

Divisions affected: *Leys*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

OXFORD: BLACKBIRD LEYS DISTRICT CENTRE – PROPOSED WAITING RESTRICTIONS AND HIGHWAY IMPROVEMENTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following as advertised:

- a) **New ‘No Waiting at Any Time’ (double yellow lines) parking prohibition on both sides of Blackbird Leys Road,**
- b) **Two new ‘Tiger’ crossings for use by pedestrians & pedal cycles on Blackbird Leys Road,**
- c) **New ‘Zebra’ crossing (for use by pedestrians) on Cuddeson Way, and**
- d) **Sections of new shared & segregated cycle paths along both sides of Blackbird Leys Road.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce waiting restrictions and various highway improvements (including crossings & cycle paths) as a result of the redevelopment of the Blackbird Leys District Centre & land off Knights Road – which includes carriageway realignments – as shown in **Annex 1**.
2. As part of the planning approval for the scheme – to help ensure road safety – the housing development isn’t permitted to be occupied until double yellow lines have been installed on Blackbird Leys Road for its entirety, as well as for approximately 10metres into any side road which adjoins, to help aid visibility at these points.

- The proposals also see the introduction of various measures to encourage ‘active travel’ whilst also improving safety for the more vulnerable road users, including pedestrians and pedal-cyclists.

Financial Implications

- Funding for consultation on the proposals (and implementation if approved) has been provided by the HIF Marginal Viability Fund (MVF).

Equality and Inclusion Implications

- No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

- The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes.

Formal Consultation

- A formal consultation was carried out between 07 March and 05 April 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr’s, Blackbird Leys Parish Council, and the local County Councillor representing the Leys division.
- A letter was also sent directly to approx. 285 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
- 37 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
No Waiting at Any Time	28 (76%)	5 (13%)	3 (8%)	1 (3%)	37
‘Tiger’ crossings	18 (49%)	10 (27%)	9 (24%)	-	37

'Zebra' crossing	7 (19%)	3 (8%)	27 (73%)	-	37
Shared & segregated cycle paths	25 (68%)	9 (24%)	3 (8%)	-	37

10. Additionally, a further nine emails were received, comprising of three objections, four partially supporting/raising concerns, one in support, and one non-objection.

11. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

12. Thames Valley Police expressed no objections to the proposed amendments, providing that appropriate traffic monitoring had taken place, and that the recorded speed of traffic supports the proposals.

13. Oxford Bus Company submitted their support to the proposals, citing that the introduction of parking restrictions along the full length of Blackbird Leys Road would properly allow for safe and efficient operation of bus services, and improve the immediate access on foot to bus stops. They also support the prioritisation of active travel modes in the vicinity.

14. Both 'Oxfordshire Cycling Network' & 'CycloX' submitted detailed responses, outlining their concerns over certain aspects of the scheme.

15. The proposed 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) are needed to help prevent unnecessary restriction to those utilising 'Active Travel' methods, as well as local bus routes.

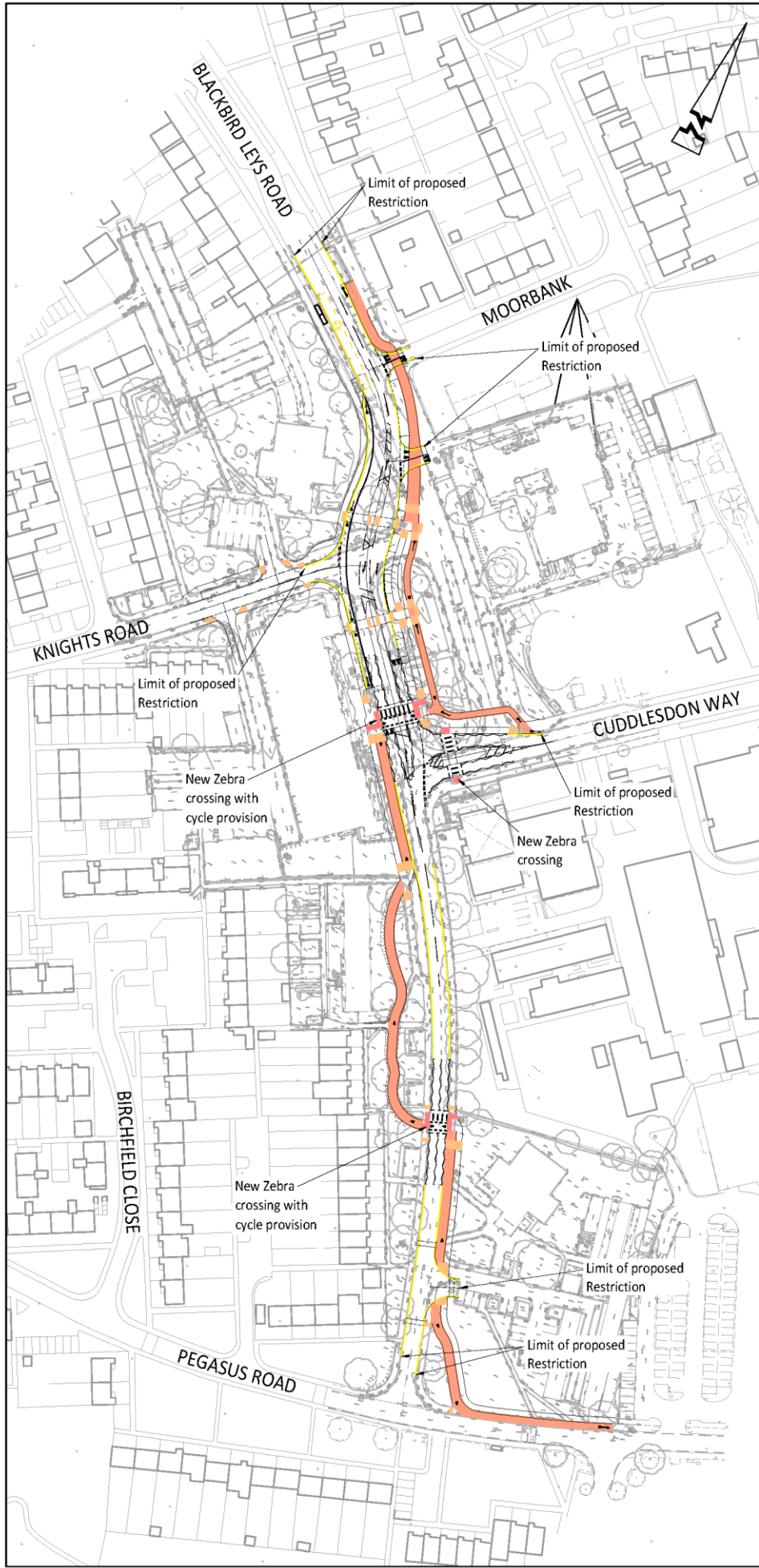
16. It should also be noted that the parking restrictions proposed throughout the scheme are a condition as part of the planning approval process, and are also considered to be in line overall with the Council's policies on traffic management and parking restraint.

