



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 17 January 2019 at 10.00 am
Committee Rooms 1 and 2, County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Friday 25 January 2019 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

January 2019

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 14 February 2019

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

4. Improved crossings - B4150 Marsh Lane and Oxford Road/Newman Road, Oxford. Proposed Shared use Cycle Tracks, Raised Side Road Entry treatments and Conversion of Existing Pelican Crossing to Toucan Crossing (Pages 1 - 26)

Forward Plan Ref: 2018/166

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Operations (**CMDE4**).

The report presents responses to feedback received during a statutory consultation on the Growth Deal funded proposals to enhance pedestrian and cycle crossings of Marsh Lane, Marston and Oxford Road, Littlemore, both with associated sections of connecting shared use footway/cycleway. In the case of Marsh Lane, this involves upgrading an existing Pelican crossing to a Toucan and introducing raised side road entry treatments across Elms Drive and Horseman Close at their junctions with Marsh Lane.

The Cabinet Member for Environment is RECOMMENDED to approve the advertised proposals for:

- (a) a Toucan crossing on Marsh Lane, Marston with connecting sections of shared use footway/cycleway and raised side road junctions; and***

(b) an improved crossing island on Oxford Road, Littlemore at the junction of Newman Road with associated sections of shared use footway/cycleway on Newman Road.

5. East Challow: A417 Proposed 30mph Speed Limit (Pages 27 - 30)

Forward Plan Ref: 2018/167

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Operations (**CMDE5**).

The report presents responses received in the course of a statutory consultation on a proposal to reduce the speed limit on the A417 between East Challow and Wantage from 40mph to 30mph put forward in conjunction with approved residential development on the north side of the A417 between East Challow and Wantage which creates two new junctions giving access to the development.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a 30mph speed limit on the A417 between East Challow and Wantage as advertised.

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Division(s): Marston and Northway; Rose Hill and Littlemore

CABINET MEMBER FOR ENVIRONMENT – 17 JANUARY 2019

IMPROVED CROSSINGS - B4150 MARSH LANE, AND OXFORD ROAD/NEWMAN ROAD, OXFORD

PROPOSED SHARED USE CYCLE TRACKS, RAISED SIDE ROAD ENTRY TREATMENTS & CONVERSION OF EXISTING PELICAN CROSSING TO TOUCAN CROSSING

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the advertised proposals for
 - (a) a Toucan crossing on Marsh Lane, Marston with connecting sections of shared use footway/cycleway and raised side road junctions and
 - (b) an improved crossing island on Oxford Road, Littlemore at the junction of Newman Road with associated sections of shared use footway/cycleway on Newman Road.

Executive Summary

2. The report presents officer responses to feedback received during a statutory consultation on the Growth Deal funded proposals to enhance pedestrian and cycle crossings of Marsh Lane, Marston and Oxford Road, Littlemore, both with associated sections of connecting shared use footway/cycleway. In the case of Marsh Lane, this involves upgrading an existing Pelican crossing to a Toucan and introducing raised side road entry treatments across Elms Drive and Horseman Close at their junctions with Marsh Lane.
3. Feedback received during the consultation will be used during the detailed design stage for both schemes.

Introduction and background

4. As part of the Oxfordshire Growth Deal, £1.4m has been allocated in 2018/19 to deliver new and improved cycling and walking connector routes in Oxford. Following consultation with a key stakeholder group, the Oxfordshire Growth Board agreed a list of 12 schemes to be taken forward using the 2018/19 budget. Some of these are planned for delivery and others for design and delivery in 2019/20 and beyond (a further £3.4m of Growth Deal funding is agreed for the connector routes up to and including 2022/23). The two schemes that are the subject of this report are:

Toucan crossing and connecting shared use routes on Marsh Lane, Marston

5. Upgrade of the existing Pelican crossing just north of Horseman Close with sections of shared use footway/cycleway alongside Marsh Lane connecting it to onward routes to Northway and Headington (via Stockleys Road) and Marston and North Oxford (via Elms Drive, Cherwell Drive and Marston Ferry Road).
6. The outline scheme design consulted on is at Annex 1. To make the connecting shared use routes as attractive as possible, raised entry junction treatments have been included across Elms Drive and Horseman Close.

Improved crossing of Oxford Road, Littlemore at Newman Road junction

7. This is an upgrade of this point on the longer distance Ring Road cycle track. The existing crossing on Oxford Road is narrow and difficult to use in both directions but especially for people travelling westbound.
8. The outline scheme design consulted on is at Annex 2. There is widened shared use footway/cycleway on the north side of Newman Road from the enhanced Oxford Road crossing as far as a new combined traffic narrowing point.
9. The traffic narrowing point is where eastbound cyclists will re-join Newman Road. It's also where westbound cyclists can cross Newman Road to reach the Oxford Road crossing. A short stretch of shared use footway/cycleway is proposed on the south side of Newman Road to enable westbound cyclists to reach the crossing point.

Consultation

10. Formal consultation on the proposals was carried out between 8 November and 7 December. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County & City Councillors. Letters were also sent directly to 131 properties in the immediate vicinity of the proposals.
11. Twenty-six responses to the consultation were received, which included objections to various aspects of the proposals. These responses are at Annex 3 with full copies available for inspection by county councillors.

