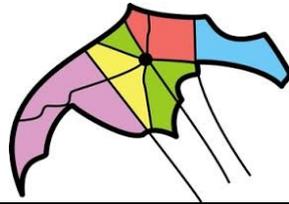
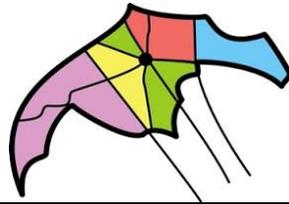


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| | <p>Reference:- https://consultations.oxfordshire.gov.uk/consult.ti/WolvercoteCutteslowe/</p> <p>SUBMISSION TO THE O.C.C. CONSULTATION:- PROPOSED IMPROVEMENTS TO THE WOLVERCOTE AND CUTTESLOWE ROUNDABOUTS</p> |
| | <p>Introduction</p> <p>We consider that, with reservation, the present revised proposals for the Wolvercote and Cutteslowe Roundabouts, appear to be better than the previous proposals in July 2014. Whilst we agree that the focus of design effort has been on improving safety, easing movement and congestion, which wastes time and has economic implications, we regard the effects on non-motorists and the local community as being equally important.</p> <p>We have not seen any evidence that these modifications will improve the current situation and we are concerned that the positive effects will be short-lived, with the recurrence of current problems resulting from proposed major building developments, on the outskirts and within the Neighbourhood.</p> <p>We appreciate that the solution presented here is tightly constrained by economics, but we are not convinced that in the long term it will provide good value for money.</p> <p>We welcome the following proposals:</p> |
| A. | Trees will be kept on Wolvercote Roundabout. |
| B. | Five Mile Drive exit at Wolvercote Roundabout will be kept open. |
| C. | Godstow Road exit at Wolvercote Roundabout will be kept open, though it is imperative that traffic control in some form is provided here. (See Point 3 below). |
| D. | Proposed 'Hamburger' style design on Cutteslowe Roundabout will not be implemented. |
| F. | More Toucan crossings have been added at junctions to facilitate cycle and pedestrian movement and these have been strategically located to simultaneously control and facilitate traffic flow. |
| G. | Speed restrictions to be introduced on main through roads, but these are only likely to be effective if enforced. |
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| | Specific Comments |
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| 1. | No traffic figures have been clearly provided to justify the benefits of present and previous proposals. It is therefore, difficult to evaluate the amount of additional capacity the Roundabouts will have. While some improvement in the flow of traffic may occur, the consequent length of traffic 'back-up' from the lights has not been explained. Also the impact on air quality and noise pollution does not appear to have been addressed. This information should be made available with the proposals. |
| 2. | We do not believe the alterations at these roundabouts will be able to satisfactorily deal with future demand resulting from development in the area, such as the Oxford Parkway Station and the Northern Gateway. We would like to see evidence to show that these measures fit effectively within a long term unifying strategy. We believe additional relief roads to divert heavy traffic from the A40, A44 and A34 are an immediate essential priority, if future 'grid-lock' is to be avoided. |
| 3. | Traffic signals are not shown on the north and southern exits of the Cuttleslowe Roundabout, nor on the Five Mile Drive and Godstow Road exits, of the Wolvercote Roundabout. With reservation, we feel that traffic signals (perhaps operating on a 'part-time' basis) at these exits, would improve safety, not only for motorists, but also for pedestrians and cyclists as well. |
| 4. | The foot and cycle paths on both sides of the A4165 from the new Oxford Parkway rail station / Water Eaton Park and Ride are inadequate. A further crossing should also be placed on the A40 east side of the Banbury Road Roundabout to encourage and improve direct cycling access to the City. |
| 5. | Further to Point F above, ultimately we would support grade-separated crossings at both roundabouts. (The 'Hovenring' Roundabout at Eindhoven in The Netherlands is a good example of what could be achieved.) See http://en.wikipedia.org/wiki/Hovenring |
| 6. | Boxed junction markings should extend the full width of the carriageway to enable turns, <u>both right and left</u> , north of the Banbury Road Roundabout on the A4165 in the absence of traffic signals, or mini-roundabouts, which we think are needed. Consideration should also be given to improving traffic ingress and egress from Jordan Hill. |
| 7. | Cycle lanes and pedestrian footways need to be segregated, continuous and clearly identified. |
| 8. | Proposed pedestrian and cycle ways do not cater sufficiently for anticipated developments, particularly housing. People will be expected to walk and cycle more, as part of plans for more sustainable transport, yet the size of the foot and cycle ways has not been sufficiently increased. (Refer to http://road.cc/content/news/140874-cambridge-mp-backs-cycling-amendment-infrastructure-bill) |
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WOLVERCOTE NEIGHBOURHOOD FORUM

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| 9. | Very little information has been provided on bus priority and bus lanes. This will be another important feature of the planned sustainable transport measures. |
| 10. | No bus stops are shown on the drawings. Steps should be taken to resolve the back up of traffic, caused by buses at bus stops, such as on the Banbury Road north of the Cutteslowe Roundabout . For instance, such backing-up could be reduced by introducing lay-bys. |
| 11. | We think that the bus stop north of the Harefields exit , should be relocated to give car drivers a better sight line, when they attempt to enter Banbury Road. |
| 12. | More effort should be made to make cycle and foot ways safer, perhaps by introducing barriers, e.g. on north-west side of the Wolvercote Roundabout where articulated lorries frequently stray onto the pavement as they turn sharply from the A40 to the A44 road. |
| 13. | To improve safety for pedestrians (especially young and elderly) particularly at Wolvercote Roundabout, cycle/foot ways should be set back from the carriageway, and there should be consistency in the positioning of cycle tracks relative to pedestrian footways - cycleways should be positioned nearer to the carriageway than footways. |
| 14. | At Wolvercote Roundabout, the un-controlled crossing points at Godstow Road and Five Mile Drive should be set back as much as possible from the edge of the circulating traffic. |
| 15. | Exits from Godstow Road and Five Mile Drive should have an extra car lane to improve entry on to the Wolvercote roundabout. |
| 16. | Alterations to the roundabouts, should not be viewed in isolation, but as part of an integrated long term strategy. The timing of works is a major concern, given the closure of the road bridge over the railway at First Turn, Upper Wolvercote. The best way to avoid inevitable disruption is to delay work on the Wolvercote Roundabout until the bridge works are complete. Work should then be done during the school holiday period. |
| | <i>(No traffic signals have been shown on the drawings, but we have assumed that such signals are intended everywhere that a white line has been drawn across the carriageway).</i> |
| | <p>Previous submission:-</p> <p>https://consultations.oxfordshire.gov.uk/consult/ti/Wolvercote_Cutteslowe/consultationHome</p> <p>http://www.wolvercotenf.org.uk/wp-content/uploads/2014/08/WNF-Submission-to-OCC-Roundabouts-Consultation-30th-July-2014.pdf</p> |