17. Additional unrestricted parking bays are also proposed along parts of Blackbird Leys Road and Knights Road located off of the main carriageway, which Officers feel will somewhat help mitigate the proposed introduction of restrictions along the length of highway throughout the scheme. However, it should be made clear that the district centre development has been put forward as largely car-free.

18. Studies have shown that local shop use can increase with highway restrictions to traffic and encouragement of more active travel access, which marries with the overall strategy of the Planners for this scheme.

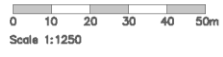
19. With regards to the many comments about the cycle route being incoherent and lacking connectivity, this basic layout was decided on by the developer and the City Planners following lengthy consultation with OCC Transport Development Control (TDC) Officers. Throughout this process, Officers have raised concerns regarding aspects of the active travel layout on the basis that it should be more coherent and connected to the wider network. However, these suggestions were not taken on board by the developers and Planners when finalising the design.
20. Officers have encouraged the developers to enter into co-production discussions with relevant stakeholders, so hopefully this was done to some extent throughout the planning stages. However, it has to be stressed that this is not an OCC scheme and therefore had limited control or jurisdiction over this aspect.
21. This project only recently achieved Planning permission but the works need to start asap because of funding requirements. This gave us little time to turn around the technical audit of the s278 works submission. Nevertheless, Officers did undertake work to revise the cycle elements as much as possible within the constraints of the approved Planning layout.
22. As well as funding constraints which led the developers to push for as little change to the existing highway layout as possible, there were conflicting elements for the Planners to consider - with local residents relying on vehicles, which cannot be ignored. Bus flows are also very important through this scheme. There are also physical constraints as with any other retro-fitting project on existing highway.
23. The proposed off-road cycleway through the trees to the south was questioned by Officers but the Planners wanted it retained, Officers therefore consider that it does at least provide a safer alternative for unconfident cyclists, beginners, and those wishing to keep off the main carriageway. Those choosing to remain 'on-road' throughout would be safer given the parking restrictions.
24. As part of the final design process, Officers could request additional cycle markings (i.e. in buff-coloured squares) on the carriageway if felt to be beneficial, and a positive way of reinforcing this. Officers recognise that this approach can draw mixed reactions and may almost add to a perceived lack of coherence. Officers however, assume that a number of cyclists will decide to stay on-carriageway, and consider that – as a result of the proposed parking restrictions & revised carriageway re-alignment along Blackbird Leys Road – this will now be safer and more direct option.
25. Any segregated sections of path will be clearly marked as one-way (with the traffic direction), so Officers believe that some of the concerns about potential conflicts and transition points and widths will be addressed.

April 2024



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- KEY:
- Proposed Double Yellow lines to Diagram 1018.1
 - Proposed Cycleway - Shared and Segregated



P3	02/24	FURTHER ZEBRA CROSSINGS ADDED AND CYCLEWAY COLOURING APPLIED	KLW	LPA
P2	01/24	PROPOSED ZEBRA CROSSING ADDED	KLW	LPA
P1	12/23	FIRST ISSUE	KLW	LPA
Rev	Date	Description	Drawn	Checked

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Client
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Project
BLACKBIRD LEYS, OXFORD REGENERATION

Title
TRO EXTENTS PLAN

Status

Scale	Date	Drawn	Checked
1:1250 @ A3	DEC 23	KLW	LPA
Drawn to:	Revision:		
OX4601-ALP-SX-ZZ-D-C-01203	P3		