Response to objections and other comments

12. Thames Valley Police had no objections to either of the proposals.

Crossing of Oxford Road, Littlemore by Newman Road

Shared use on Newman Road will be unsafe, being too narrow and creating a blind corner of Newman Road/Oxford Road

13. The final detailed design of this scheme is not complete but work undertaken to date by officers indicates a 3m wide shared use facility on the north side of Newman Road could be provided i.e. it would meet the council's design standards for two-way shared use. The detailed design will check the sightlines for pedestrians and cyclists at the corner of Newman Road and Oxford Road ensuring dangerous conflicts are avoided. The alignment of the crossing is such that eastbound cyclists crossing will be visible to pedestrians (and cyclists) travelling along Newman Road.

The widened footway and enlarged crossing island will make turns in and out of Newman Road too tight (resulting in over running of the footway and delay to vehicles exiting Newman Road)

14. The detailed design process will check vehicle tracking and adjustments will be made as needed.

The Newman Road narrowing will create a bottleneck, made worse by on street parking

15. Eastbound vehicles will have priority at the narrowing on Newman Road; it will be very unlikely, therefore, that there will be blocking back onto Oxford Road due to vehicles turning into Newman Road. Also, there will be sufficient space for two vehicles to pass each other either side of the road narrowing.

16. Officers recognise that regular prolonged on street parking near the road narrowing could have a negative effect on the operation of the new facility on Newman Road. If the scheme is delivered, its operation will be monitored and double yellow lines added if parking causes problems.

The crossing island on Oxford Road will not adequately improve the situation for cyclists and pedestrians. A Toucan crossing or fully signalised junction should be provided.

17. The improvements to the island on Oxford Road will make it much more attractive; it will be bigger and waiting in the middle will be more comfortable. The enhancements to facilities on Newman Road will make the overall crossing experience significantly better.

18. A Toucan crossing or full signalisation at the junction itself would be too close to the Littlemore Roundabout presenting a risk of vehicles queueing back and causing additional and unsafe congestion. A Toucan could possibly be provided further north away from the junction to avoid this issue although it would then be very unattractive for users being too far away from the desire line (the route already takes the Ring Road away from the desire line).

Insufficient signage to indicate where cycling is allowed on the footway

19. Detailed design will establish exactly what signage is needed.

Provide an advanced stop line on Newman Road

20. The council can only provide an advanced stop line with waiting area in association with traffic lights.

Provide a raised platform at the enhanced traffic island on Oxford Road

21. This would have marginal benefits for cyclists and pedestrians. It may slightly reduce vehicle speed on Oxford Road but it would be difficult to justify this given the inconvenience to the large number of vehicles using the road including buses.

Provide a Pelican crossing of Newman Road

22. It would be difficult to justify the expense of a Pelican in this location when narrowing to one lane will make it much easier to cross. Vehicles travelling in an eastbound direction on Newman Road stopped at the crossing could block back to and across Oxford Road.

Create cycle lanes on Newman Road approaching Oxford Road

23. These would have very little benefit if the proposed scheme is delivered.

The crossing island on Oxford Road needs to be wider to accommodate a tag along bike or a bicycle with a trailer

24. There's not enough width for this. The crossing island will be wide enough to accommodate all standard bikes; it is well worth going ahead with this even if longer bikes would still have to cross the road in one movement.

A better solution would be to restrict vehicle movements into Newman Road

25. Such a significant alteration to traffic management in the area is not within the scope of this scheme and not considered necessary to provide the improvements to this crossing of Oxford Road. Such a measure would have a significant impact on local accessibility and would adversely affect other roads in the area.

The proposal will do nothing to calm traffic turning in or out of Newman Road

26. Road narrowing on Newman Road and the widening of the traffic island, will have a calming effect on vehicles travelling in either direction even if when they arrive unopposed.

A speed camera should be introduced in Oxford Road

27. Thames Valley Police manage speed cameras. It is highly unlikely that they would support the installation of a camera even if there was external funding.

Design must take into account the needs of people with visual impairments

28. The detailed design will do this including by making reference to the latest statement by the Guide Dogs Reading mobility team.

Toucan crossing of Marsh Lane and connecting shared use facility with raised entry junction treatments

The raised entry treatments are not needed and will make things harder for residents exiting the side roads

29. The raised entry treatments are an important aspect of the scheme design to make crossing the side roads as attractive and safe as possible for cyclists and pedestrians accessing the Toucan. The features have been successfully used extensively across the city and many other areas for some time and are unlikely to make it more difficult to emerge from the side road. Keep clear markings on Marsh Lane can be considered after the scheme is built if queueing across the side roads is clearly made worse. Give way markings will be used on the shared use facility and for vehicles emerging from the side roads to help encourage safe and considerate use of the features by all users.

The corner radii at the side roads should be tighter and the width of the platform should be the full width of the shared footway/cycleway

30. These issues can still be considered at the detailed design stage.

The grass verge on Marsh Lane between Elms Drive and Horseman Close is narrow so cyclists will be too close to traffic on Marsh Lane if the footway is widened

31. Even after widening, there is still plenty of grass verge buffer between the shared use facility and the Marsh Lane carriageway (around 3m).

The shared use footway/cycleway on the west side of Marsh Lane should be a minimum width of 3.3m

32. This will be considered at the detailed design stage. If space and budget allows the track will be fully segregated although initial design investigations suggest that there will be that a couple of trees and lamp columns may create pinch points. Given the likely level of use and to avoid removal of established trees and extra costs to relocate lamp columns officers consider that 3m width provision would be acceptable.

The section of shared use on the east side of Marsh Lane should be segregated

33. The detailed design of the shared use track is not complete yet. Making the shared use segregated will be considered as part of the work.

The scheme would leave a gap between this shared use facility and the one recently introduced by the Access to Headington scheme as far as Ashlong Close and would encourage more illegal cycling on the footway

34. The intended onward journey for people using the scheme is along Elms Drive; the section to Ashlong is not strictly needed. If further funding is available in future, filling the shared use footway/cycleway gap to Ashlong Close can be considered.

