

## **Access to Headington - Headley Way & Cherwell Drive**

**Comments on the plans exhibited in Northway, 5 June 2017, concerning cycling provision.**

### **Drawing 3:**

#### **Headley Way/London Road junction:**

For London Road westbound, the transition from off-road to on-road approaching the traffic lights looks tight. Can it be confirmed that the layout conforms to the latest standards (see Section 3.5 in Design Guide for Cycling in Oxfordshire).

The marked right turn into Headley Way provides no protection to cyclists. It is rather an anomaly – I don't think there's anything else like it in Oxford. It's unnecessary and should be dropped.

#### **Headley Way:**

Where the cycle path narrows around existing trees, will the path be constructed in such a way as to prevent future lifting of the surface by tree roots?

The layout at the Fortnam Close and Franklin Road junctions is clumsy. The Fortnam Close junction is probably just negotiable but the Franklin Road junction looks to involve too tight a turn for cycles. Apart from the start and end of the Rye St Antony school day there is little motorised traffic on Franklin Road, so moving the cyclists' road crossing a few metres into Franklin Road with a second give way line for cars, and a small realignment of the off-road cycle path outside nos. 2 - 8 would allow a protected crossing for cyclists without a sharp turn.

### **Drawing 2:**

At the JR entrance, is it possible to add a short section of off-road cycle path to allow cycles to by-pass the lights to make a left turn into the hospital?

Why is the entrance to St Joseph's School treated differently from other side junctions? The cycle path could and should be continuous with give way lines on the side road inside the cycle path. The entrance to Cherwell School on the Marston Ferry Cycle Path is configured this way. If the extent of the public highway is an issue, have discussions been held with the school to see if agreement can be reached?

It is regrettable that the on-road cycle path downhill on Headley Way passes outside parked cars. Despite a buffer strip this continues to be a dangerous compromise and fails to meet best practice. (I know it's too late to change this!)

### **Drawing 1:**

Cyclists turning left from Headley Way into Marston Road can by-pass the lights by using the short off-road cycle path. Can it be confirmed that there will be a level grade transition on Headley Way (the drawing appears to show a solid kerb line)?

The arrangements for cyclists at the Cherwell Drive / Oxford Road junction are not clear. The Summertown-bound cycle path stops abruptly at Oxford Road. Are there to be traffic lights there? Could a way not be found to continue the cycle path across Oxford Road so it connects seamlessly with the Marston Ferry Road cycle path?