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – providing traffic monitoring has taken place and current speed of traffic supports these proposals
(2) Head of Built Environment and Infrastructure, (Go-Ahead Group Bus Operator)	<p>Support – Oxford Bus Co. strongly supports the important regeneration of the Blackbird Leys District Centre, providing much needed new facilities to a modern standard and making an important contribution to local quality of life, as well as the acute housing needs of the City. We have had some prior engagement with the redevelopment team, and thus the evolution of the designs at an earlier stage.</p> <p>We strongly support the TROs under consultation.</p> <p>By restricting parking on the full length of Blackbird Leys Road south of Moorbank as far as Pegasus Way, these properly allow for safe and efficient operation of bus services, and improve the immediate access on foot to bus stops. They also support the prioritisation of active travel modes in the vicinity of the District Centre, including greatly improved segregated cycle provision. Parking provision is made otherwise for the development, in line with County and City Council policies.</p> <p>I trust that this assists the Council in progressing the Orders for the scheme.</p>
(3) Group/organisation, (Unlimited Oxfordshire)	<p>Partially support – If the road layout is to be altered as shown on the consultation plan, then I can see that the waiting restrictions will be needed.</p> <p>However, I am concerned about the proposed road layout for the following reasons: The existing service road in front of the shops, with many parking spaces, and a very short, safe walk to the shops, will no longer be there. People who have difficulty in walking, and people with young children, will find the increased walking distance from their car to the shops a great disadvantage. Anyone who parks their car at an alternative location off Cuddesdon Way and walks from there will then have to cross the busy Blackbird Leys Road. The proposed zebra crossings will help them, however it would be better if crossing Blackbird Leys Road on foot were not necessary for people who need to (or would prefer to) get nearer to the shops by car.</p>

	<p>A facility for vehicles to turn round safely without reversing, using the service road, will be lost. Several mature trees will be lost.</p> <p>Part of the landscaped area in front of Windrush Tower will be lost. Traffic will be closer to the dwellings</p> <p>Two points about the proposed road layout: It seems likely that long vehicles turning right out of Cuddesdon Way will run over the kerbs on the traffic island and/or at the western edge of the realigned Blackbird Leys Road.</p> <p>For northbound vehicles immediately north of the Knights Road junction, the sharp radius and limited width will cause long vehicles to either encroach on the southbound half of the road, or run over the nearside kerb with their back wheels. Kerbs that are frequently run over soon become a hazard to pedestrians.</p> <p>It will be better if the proposed realignment is not implemented.</p>
<p>(4) Group/organisation, (Oxfordshire Cycling Network)</p>	<p>Object – We support the principle of a cycle route along this route. However we object to the design presented in this proposal on the basis that it is not adequately coherent or direct – against two of the Core Design Principles of LTN 1/20.</p> <p>We are very disappointed that there has been no opportunity for discussion or co-production of this scheme before this consultation. Many of the issues that we raise in our response could have been discussed at an earlier stage, and solutions may have been found, or perhaps there are constraints that we are unaware of.</p> <p><u>Comment on the overall design:</u> The overall design of the cycle route has several problems: There is a lack of coherence in the design. There is a mix of route design types (cycle tracks next to and away from roads, cycle lane), and layout (cycle lane inside and outside footway), sometimes straight and sometimes winding, sometimes cycle-priority sometimes not. This makes it difficult for users to navigate and reduces the ease and attractiveness of cycling.</p> <p>The cycling route switches sides, twice, losing coherence and directness. Being coherent and direct are two of the five Core Design Principles for cycle infrastructure set out at the start of LTN 1/20. The best solution would be for the cycle track to run on the east side of Blackbird Leys Road throughout, with a Tiger crossing at Cuddleston Way.</p>

Access to the route is not well considered from several directions:

- From Winsdale Road, there is no clear crossing and access
- From Pegasus Road (east and west) there is no clear access
- From Cuddleston Way (west) there is no apparent access
- From Knights Road there is no clear access to the southbound route (and northbound is only a painted cycle lane).

Two-way cycle tracks in general create a risk at side roads in that drivers often do not look left for people cycling. This risk can be reduced with well-designed Side Road Entry Treatments, e.g. raised tables and clear signage, and by a consistent, coherent scheme. We prefer single-side directional cycle tracks where the space makes this possible.

The description mentions shared paths. Examining the design, we did not see any new paths shared between pedestrians and cyclists, although there is one place where a cycleway crosses a footway. Shared paths and such crossings should be avoided as they put people walking and people cycling into conflict with each other. This is not good for either type of user. For this reason, it is prescribed against in national Cycle Infrastructure Design guidance LTN 1/20, which the Secretary of State has instructed Local Authorities to comply with. Summary principle 2 states “On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians.”

If we have missed a shared section, then we apologise, and we strongly object to it.

Specific design points:

There is no safe northbound cycle route from Cuddlesdon Way connecting to the two-way cycle track level with Knights Road. The use of an on-road cycle lane at this point, is less safe, incoherent (because it runs between two sections of two-way off-carriageway cycle track), and should be avoided.

Whether as part of our preferred ‘all east side’ or proposed ‘side swapping’ approach, there is ample space to provide this, widening the 2m path to 3m or more. This would improve safety and coherence of the whole scheme.

Cyclists approaching from the west on Cuddlesdon Way appear to have no way to access the north-south cycle route.

The crossing of the entry to Evenlode Tower car park (side entry from Blackbird Leys Road) should have clear cycle priority and would be a good candidate for a continuous ‘Side Road Entry Treatment’ as proposed for Napier Road and other as part of the Garsington Road scheme.