The waiting space on either side of the Toucan crossing is not big enough for non-standard cycles

35. The detailed design process will ensure as much space can be provided as possible. However, officers do not believe that the scheme should not go ahead simply because there isn't space for all non-standard cycles.

The scheme is being implemented to accommodate children attending the Swan School and for Barton Park travel demand

36. There are a number of existing and new demands for travel in this area of Oxford and this scheme is intended to enable as many of these demands to be met by people cycling and walking. This will help tackle existing and future congestion enabling the transport network to cope better with travel from the much-needed new homes in and around this area of the city. Hence why this scheme is due to be funded by Growth Deal.

The section of footway on the east side of Marsh Lane between the crossing and entrance to OXSRAD centre should be converted to shared use

37. This will be considered at the detailed design stage. If funding is available this could be delivered. This would need to be subject to a separate formal consultation process.

Design must take into account the needs of people with visual impairments

38. The detailed design will do this including by making reference to the latest statement by the Guide Dogs Reading mobility team.

How the Project supports The Growth Deal and LTP4 Objectives

39. The proposals will complement other investment (including Growth Deal) in improving conditions on a number of main radial routes for bus users, cyclists and pedestrians (Botley Road, Woodstock and Banbury Roads, South East Corridors). Delivering these and other connector routes in Oxford is a step

towards creating a complete walking and cycling network for the city, in particular making journeys by these modes attractive to inexperienced and less confident users.

40. The proposals would help encourage people in Oxford to cycle and walk more often and work together with other Growth Deal investment in Access to Headington, South East Corridors etc to enable more homes to be delivered and more quickly.

Financial and Staff Implications (including Revenue)

41. Funding for the proposals including the staff time taken to progress them is included in the £1.4m of 2018/19 Growth Deal budget allocated to Oxford walking and cycling connector routes.

OWEN JENKINS

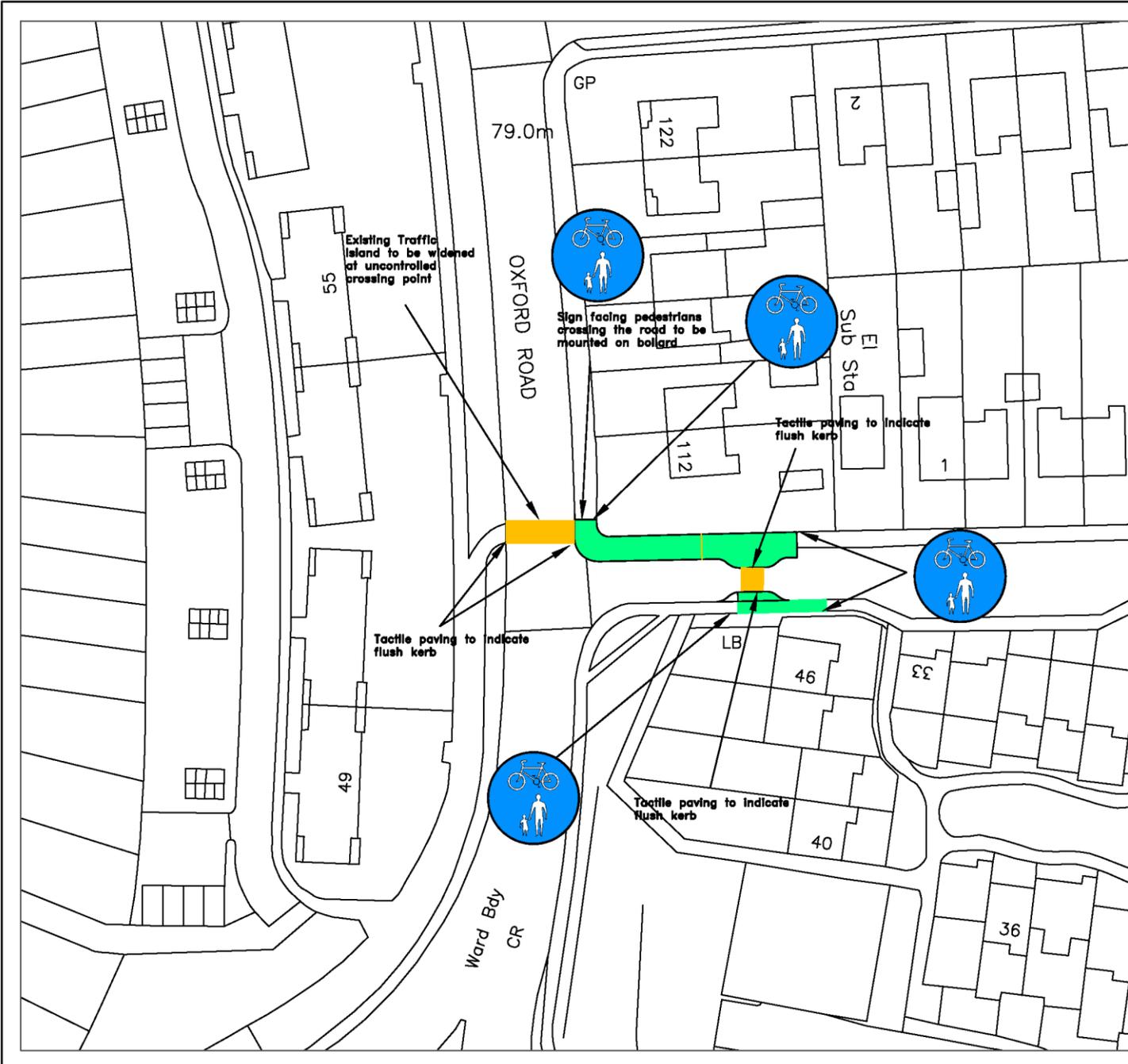
Director for Infrastructure Delivery

Background papers: Plans of proposed lengths of shared use footway / cycle track; raised side road entry treatments and toucan crossing

