat parked cars less.	Supporting
90	Local Resident (Oxford)	It's a minor improvement on a busy road but all parking should be removed on that stretch and segregated cycle path would be even better.	Supporting
91	Local Resident (Cowley)	all	Concerns
92	Local Resident (Headington)	Much safer cycling on St Clements now that parked cars don't force cyclists into another Kane	Supporting
93	Member of the Public (Oxford)	Traffic coming down Headington Hill wanting to go straight on to the Plain has to change lanes twice or three times from left lane to right lane and back again at different traffic lights which is impossible when it is busy. This increases congestion and likelihood of accidents. It also makes it impossible to join the road from Marston Road at busy times	Opposing
94	Local Resident (Oxford)	It will make it safer for cyclists.	Supporting
95	Local Resident (Oxford)	We need more reliable buses. My concern is whether there will be enough space for cyclists to get through queueing traffic eastbound on St. Clement's.	Concerns

96	Local Resident (Wheatley)	it has made the route in on bus slightly easier, but it is probably not a long term solution and the use of a bus gate will likely be the only solution to fix the underlying problem.	Supporting
97	Local Resident (Oxford)	The new layout is vastly better for cycling: safer and less stressful.	Supporting
98	Local Resident (Oxford)	The wider protected space for cyclists turning left from Morrell Avenue on to St Clement's makes me feel safer as a busy junction, especially compared to the previous narrow bike lane. I hope there will be a future opportunity to improve the outward cycle provision alongside London Place, which is currently a confusing and unhelpful combination of incomplete pavement cycling and unprotected on-street lanes.	Supporting
99	Member of the Public (East Oxford)	I support the bus lane but suggest you cut into the flower bed and make a filter for traffic to go up morrel avenue. Coming from Headington and meeting the traffic lights which filter traffic from Marston road onto the London Place is confusing. The road marking split the traffic at the point of the traffic lights and then make for chaos at the next set as there is a surge of traffic through the next lights. It's a bottle neck that can only flow smoothly if the flow is staggered and slow. Have you considered asking the parents at Magdalen School to do a park and ride for their children. You notice the difference in the holidays.	Concerns
100	Local Resident (Oxford)	I like it	Supporting
101	Member of the Public (Botley)	has made matters worse	Opposing
102	Local Resident (Oxford)	As a cyclist I would like to the maintain safe cycle lane. However there appears to be no enforcement of parking restrictions particularly outside the Greek takeaway. Also could you make the left hand lane on London place going west to be marked left turn only?	Supporting

103	Local Resident (Oxford)	there are a few things that need to be addressed which I can't see in the summary. Jeune Street needs to be blocked to stop the 90% of motorists turning right onto St Clements (illegally); the pavement cycle lane heading out of town has not been shown on the plans; and you need to make a mandatory cycle between Bath Street and Cave Street with posts to stop illegal parking outside the takeaways.	Concerns
104	Frequent Bus Passenger (Headington)	The delays to buses along this stretch of road has been very bad over the last six months. Is this scheme adequate to improve the bus flow?	Concerns
105	Local Resident (Headington)	It will not substantially speed up the traffic while there are bottlenecks at The Plain roundabout.	Opposing
106	Local Resident (Oxford)	Thank you for your letter dated 10th of August 2023, about the bus lane. In some ways it is a good idea, but if the double yellow lines on the opposite side of the road, aren't very good. Because at the moment, I am looking at 7 motor bikes parked on double yellow line where they go to the Greek takeaway, Mo's Bros burgers, and Phillips burger, also one of the people that has something to do with the Greek takeaway, parks on the double yellow lines, which need, brightning up, then perhaps the Bus lane would be a good thing. So perhaps you could get the lines done up, then perhaps the might take a bit more notice. No Parking attendants, aren't about now, since you, put it over to a private company. I used to be a traffic warden with Thames Valley Police, until the County council, take it away from the police, i was lucky as I was coming up for retirement. I have no faith in the county council now.	Concerns

3. Responses received by email

107	Local Resident (Oxford)	Thank you for your letter dated 10 th August 2023, about the bus lane. In some ways it is a god idea, but if the double yellow lines on the opposite side of the road, aren't very good. Because at the moment, I am looking at 7 motor bikes parked on double yellow	Opposing
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		lines, where they go to the Greek takeaway, Mo's Bros Brothers and Phillips Burgers. Also, one of the people that has something to do with the Greek takeaway, parks on double yellow lines, which need brightening up, then perhaps the bus lane would be a good thing. So perhaps, you could get the lines done up, then perhaps they might take a bit more notice. No parking attendants aren't about now, since you put it over to a private company. I used to be a traffic warden, with Thames Valley Police, until the County Council took it away from the police, I was lucky as I was coming up for retirement, I have no faith in the County Council now.	
108	Local Resident (Oxford)	<p>I'm writing about the bus lane on St Clements/Headington Road.</p> <p>This is now in operation and as I see it (frequently, from my window), the results are these (at busy times):</p> <ol style="list-style-type: none"> 1. Traffic coming out of Marston Road heading west becomes stuck in the middle of the junction with London Place, when it can't get into the right hand lane. This happens with most traffic light changes, leaving traffic obstructing the east-bound lane from London Place to Headington Road, meaning this traffic has to slow down or stop, then manoeuvre round the back of the stranded traffic, crossing in to the bike lane, rendering the latter not only pretty useless but dangerous 2. Traffic coming from Headington Road, heading west onto London Place, likewise crowds the junction, getting marooned amidst when the lights change. So the curved bike lane coming out of Marston Road is often obstructed to bikes who have to weave in and out of stationary and moving traffic. Likewise the pedestrian crossing there is often obstructed when pedestrians are on green. 3. The left hand lane going west along St Clements is wrongly used by cars and vans going straight ahead at the lights (whereas it is marked for turning left/buses/taxis/bikes only. Such 'offending' cars and vans then have to 'push into' the right hand lane and, when they can't, they sit in the left hand lane, obstructing the traffic this lane is intended for. 	Opposing

		<p>4. Going east along St Clements, there is no bike lane on the road for bikes using the left hand lane. There are no signs to indicate this is a shared space. There is a bike lane on the pavement, apparently, but you'd be hard-pressed to tell that from the signage. It is largely used by pedestrians.</p> <p>There are design issues here, which need resolving and this new 'experimental traffic order' needs on the ground management with reminders/penalties as appropriate for those not following the rules. It seems obtuse to put in a new system then effectively ignore it during it's important embryonic stage. I'd be really interested to know your views and to know more about what is happening right now to manage this situation,</p>	
109	Local Resident (Oxford)	<p>I don't know which Council is responsible for the terrible traffic system there, starting with a waste of space bus lane.</p> <p>Which ever of you are it needs a rethink.</p> <p>This afternoon at around 3.40pm that short journey took 30 minutes.</p>	Opposing