	<p>The 'Tiger' crossings with cyclists crossing from riding parallel to the road have some risk because observation behind is difficult. This is less so on the one nearer Pegasus Way as the parallel entry is facing traffic, and more so on the one near Cuddesdon Way as the parallel entry is with the traffic.</p> <p><u>Opportunities:</u> An appropriate crossing with dropped kerb at Windale Avenue (a quiet road) would link this route to the cycle network and housing of Greater Leys. Active Travel England's new Crossing Selector tool can assist finding the best crossing.</p> <p>Establishing a two-way segregated cycle track on the east side of Blackbird Leys Road offers the potential for continuity linking to the existing track from Balfour Road and across the Ring Road where it currently ends as Blackbird Leys Road changes to Barns Road. The total distance from Pegasus Road to the end at Barns Road is 1050 metres.</p> <p>We note the gap to fill between the proposed scheme to Oxford Health near Moorbank, and Balfour Road to create this continuous route, is only 130 additional metres.</p>
(5) Group/organisation, (Cyclox)	<p>Object – Sadly, we have to oppose the proposed highway improvement measures as they are a major missed opportunity to improve cycling safety and will cause major cycling safety issues. This is particularly disheartening as parts of the design are aiming for real improvements, and there is great potential in designing a setup that allows cycling to become safe in the centre of Blackbird Leys.</p> <p>At no stage in the process of designing this important improvement was there any consultation or co-production with active travel groups. We raised the concerns that we outline here in April 2023 and it appears that very little has changed. This could have been a transformational project which gets more people wishing to cycle in Blackbird Leys.</p> <p><u>Summary of key reasons for opposition to this design:</u></p> <p>There are at least five major problems with the proposed design:</p> <ol style="list-style-type: none"> 1. The bi-directional cycle path is inaccessible from most directions and thus completely useless for most journeys. 2. Entry and exit points of the cycle paths are not well-defined and will thus lead to dangerous conflict points with motor vehicles, which will cause crashes. 3. There are major inconsistencies in design across this development, creating confusion about right of way. 4. Frequent crossings and weird angles will make cycling feel unnatural and uncomfortable, hindering vulnerable cyclists using this design.

5. There are major missed opportunities that could transform cycling in Blackbird Leys.

Detailed problems:

1. Cycle path inaccessibility

- A) Blackbird Leys road There is no way to safely exit the bi-directional cycle path going north
- B) Knights road There is no access to or from the bi-directional cycle path from Knights road that does not go via a deviation and over the pavements
- C) No bi-directional cycle path East of new (northern) zebra (tiger) crossing This means there is no safe segregated cycle path accessible from Cuddlesdon Way.
- D) no easy access from Pegasus Road At least Cycle symbols TSRGD 1057 and clear signs to enter here for the direction of the city centre should be provided
- E) no easy access from/to Windale Avenue

2. Conflict points

- A) (see 1A)
- B) northbound cycle lane ending opposite Moorbank forces cycles into traffic
- C) Cycle path to Cuddlesdon Way Conflict point as bikes are supposed to join the road in a parallel setting, creating bad visibility and uncertain priority. A tiger crossing to the west would be safer as bikes would have priority and bikes coming from Cuddlesdon Way could join safely as well.
- D) Cycle path crossing pedestrian path to the south-west of Cuddlesdon Way
- E) Cycle path joining Pegasus Road Conflict point as bikes are supposed to join the road in a parallel setting, creating bad visibility and uncertain priority. A tiger crossing to the east of the junction would be safer as bikes would have priority and bikes coming from Pegasus Road could join safely as well.

3. Inconsistencies

- A) Lack of continuous cycle path at southern junction, which should be the same design as Moorbank
- B) four different types of cycling provision will lead to confusion:
 - 1. shared pedestrian and bi-directional cycle paths
 - 2. bike-only bi-directional cycle paths
 - 3. bike-only uni-directional cycle paths
 - 4. painted bike lane on the road
- 4. Complexities, uncomfortable cycling and difficulties for vulnerable cyclists
 - A) winding cycle path with unnecessary curves
 - B) mostly shared spaces (see 3B) will cause conflicts and pavement cycling

C) too many road crossings due to switching sides of road for bi-directional cycle path each of which relies on visibility, stopping and slowing down movement

5. Missed opportunities:

A) future connection northwards to the bi-directional cycle path on the bridge (Blackbird Leys Rd - Google Maps)

B) future connection southwards to bi-directional cycle path near Northfield Brook on Eastern side of Windale Avenue (6 Windale Ave - Google Maps)

C) Easy access to Knights Road could be easily provided with access to the cycle path by creating an LTN style junction (see also 1B & 2B) (2 Guglgasse - Google Maps, 116 B480 - Google Maps)

D) bi-directional cycle path continued to the East of the Road for the entirety of the development (Pegasus to Moorbank) would have major benefits:

1. less need for tiger crossings and one less crossing needed if going north-south along this route
2. clarity where one is supposed to cycle
3. actual usability of the bi-directional cycle path is only possible if it goes on for a serious stretch of a journey
4. solves 2D and 3B

E) Tiger crossing over Cuddlesdon Way

1. as part of 5D
2. Solves 2C
3. allows for removal of both other tiger crossings

Cycle Usage in Blackbird Leys:

We know that in Blackbird Leys bicycle usage per head of population is lower than in many parts of Oxford. Amongst many reasons contributing to this situation are:

Poor physical cycling infrastructure (unsafe routes to central oxford and commercial centres, sharing busy road space, potholes, path obstructions),

Safety Concerns (crossing points, intersections, side road entries, HGVs and speeding cars)

Lack of confidence (inexperience, low riding skill, fear of cars, unfamiliar routes)

The proposed redevelopment could play a major role in providing safe and separate cycling infrastructure that would enable a shift to substantially more cycling in Blackbird Leys. The current proposal however, will not cater to current cyclists who will continue using the road as it will remain faster and more direct, nor to new cyclists as it will remain too dangerous and complicated to understand.