Consultation responses

Contact Officers: Craig Rossington 07880 945891
Hugh Potter 07766 998704

December 2018



Notes

-  Limit of footway to be converted into a shared use footway/cycleway
-  Uncontrolled Crossing point

Notes:
Locations of signs and tactile paving are indicative and may change during detailed design.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

Oxford Direct Services
 Marsh Road, Oxford OX4 2HH
 T: 01865 335400
 E: oxforddirectservices@oxfordds.co.uk



Client

Project
 Oxfordshire Growth Deal:
 Littlemore: Oxford Road/
 Newman Road Junction
 cycling improvement 2018

Title
 Consultation Plan

Scale	1:500	Drawn By	SMA	Checked By		Approved By	
Drawing Number	0008/A3/00114	Date	11.10.18	Date		Date	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Littlemore Parish Council	<p>Neither - there is certainly a problem on Newman Road with traffic travelling at high speeds and using it as a short cut to avoid the Littlemore roundabout. Pedestrians have problems in crossing Newman Road at any point along its entire length.</p> <p>However, we felt that a traffic calming arrangement in Newman Road, if too near the junction with Oxford Road, could cause dangerous tailbacks onto the main road, and that shared use by pedestrians and cyclists of a busy stretch of pavement would be risky. We ask that your department come up with revised plans which would avoid these problems.</p>
(2a) Littlemore Parish Council (Chair of Transport Working Group)	<p>I think a segregated path with cyclists and pedestrians on Newman Road Littlemore would be a bad idea as the footpaths are narrow and because cyclists and pedestrians don't mix well on the pavements.</p> <p>Personally, I would support either a toucan crossing as John Tanner proposes or ideally a full set of traffic lights at the end of Newman Road. Currently it is difficult to turn right out of Newman Road even as a car driver and with cyclists as well the road is pretty dangerous. I think a full set of traffic lights with advanced stop lines for cyclists would be the best option to provide safe and improved journeys for both car drivers and cyclists.</p> <p>On top of that I would support having an explicitly mixed space road with cyclists encouraged by markings into the middle of the road as far as Long Lane as the road isn't wide enough for sensible dedicated cycle lanes and people also want to park outside their homes.</p> <p>I know traffic lights are a lot more expensive than other measures, however I think it is a shame not to do it here. This is because it is the weakest point for cyclists on the whole southern and eastern bypass which largely has an entirely segregated cycle path. If that cycle path could be used more effectively that would also potentially take traffic away from the ring road which would improve journeys for both car drivers and cyclists as well as hopefully reducing pollution and congestion.</p> <p>It is also worth noting that councils are being encouraged to spend 15% of their budget on cycling [1] so this would be a</p>

	<p>step in the right directly for that.</p>
<p>(3) Oxfordshire County Councillor, (Rose Hill & Littlemore Division)</p>	<p>I have to agree with John Tanner's response to the consultation. John is a cyclist and recognizes the challenges to cyclists but also the safety of pedestrians is a paramount concern.</p> <p>I do not know how much these proposals would cost but, could I please ask officers to consider the desperate need for a pedestrian crossing on Littlemore Road close to the junction with Barns Road where many children have to cross the road to get to the primary school in Barns Road.</p> <p>I have been trying to get a crossing there for many years now.</p>
<p>(4) Oxford City Councillor, (Littlemore Ward)</p>	<p>It is good to see the County Council addressing this busy junction. However, the changes taken together are likely to make matters worse.</p> <ol style="list-style-type: none"> 1) I am completely opposed to cyclists sharing sections of the pavement with pedestrians. This will make the junction more dangerous for pedestrians. This junction is heavily used by local residents accessing the shops and the bus stop. 2) Narrowing the carriageway in Newman Road will slow traffic and discourage the use of this route. However, at busy times there will not be enough queuing space for motorised traffic, especially coming off the ring road. 3) I fully support enlarging the traffic island in Oxford Road, which will improve safety for both cyclists and pedestrians, as well as slowing traffic. <p>What I would like to see is the following:</p> <ol style="list-style-type: none"> 1) An advanced stop line with a cycle box where Newman Road joins Oxford Road. This would give priority to cyclists. 2) A Toucan crossing of Oxford Road (where the traffic island is) between the underpass cycle route and Newman Road. This would make crossing for pedestrians and cyclists very safe and slow traffic. 3) A raised platform on either side of the enlarged traffic island, so that pedestrians and cyclists can move more easily between the underpass cycle-route and Newman Road. This would slow traffic and give priority to both pedestrians and cyclists. 4) A Pelican crossing of Newman Road. This would make it safe for pedestrians to cross and slow traffic. The crossing could be where Newman Road is narrowed.