(6) Group/organisation, (Royal National Institute of Blind People)	<p>No Waiting at Any Time – No objection Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>RNIB (the Royal National Institute of Blind People) strongly opposes the proposals for shared-use cycle paths. We recommend that segregated, stepped cycleways are installed instead where the cycleway is stepped above the level of the road but below the level of the pavement, with a 60mm minimum high kerb and high tonal contrast between the footway and the cycleway. Any less of a height than this is not reliably detected underfoot, by a cane or by a guide dog, which are all methods used by people with sight loss to navigate streets. A stepped cycleway ensures that vulnerable pedestrians are kept safe from faster moving cycles while also keeping cyclists safe from faster moving vehicles.</p> <p>Shared use areas are not inclusive and present potentially serious dangers to both pedestrians with sight loss and cyclists. This is because cycles are extremely difficult for blind and partially sighted people to see or hear, and it is not always obvious to cyclists which pedestrians are blind or partially sighted. There is a real risk of people with sight loss unknowingly stepping into the path of a cyclist, and the cyclist being unaware that the pedestrian hasn't seen them, resulting in a collision.</p> <p>All evidence we have collected suggests that shared use developments are more likely to result in blind and partially sighted people's exclusion from public spaces which negatively impacts their health and ability to engage in society. Our Seeing Streets Differently Report found that 78% of people with sight loss would avoid a shared route with bikes. We have also received reports of significant physical injuries (including broken bones) and lasting psychological damage from people with sight loss who have been hit by cycles in shared use areas. A survey we conducted in 2020 found that 1 in 10 of people with sight loss who had difficulties with making walking journeys because of shared use areas had been run into by a cycle, and more had experienced distressing near misses.</p>
(7) Local resident, (Oxford)	<p>Object – Sadly, I have to say that that the proposed designs for cycle provision are not fit for purpose. The plans put forward to consultation will not be conducive to the council's visionzero aims. They also do not provide sensible</p>

	<p>access to most places and will cause various issues with conflicting priorities and more. I really hope that this proposal can be revised to at least improve the usability somewhat, as this could be a transformative bit of infrastructure if connected up properly to all junctions coherently.</p> <p>I am attaching two documents based on the drawings you made available. The first one outlines problems with this design in detail. As you can see there is a very long list of issues with the current design that will cause crashes and dangerous situations in future. The second file is a very rough sketch of what could be possible in this space. As serious money is involved (removal of kerbs, creation of a new square etc., I really hope that this design can be at least revised to be somewhat more user-friendly and not as dangerous.</p>
<p>(8) Local resident, (Blackbird Leys, Kingfisher Green)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>Leave blackbird leys alone! We don't not want nor need this absolute nonsense!! All you are doing is destroying our community! We are NOT a district (hunger games) we are an estate a community and you are trampling all over it with your net zero bollox and turning it into a concrete jungle!!!</p>
<p>(9) Local resident, (Blackbird Leys, Kingfisher Green)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>Leave blackbird leys alone!! We do not want or need your money wasting schemes!!! You're already ruining it with the monstrosities that are about to go up!! We do not want or need extra crap round here!! Give your heads a wobble!!!</p>
<p>(10) Local resident, (Blackbird leys, Pegasus)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p>

	<p>Most people have to travel to work but you hate cars so us car drivers are always penalised</p>
<p>(11) Local resident, (Blackbird leys, Prunus Close)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>You are all ready causing havoc</p>
<p>(12) Member of public, (Oxford, Headington)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>STOP THESE PROJECTS</p>
<p>(131) Local resident, (Oxford, Kingfisher Green)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>Leave blackbird leys alone!! We do not want a concrete jungle!! U have ruined our community!!!</p>
<p>(14) Local resident, (Oxford, Prunus Close)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>I am fed up of my journey getting longer each day</p>

<p>(15) Local resident, (Blackbird Leys, Brambling Way)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Partially support Cycle/Shared-use paths – Object</p> <p>Will cause difficulty for disabled drivers or those with impaired mobility issues. Local people do not want more restrictions by people who do not reside anywhere near Blackbird leys .</p>
<p>(16) Local resident, (Blackbird Leys, Allin Close)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Please don't make our lives any harder than you already have - it's so difficult trying to fulfil all my responsibilities and try and keep a job and caring duties. We already live on the edge of the city and it's already hard enough - please stop punishing us - why don't you go to Jericho and Wolvercote and introduce lots of restrictions there instead</p>
<p>(17) Local resident, (Blackbird Leys, Kestrel Crescent)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>This just feels like another discriminatory scheme against drivers. No stopping would just push traffic down other side streets. The Parks are in active use by clubs and for events. It could be problematic for parents and visitors and local businesses. It is very short sighted as per usual.</p>
<p>(18) Local resident, (Blackbird Leys, Monks Close)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p>