	<p>5) Restricting parking at the Oxford Road end of Newman Road and creating lengths of cycle lane on the approach to the junction. This would allocate more road space to moving traffic and give priority to cyclists.</p>
<p>(5) Oxford City Councillor, (Marston Ward)</p>	<p><u>Road Humps</u> - Support - <i>No comment</i></p> <p><u>Toucan Crossing</u> - Support - Can the crossing also have a green cycle light, in the same way as the crossing at Staunton Road/Headley Way does?</p> <p><u>Marsh Lane Cycle Track</u> - Support - There should be at grade clear white lines separating the cycle track from the foot way along the length of the path. This path is very heavily used, especially at weekends by children playing football for Marston Saints and Oxford City. It will be safer if there is no undifferentiated share date use.</p> <p><u>Oxford Road Cycle Track</u> - No opinion - <i>No comment</i></p>
<p>(6) Cycling UK</p>	<p>Summary - After a site visit, Cyclox and Cycling UK Formally Object to this proposal - particularly the crossing on Oxford Road, and <u>if</u> the shared use footway falls below 3m width.</p> <p>On paper - it might provide some benefit to bicycle users and pedestrians. In practice it would be a border line piece of infrastructure re design guidelines, resulting in a risk of cycle/pedestrian conflict on the blind bend. The shared use section of footway in Newman road we are told will be "around" 3m wide - less 0.5m to allow for the adjacent vertical fence/hedge, so just meets minimum standards (2.5m width) in Oxfordshire County Council's own Cycle Infrastructure guidelines.</p> <p>If constructed, there are motor traffic management issues not addressed in these plans. If constructed, Oxford Road would have extremely narrow lanes past the traffic island. Oxford Road currently is not wide enough for a safe (wide enough) pedestrian/cycle waiting refuge.</p> <p>The only effective crossing here would be a signalled toucan crossing (no road widening required). This is part of the Oxfordshire Growth Deal, so there are probably funds available to do a "proper job" - see suggestion at the end of this e mail.</p> <p>In more detail - This junction is an important link in the cycle network along the eastern ring road/eastern arc employment sites. Currently this junction is very off putting for people while walking or cycling. While the reported accident rate here is low (https://www.cyclestreets.net/collisions), the perceived dangers are considerable.</p>

We visited the junction for about 40 minutes from 2pm on a Saturday afternoon. It was a very busy junction particularly the volume of motor traffic entering and exiting Newman Road.

Crossing Oxford Road - For a safe/effective refuge in the middle of Oxford Road, the pedestrian/cycle refuge needs to be 3m wide to accommodate a standard bicycle, longer to accommodate a cycle with tagalong/trailer or family tandem.

Oxford Rd at this point is aprox 7.3m wide - so a 3m wide refuge leaves 4.3 m road width (2.15m each side) which is too narrow. For this to be a safe crossing/refuge, Oxford Road will need to be widened by about 2m or so - there is not verge space available for this.

Thus, to have a safe crossing in the current width, a toucan crossing will be required. As the road is so busy with traffic exiting the Littlemore Roundabout, a Toucan crossing is the only safe (both actual AND perceived) way to have a crossing on Oxford Road.

Shared footway width in Newman Road - Oxfordshire County Council Cycling Design Standards says the recommended width for shared use tracks is 3.0m, and a minimum width for shared use footways is 2.5m (Para 3.4.9).

The footway width available in Newman Road is to be "around 3m" once this scheme is implemented, which equates to 2.5m (minimum width under guidelines) once the adjacent fence/hedge is allowed for. On arrival, one of us walked around the corner from Oxford Rd into Newman Rd and had difficulty in passing a person who was cycling on the footway towards Oxford Road. The corner on the footway is a blind corner (tall vegetation).

As we stood in a line along the fence, other pedestrians had trouble walking past us. In no way can people be expected to cycle past pedestrians or other cycle users when it is difficult for pedestrians to walk past each other. Adding a further 1.3m width would still require care when passing.

With a 3m (kerb - fence) shared footway, Newman Road will be reduced to about 5m width. While this has the benefit of (possibly) putting off motor traffic use, it has the risk that vehicles turning left into Newman Road will find it a tight turn, and so over running the footway on the corner to make the turn.

Cycles rejoining the road in Newman Road - Some form of no parking needs to be marked to prevent the cycle entry on the road from being blocked by parked vehicles. The shared use has a protected entry for cycles heading into/along Newman Rd (a good feature in itself). There are no parking restrictions at this point.

Signing if the shared use footway - A big problem for some is "cycling on the footway". A big cause of this is little or no signage of **when the shared use section ends** and becomes pedestrian only. There are no signs on the plan to say this. Yes there are tactile slabs that infer this, but the general public by and large will not interpret this as "End of cycle track" or "Cycles re join main carriageway". Clear signing/lining needs to clearly mark the end of the footway cycle tracks.

The road narrowing in Newman Road - This has no vehicle priority signs on the plan. We have been told that in

Newman Road "... for eastbound traffic to wait to give way to westbound traffic, although priority would almost certainly be given to westbound traffic here.". This would certainly help deter rat running to Cowley Center, but would result in east bound vehicles backing up into Oxford Road, surely east bound traffic should have priority through the narrowing to prevent backing up onto Oxford Road. See the next point.

Busy junction/rat run - We visited the junction for about 40 minutes from 2pm on a Saturday afternoon (chosen as a mutually convenient time). It was a very busy junction. We were staggered by the volume of motor vehicles entering/exiting Newman Road. In 5 minutes I counted 27 motor vehicles entering Newman Rd (basically 1 vehicle entering every 12 seconds). We didn't count vehicles exiting Newman Rd, but that was busy too. It was busy for the full 40 minutes we were there. We presumed this was far too much traffic to be just residents, and concluded that most traffic was using Newman Road as a rat run to Cowley Centre via Cowley Rd/Littlemore Rd/Crowell Rd. There are larger roads that motor vehicles should be using to access Cowley Centre (Oxford Road/Between Towns Road or the ring road/Garsington Road/Between Towns Road, ie A4158/B4495/B 480/A4142)

A better solution - The biggest problem for cyclists currently is crossing Oxford Rd. On exiting Newman Rd they have to compete in the middle lane of Oxford Rd with motor traffic waiting to turn right (from Littlemore roundabout) into Newman Road.

We propose banning right turns into Newman Rd and right turns exiting Newman Rd. Extend/redesign the current traffic island towards Littlemore roundabout to prevent the aforementioned right turns. Cycles turning right from Newman Rd could turn right, and via a flush kerb get onto the extended traffic island. Crossing the traffic stream from Littlemore roundabout is relatively straight forwards - due to the traffic lights on the Littlemore roundabout, there tends to be regular gaps in the traffic flow. This would be a big ask of residents, who might prefer the following option.

In addition the area between A4158/B4495/B 480/A4142 be made impermeable to motor vehicles, turning it into a "Mini Holland". This filtered permeability would best be achieved by a closure to motor vehicles on Littlemore Rd between Mayfair Road and Bartholomew Road and probably a 2nd closure in Church Hill Rd between Westbury Crescent and Church Cowley Rd (B4495). This would result in better air quality, less traffic and generally a better environment for local residents. Indeed, this could be the headline reasons for promoting such a scheme.

Conclusion - For a safe crossing on Oxford Road, a toucan crossing is needed, or as proposed in this scheme BUT only with a widening of Oxford Road. The shared use footway west bound on Newman Road just meets guidelines, but with a blind corner may well have a pedestrian - cycle conflict built in.

The narrowing of Newman Road has some traffic deterrence effect (probably), but also has a risk of left turning vehicle over running the corner where people would wait to cross Oxford Road. Best scheme would be for the rat run to the Cowley Centre to be closed to motor vehicles.

<p>(7) Cyclox</p>	<p>Cyclox supports the principle of providing side-entry treatments with raised tables at the entrances to Horseman Class and Eden Drive: However, we object strongly to the following details of their design:</p> <ol style="list-style-type: none"> 1. The corner radii all need much greater tightening by kerb realignment. Purpose: to reduce speed of turning vehicles and to prevent intrusion of kerb into the cycleway traversing the mouths of the junctions 2. The table width should be the combined full width of the cycleway plus the footway, without causing them to narrow, i.e. minimum of 3.3 metres (see below), not 2.6m. <p>Cyclox supports the proposed full segregation of peds and cycles on the west (outbound) side of the highway. However we object to these design details:</p> <ol style="list-style-type: none"> 1. The minimum width for a footway is 1.5m, preferred width 2.0m (Oxfordshire Walking Design Guide, page 11). The minimum for a cycleway is 1.8m, preferred 2.0m. Therefore the combined width must be at least 3.3m (not 3m), with 4.0m preferred because the cycleway will be used in both directions. 2. The diagram does not show which side will be which. We strongly prefer that pedestrians use a footway adjacent to the boundary walls of the houses, while cycleways are nearer the carriageway. <p>Cyclox objects to the shared ped-cycle space marked in green on the East side of the crossing. There is plenty of room instead for full segregation here: see https://goo.gl/maps/JhbEesf6Z1N2 . A separate cycleway will anticipate better the improvements we presume will follow later to provide a segregated cycleway along the full length of the East side of Marsh Lane.</p> <p>The wait-space on each side of the crossing is insufficient for certain kinds of cycle. See attached diagrams of non-standard cycles for which plenty of room is needed (taken from IAN 195/16 page 13), particularly for the physically disabled.</p> <p>Cyclox supports the installation of a dedicated signalled cycle crossing at the location of the present pelican. A toucan will do, but a Parallel (or “Tiger”) crossing could be better. Signal phasing must be adjusted so that a pedestrian or cyclist Call triggers immediately (i.e. within 5 seconds) the cycle to red against motor traffic.</p> <p>It could be worth experimenting with a Rest-on-Red principle to help reduce motor vehicle speeds.</p>
<p>(8) Guide Dogs Mobility Team</p>	<p>Neither - For blind and partially sighted people the walking environment is fundamental to independent mobility. Cyclists riding on footways or pavements, or in pedestrian areas, are a cause of concern as their presence is unnerving and potentially dangerous for blind and partially sighted pedestrians who cannot see and sometimes cannot hear when a cyclist is approaching.</p>

	<p>Safe and convenient routes should be provided for cyclists on the carriageway. Where this is not possible off-carriageway routes for cyclists should be separate, or clearly segregated from, pedestrian routes.</p> <p>Guide Dogs recognises that most cyclists will be considerate of pedestrians. However even a considerate cyclist may find it difficult to avoid a blind or partially sighted pedestrian who steps in front of them because they did not see or hear their approach, or were disorientated by their approach and moved the wrong way. Just one near miss can affect the confidence of a blind or partially sighted person.</p> <p>Well designed and carefully located cycle parking should be provided at key points such as the approach to shopping areas.</p> <p>Shared facilities where pedestrians and cyclists share a path should have a central delineator (a raised white line) and corduroy paving to denote each side, laid in a ladder-like pattern for the pedestrian and tram-like for the cyclists</p> <p>A leading market research company, was commissioned by Guide Dogs to conduct a survey examining the impact of shared-use pedestrian/cycle paths on the safety, mobility and independence of 500 blind and partially-sighted people in the UK.</p> <ul style="list-style-type: none"> • 9 out of 10 respondents had concerns about using shared use pedestrian/cycle paths • Half the respondents would go out of their way to avoid a shared use pedestrian/cycle path or were very reluctant to use them.
<p>(9) Local Resident, (Marsh Lane)</p>	<p><u>Road Humps</u> - Object - Cyclists ride on public footpath at the moment and do not stop at the junctions and to have a flat continuation of the footpath/cycle track on either junction would make it worse as cyclist will think they have right of way. Which could lead to accidents with motorists exiting or entering the junctions. Also the grass verge from Horseman close to Elms Drive is very narrow so to widen the path to accommodate a cycle track would put cyclists or pedestrians nearer to the main road which is very busy with speeding traffic.</p> <p><u>Toucan Crossing</u> - Neither - <i>No comment</i></p> <p><u>Marsh Lane Cycle Track</u> - Object - <i>No comment</i></p> <p><u>Oxford Road Cycle Track</u> - No opinion - <i>No comment</i></p>