	<p>It's not clear why these proposals are being put forward and why they are required? More info is required to make an informed decision.</p> <p>Current parking issues with the redevelopment along these areas that need addressing first.</p> <p>Tiger crossing?? I had to google it - if people don't know what it is how will it be effective and not a hazard.</p> <p>Shared pathways are so dangerous especially along routes that children use as a main school route - this will be more dangerous than safe!</p>
<p>(19) Local resident, (Blackbird Leys, Knights Road)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>From experience of a pedestrian and driver cyclists in general are not willing to share and no laws seem to prevent the danger they cause then blame cars for short falls ! I feel for those who have innocently been injured or killed but I'm surprised it's not more with the wreck less attitude now powers have been give to them (I state it's not all) but it's many. Cycle training is more essential now than ever before as sharing space is clearly not the mind set of many.as for the parking around this area it's seriously needed for the shops to survive but also present resident who drive for a working living.</p>
<p>(20) Local resident, (Blackbird Leys Oxford, Knights Road)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Due to there's no parking availability.....including where are people mean to park their carsit's a money makingnot thinking about the residents at all</p>
<p>(21) Local resident, (Garsington, Beta Boulevard)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p>

	Oxford and surrounding suburbs are stuffing with traffic due to ltns
(22) Local resident, (Oxford, Avens Way)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Already dangerous for pedestrians with shared cycle lanes, unfortunately there are a number of cyclists who have no regards for others. I've had several near misses myself.</p>
(23) Local resident, (Oxford City, Blackbird Leys Road)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>There was never an issue in this area, and once again the County Council seem to be addressing an “issue” which many would conclude that does not exist.</p>
(24) Local resident, (Oxford, Pegasus Road)	<p>No Waiting at Any Time – Object Tiger crossings – Partially support Zebra crossing – Partially support Cycle/Shared-use paths – Object</p> <p>Listen to the views of people before implementing more restrictions and attacking drivers!!! Some of us have no choice but to use a car as a community nurse and a person with a spine injury. Recommendations: 1. Perhaps send a survey out to people to find out what they use their cars for and then perhaps solutions can be made OTHER THAN squashing all drivers into a few roads causing massive congestion and more pollution! Not to mention the patients that can't be seen due to all the time wastage, who then end up in hospital because they couldn't be seen.</p>

	<p>2. Fix the roads and stop cutting down trees to build more houses when there are empty properties. What's next? Putting a potted tree in the middle of the pavement and charge for admission to a green space while punishing the driver for dare attempting to use the road????</p> <p>3. Maybe think about implementing cameras to catch cyclists/scooters that do not abide by the Highway Code ie go through red lights/use pavements/no lights etc.</p>
<p>(25) Local resident, (Blackbird Leys, Knights Road)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Firstly they do not police the parking restrictions for match days and any other events at the kassam. With the regeneration of 280 + homes this could bring over 280 more vehicles yo the estate. How will this be managed? Residents with trades or work as carers or in the health roles need vehicles to go about there work. No work no rent!! Cuddesdon way on match days cars park both sides and in an emergency this could delay vehicles. This would be used for Residents of these new flats to park. I know the plan is no vehicles to these Residents but how will manage this? You won't be able to. Is this not discrimination no home if you have a car. I live in knights road and we luckily have a gated parking area, we shut the gate lock it and the lock gets s.ashed off. Now the gate is damaged so it can't be shut. I would like a parking bollard to allocate my space to park please.</p>
<p>(26) Local resident, (Blackbird Leys, Brake Hill)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Blackbird leys don't need some of these restrictions duly to the amount of traffic around and how big the estate is and locations these restrictions will put a massive impact on the estates with a biuld up of traffic occurring in resulting moving dangers points from one Rd to another.</p>
<p>(27) Local resident, (Blackbird Leys, Falcon Close)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Partially support</p>

	<p>Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>No waiting at any time is inappropriate for taxis that need to pick up elderly people from these areas</p>
<p>(28) Local resident, (Oxford, Blackbird Leys Road)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>PARKING RESTRICTIONS, HAVING A CAR NEEDED FOR WORK AND HAVING TO PARK ON MAIN ROAD AS NO OFF ROAD PARKING AVAILABLE, I FEEL THAT MORE RESTRICTIONS WILL CAUSE UNTOLD PROBLEMS FOR CAR OWNERS.</p>
<p>(29) Local resident, (Blackbird Leys, Sandy Lane)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Cycle lanes aren't used anyway. It's unnecessary money being spent in my opinion</p>
<p>(30) Local resident, (Oxford, Prefer not to say)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>There isn't enough parking for our vehicles as it is. Due to this fact, it would not be sensible to add in cycle lanes or "shared" cycle paths.</p>
<p>(31) Local resident, (Oxford, Leys)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object</p>

	<p>Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>Just be respectful of us that live in blackbird Leys we are human beings just like the rest of you</p>
<p>(32) Local resident, (Oxford, Blackbird Leys Road)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>Not enough parking now with new bills it will get worse. Blocking the main road though the estate to vehicles is madness! Side roads weren't built to replace the main roads! You are cutting the estate in half! Double yellow lines nightmare. Are vehicles going to park on sky hocks! About time you stop imposing no car policy. Heard on Radio Oxford this morning your professor stating total vehicle ban regardless if electric. Great in a city with a car factory!! Says vehicles damage roads so should all be banned! Couldn't believe what I was hearing! He is your consultant!! First LTNs now no parking! Madness. Bet all concerned with this nonsense don't live here!</p>
<p>(33) Local resident, (Blackbird Leys, Blackbird Leys Road)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>I live in the houses on blackbird leys road opposite Evenlode tower. we had parking bays built out the front of the houses but these are constantly used by residents of the flats despite them having permits for there own car parking. all the parking bays in blackbird leys that were build have permits on them. for the residents except these. we already cannot park in the whole street due to residents from the tower block not wanting to purchase permits so they take all the spaces that were built in front of the houses meaning no one in the houses can park. I would support double yellow lines on this road if those parking spaces were made permit for the houses but if they aren't then double yellow lines are a ridiculous idea.... as all the tower block residents would continue to park there cars outside the houses just so they don't have to pay for permits for there designated parking. please make the ff road parking spaces on blackbird leys road for residents of the houses only. not the tower block. parking is already a nightmare.</p>