<p>(10) Local Resident, (Marsh Lane)</p>	<p><u>Road Humps</u> - Support - <i>No comment</i></p> <p><u>Toucan Crossing</u> - Support - Very much needed, cyclists have not choice but to misuse the existing crossing to cross over a VERY busy road.</p> <p><u>Marsh Lane Cycle Track</u> - Support - Very much needed, cyclists currently have to ride on the pavement or ride on a VERY busy and fast flowing road. However, this track must not be used for parking by residents and visitors. All along Marsh Lane currently residents and visitors use the pavement and grass verge to park on, this even happens when residents have their own unoccupied drive to park on. The white line has already been painted further up Marsh Lane and already parking on the new cycle lane is occurring blocking the path for both cyclists and pedestrians. Oxfordshire County Council MUST issue penalty notices in these areas. In eight years of living on Marsh Lane, I've only seen this occur ONCE!</p> <p><u>Oxford Road Cycle Track</u> - Support - <i>No comment</i></p>
<p>(11) Local Resident, (Marsh Lane)</p>	<p><u>Road Humps</u> - Support - <i>No comment</i></p> <p><u>Toucan Crossing</u> - Support - No comment</p> <p><u>Marsh Lane Cycle Track</u> - Neither - <i>No comment</i></p> <p><u>Oxford Road Cycle Track</u> - Neither - Whilst you are undertaking this work please can you sort out the dip in the road on Marsh Lane by Dents Close. When lorries or buses go over it the whole house shakes (enough to wake us up if we are sleeping). This also affects our neighbours and those living opposite. We have had an Oxfordshire Highways Officer come to look at the problem, but have heard nothing back. Surely if you can do these road improvements you can fix this severe problem, which is impacting on our well-being on a daily basis.</p>
<p>(12) Local Resident, (Horseman Close)</p>	<p><u>Road Humps</u> - Object - Already a 20mph restricted area. Traffic calming not required. Unnecessary expense. Need Keep Clear painted on road. It is difficult to get out of Horseman Close as traffic queues across junction. Worst if they have stopped because traffic lights are red. Traffic humps not deemed necessary across Ashlong Road when cycle footway put in recently and there is Keep Clear sign there.</p> <p><u>Toucan Crossing</u> - No opinion - Cyclists can and do use existing crossing</p>

	<p><u>Marsh Lane Cycle Track</u> - Support - It should be continued between Elms Drive and Ashlong Road otherwise. This stretch would be left as a pedestrian footway between two sections of shared track. Hazard to pedestrians if left. Likely to be used more when Swan school built especially by children</p> <p><u>Oxford Road Cycle Track</u> - No opinion - <i>No comment</i></p>
<p>(13) Local Resident, (Raymund Road)</p>	<p><u>Road Humps</u> - Object - <i>No comment</i></p> <p><u>Toucan Crossing</u> - Object - <i>No comment</i></p> <p><u>Marsh Lane Cycle Track</u> - Object - <i>No comment</i></p> <p><u>Oxford Road Cycle Track</u> - Object - <i>No comment</i></p>
<p>(14) Local Resident, (Horseman Close)</p>	<p><u>Road Humps</u> - Object - It is difficult enough having to exit Horseman Close, a hump in the road will not assist, as people will not give way, they will just continue along the road, reduce speed then continue. Currently, if there is stationary traffic towards the Hospital and schools, we have to wait for someone to give way in that traffic and rely on a driver to "let us out" on the other side however, if travelling left, cars very rarely give way, they will just be slower and more congested. Exiting this residential street is frustrating and difficult at the best of times, this is going to be more time consuming and sadly, due to bad planning, its going to get much worse! Why not put traffic lights.</p> <p><u>Toucan Crossing</u> - Neither - <i>No comment</i></p> <p><u>Marsh Lane Cycle Track</u> - Object - I feel the Council are implementing new cycle lane to accomodate the new Swan School and the impending traffic from Barton West which will lead to both by children and cars - incidentally, the children from this new estate were due to attend Wheatley Park - this was stipulated during the Planning meetings before permission was granted to build there, what happened to that? I would appreciate your response to that question! We have always had children come this route to attend Cherwell School so why this change? I think as a Council, you have an agenda and regardless of what the residents say, you will implement them come what may!!! I have to leave this street every day - this is difficult enough on a daily basis but now I have to wait for cyclists to have right of way as well as cars (which incidentally enough have not reduced, only increased and will get worse, for longer periods of the day as the new school will open and close at different times). Why not put traffic lights at the top of the road to enable us residents of Horseman Close to exit in a safe and calm manner rather than play "how fast is this car travelling" which will become more interesting adding cyclists to the mix.</p>