<p>(34) Local resident, (Blackbird Leys)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>No waiting and double yellows on blackbird ley Road you must be mad building 600 plus homes meaning more cars in the area it is a joke to park already and you want to make things 100% worse glad I am looking to move away</p>
<p>(35) Local resident, (Oxford, East Field Close)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Support</p> <p>.</p>
<p>(36) Local resident, (Blackbird Leys, Knights Road)</p>	<p>No Waiting at Any Time – Partially support Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Sharing a foot path a is getting too dangerous and unsafe. vehicles for the road should be on the toad ie bikes, electric scooters etc</p>
<p>(37) Local resident, (Blackbird Leys, Berry Close)</p>	<p>No Waiting at Any Time – Partially support Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Shared cycle lanes are not safe. Pedestrians are not aware of cycles and wander in front of cycles.</p>

<p>(38) Local resident, (Blackbird, Leys, Poulton Place)</p>	<p>No Waiting at Any Time – Partially support Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>I don't mind there being double yellow lines, but there has to be plenty of car parking spaces round shops and when you visit friends and family</p>
<p>(39) Local Cllr (Oxford, Oxford Road)</p>	<p>No Waiting at Any Time – Partially support Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>Detailed problems</p> <ol style="list-style-type: none"> 1. Cycle path inaccessibility <ol style="list-style-type: none"> A) Blackbird Leys road There is no way to safely exit the bi-directional cycle path going north B) Knights road There is no access to or from the bi-directional cycle path from Knights road that does not go via a deviation and over the pavements C) No bi-directional cycle path East of new (northern) zebra (tiger) crossing This means there is no safe segregated cycle path accessible from Cuddlesdon Way. D) no easy access from Pegasus Road At least bike sharrows and clear signs to enter here for the direction of the city centre should be provided E) no easy access from/to Windale Avenue 2. Conflict points <ol style="list-style-type: none"> A) (see 1A) B) northbound cycle lane ending opposite Moorbank forces cycles into traffic C) Cycle path to Cuddlesdon Way Conflict point as bikes are supposed to join the road in a parallel setting, creating bad visibility and uncertain priority. A tiger crossing to the west would be safer as bikes would have priority and bikes coming from Cuddlesdon Way could join safely as well. D) Cycle path crossing pedestrian path to the south-west of Cuddlesdon Way

E) cycle path joining Pegasus Road

Conflict point as bikes are supposed to join the road in a parallel setting, creating bad visibility and uncertain priority. A tiger crossing to the east of the junction would be safer as bikes would have priority and bikes coming from Pegasus Road could join safely as well.

3. Inconsistencies

A) Lack of continuous cycle path at southern junction, which should be the same design as Moorbank

B) four different types of cycling provision will lead to confusion:

1. shared pedestrian and bi-directional cycle paths
2. bike-only bi-directional cycle paths
3. bike-only uni-directional cycle paths
4. painted bike lane on the road

4. Complexities, uncomfortable cycling and difficulties for vulnerable cyclists

A) winding cycle path with unnecessary curves

B) mostly shared spaces (see 3B) will cause conflicts and pavement cycling

C) too many road crossings due to switching sides of road for bi-directional cycle path

each of which relies on visibility, stopping and slowing down movement

5. Missed opportunities

A) future connection northwards to the bi-directional cycle path on the bridge (Blackbird Leys Rd - Google Maps)

B) future connection southwards to bi-directional cycle path near Northfield Brook on Eastern side of Windale Avenue (6 Windale Ave - Google Maps)

C) Easy access to Knights Road could be easily provided with access to the cycle path by creating an LTN style junction (see also 1B & 2B) (2 Guglgasse - Google Maps, 116 B480 - Google Maps)

D) bi-directional cycle path continued to the East of the Road for the entirety of the development (Pegasus to Moorbank) would have major benefits:

1. less need for tiger crossings and one less crossing needed if going north-south along this route
2. clarity where one is supposed to cycle
3. actual usability of the bi-directional cycle path is only possible if it goes on for a serious stretch of a journey
4. solves 2D and 3B

E) Tiger crossing over Cuddlesdon Way

1. as part of 5D

2. Solves 2C

3. allows for removal of both other tiger crossings

<p>(40) Local resident, (Oxford, Blackbird Leys Road)</p>	<p>No Waiting at Any Time – Partially support Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Support</p> <p>Because I live on blackbird leys road and to park down this road is a nightmare. My brother lives with us and his van is tracked so it has to be near my house</p>
<p>(41) Local Cllr, (Oxford, Argyle Street)</p>	<p>No Waiting at Any Time – Support Tiger crossings – Partially support Zebra crossing – Partially support Cycle/Shared-use paths – Partially support</p> <p>I agree with the principles behind what is being done: a bi-directional cycle path could transform cycling in Blackbird Leys and connect it up properly to the rest of the city. But I am extremely concerned about the detailed plans because they will fail to deliver the aspiration. The paths don't line up, and are inaccessible from most directions, there are weird angles and entry points don't work. This design as is is likely to create crashes and danger, exactly the sort of thing it should be seeking to avoid! Is it not possible to look at the type of design which is absolutely common in Europe, and see what we should be doing instead? It would be possible to change the design with a few tweaks to make it considerably better. Please do not implement it as shown.</p>
<p>(42) Local resident, (Blackbird Leys, Shepherds Hill)</p>	<p>No Waiting at Any Time – Support Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>Partially support the cycle paths because most of the cyclists won't use them</p>
<p>(43) Member of public, (Adderbury, Round Close Road)</p>	<p>No Waiting at Any Time – Support Tiger crossings – Support Zebra crossing – Support</p>

	<p>Cycle/Shared-use paths – Support</p> <p>For the safety of pedestrians and cyclists.</p>
(44) Local resident, (Blackbird Leys)	<p>Partially support – I agree with idea of the zebra and tiger crossing, I strongly oppose against the double yellow lines on Blackbird leys road.</p> <p>I am a resident at Evenlode Tower who not only has arthritis in my ankle which makes it difficult to walk but have two young children who go to different schools outside of Blackbird Leys. I have access to a car and due to residents of Evenlode losing our car park, we have to park on Blackbird Leys Road along with residents of Blackbird Leys Road. If you are to take away the parking where are we supposed to park? The 12 parking bays located near Evenlode are already in adequate for the number of cars and due to the permit restriction on Pegasus Road, we are unable to park there. I understand that the Council have an anti car agenda but the majority of residents who drive and live at Evenlode have had to give up our car park for the redevelopment and now this.</p>
(45) Local resident, (Blackbird Leys)	<p>Partially support – I am writing to you about my concern relating to the above proposal, specifically the shared cycle and pedestrian path on Blackbird Leys, and in doing so I notice that two mature trees outside the Windrush Tower have been highlighted? I suspect for removal as there is a notice from the County Council close to the trees. This is very concerning as more than ever trees are needed to combat air pollution, and provide much tranquility to those who live in the neighbourhood, we should be striving to conserve nature not destroy it especially perfectly healthy trees. I for one value having much needed green space (trees).</p> <p>I have lived on Black Bird Leys Road for over 50 years and have not witnessed a problem with pedestrians and cyclist which warrant changes being made to the path.</p> <p>In contrast I've personally have experienced on a number of occasions that the cyclist who do use the cycle path already on the bridge at the entrance of Blackbird Leys, do not stick to the cyclist lane and in fact get in the way of those walking.</p>
(46) Local resident, (Blackbird Leys)	<p>Partially support – . First I would like to thank you for taking the time to address us regarding a new growing issue within Blackbird Leys Road, which is affecting residents living along this road both emotionally and quality of life and safety wellbeing as well.</p>

Myself and my wife, along with our daughters, moved to Blackbird Leys road during covid period, knowing about the development planned prior to purchase! helped us make the decision to move to our actual home, It shows that we are keen supporters of the on going improvement and investment, put into the estate to better peoples quality of life and deliver more necessary housing.

Prior to the start of the redevelopment we have not experienced issues of parking opposite of our house, in a parking bay apart on the odd days, where there is football! every few weeks, which was already stressful enough! However now it is becoming increasingly dangerous for us resident of Blackbird Leys road, unfortunately we do not have access to car park at the back of our houses like everyone else, If we are left with no space to park, we are left with no options but to go and park on the verge (Green space opposite our houses) and this is purely caused by the residents in the tower who have been given permits by the county council, to park in the pool car park for free, however they do prefer park in the spaces we normally use on daily basis, or on the curb narrowing the pavement for walkers by, and then they have to cross a busy road, also making it dangerous to reverse in & out spaces, with little and obstructed visibility, when challenged to why they don't use the permit given? the response is, it is more convenient for them to park here then walk from the pool car park (which is second away) and also just because they can do that, although they know well enough we do not have that option, Imaging having to compete for parking when you both in the household work full time, against 14 story building most of them own a car? This situation is causing tension to rise, unnecessary arguments and frictions between residents, which no one supports.

We own a car by necessity, my wife works in Little Milton and both my daughters go to school in Little Milton primary school in the same time I work in Oxford, where I commute by bike every day, The reason I'm telling you this? is to show you how stressful, this whole situation is causing us, after a long day of work and study's you want want your family to be able to park safely close to home, although I agree with your four proposal which I have no doubt it will improve traffic down Blackbird leys road, improving safety for both resident and road users alike!

My question is to you, where this proposal will leave us residents? knowing that we have no access or alternative parking to park our very much necessary means of transport? to go about our lives, we know from residents who lived here from the very beginning of this estate, that in the past those parking spaces where created by the council! solely for those residents in the first place, to stop them parking on the pavement and the green verges.

I believe there is always a better way to be delivered to improve the use of space in our community, I believe this has to be inclusive for everyone so no one is loosing out , If your aim is to achieve that I fully support you in this, However the situation at the moment is leaving us unclear to how will this affect the resident of the Blackbird leys road mentioned above.

	<p>If you can arrange on field visits to communicate with the residents of Blackbird Leys Road, prior to making any decision, maybe we will be able to come to common ground in solving this, with helping each other, personally we would much appreciate the effort made in advance.</p>
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