	<p><u>Oxford Road Cycle Track</u> - No opinion - <i>No comment</i></p>
<p>(15) Local Resident, (Long Lane)</p>	<p><u>Road Humps</u> – No opinion - <i>No comment</i></p> <p><u>Toucan Crossing</u> – No opinion - <i>No comment</i></p> <p><u>Marsh Lane Cycle Track</u> – No opinion - <i>No comment</i></p> <p><u>Oxford Road Cycle Track</u> - Object - I am not objecting to safety improvements on this junction, however, I believe what you are proposing is not going to make it much safer for pedestrians and cyclists and may cause other issues as a result.</p> <p>If you narrow the Newman Road by introducing additional traffic calming measures (e.g. kerb extension), as indicated on your drawing, to allow cyclists and pedestrians to cross, it may cause several issues for vehicle users and cause a gridlock at the junction which may result in the traffic being backed up to the roundabout and potentially at the roundabout during peak times AM and PM, as a minimum.</p> <p>Vehicles coming from Littlemore roundabout turning right from Oxford Rd. to Newman Road would not be able to do so easily as there would not be enough space to join cars which would already be waiting in line on Newman Road (to resolve this you could give way to traffic coming off the junction and ban parking at least on one side of the Newman Road). However, cars travelling towards the junction may struggle to leave Newman Road which would create congestion on Newman Rd. itself. This is a very busy and unsafe junction with several accidents and near misses which occur on a regular basis due to poor visibility to vehicle users turning right from Newman Road to Oxford Road.</p> <p>These accidents are rarely recorded as accidents as they don't result in casualties or personal injuries (so are not classed as major, medium or minor) because the speed at which people arrive at this junction is low. There are limited safe opportunities for vehicles to turn right from Newman Road onto Oxford Rd. therefore vehicle users who find a gap trying to turn quickly give no or limited consideration to pedestrians and cyclists, so if there is more traffic on Newman Rd caused by your improvements, it would make it even less safe for pedestrians and cyclists as drivers would try to leave quicker being already significantly delayed.</p> <p>In addition, the turning angle is already very tight so in regards to widening the middle islands on Oxford Road, if you widen the island vehicles turning right from Newman Rd. to Oxford Road would struggle to turn, especially the wider ones (which would result in more traffic on Newman Road as vehicles would need to position themselves to the left on Newman</p>

	<p>Rd. to make the turn: currently two smaller vehicles just about fit next to each other allowing one to turn right from Newman Rd and one left - to resolve this issue and if possible, the approach to the junction should be widened with a dedicated left lane to fit at least two cars).</p> <p>Another major factor why widening the footway and adding the calming kerb extensions on Newman Rd would cause issues is related to parking. On a regular basis, and especially during morning and afternoon, there are many vehicles parked on both sides of the Newman Road (there is also a post box situated approximately 20m from the junction and cars need to stop nearby to get to it including Post Office van.</p> <p>The parking arrangements are already making it very difficult for cars to manoeuvre their way to the junction, which would make it even more unsafe for cyclists unless you convert the entire length of Newman Road to shared use facility.</p> <p>Ultimately, this would look like the arrangements on the other side of the roundabout: on Oxford Rd adjacent to Milvery Road (which is a "nightmare" at times), except that Newman Road junction is much busier and has additional turning lanes, which again would make it more unsafe and more congested.</p> <p>Going back to the widening of the uncontrolled pedestrian crossing on Oxford Road, I believe it is unlikely that this would solve the issues for this junction and would not make it much safer for pedestrians and cyclists as you envisage. The pedestrian crossing should be moved further north to make it safer for everyone to cross. I understand that pedestrians and cyclists do not like to travel too far to cross but in this circumstance, we recognise it is a very busy and unsafe crossing and sometimes pedestrians and cyclists wait a long time to cross especially during peak hours therefore we would welcome it even if it was moved by 5/10 meters, which shouldn't make a massive difference to distance travelled but would make it safer.</p> <p>I believe the drivers turning right from Newman Road to Oxford Road would also welcome this amendment. Ultimately, this junction should be looked at as a whole and safety should be improved for all users, which should also resolve the issue you are trying to solve with this consultation, namely, improving safety for cyclists and pedestrians. I understand there may not be any funding available for a major improvement at the moment, so please review the above points and consider in your design and final proposal of it goes through.</p>
<p>(16) Local Resident, (Herschel Crescent)</p>	<p><u>Road Humps</u> - Support - <i>No comment</i></p> <p><u>Toucan Crossing</u> - Support - <i>No comment</i></p> <p><u>Marsh Lane Cycle Track</u> - Support - <i>No comment</i></p>

	<p><u>Oxford Road Cycle Track</u> - Support - The shared footway should extend further down Long Lane to close up the gap in ring road cycle route. I have often experienced impatient and aggressive motorists while cycling here, especially on the roundabout where Long Lane/Newman Rd intersect with Cowley Rd, and there are plenty of vulnerable children and young people who cycle this route on the way to The Oxford Academy at peak time in the morning.</p>
<p>(17) Local Resident, (Horseman Close)</p>	<p>Support (with concerns) - Overall I support your proposals for improved pedestrian and cycling but I think there are issues that need reconsidering.</p> <p>The ongoing roadworks at the Cherwell Drive junction include a cycle track which goes along Marsh Lane terminating at Ashlong Road. Your proposals are for a shared footway between Horseman Close and Elms Drive. Should this then not be continuous from Elms Drive to Ashlong Road? Your plans leave a PEDESTRIAN footway along this stretch which cyclists should not be using. This route is used frequently by school children coming from Northway direction via the crossing and with the future Swan School its use will probably increase.</p> <p>Both Elms Drive and Horseman Close are in 20mph speed controlled areas as is Ashlong Road. It was not deemed necessary to put flat top traffic road humps across Ashlong Road so why are they needed at the other two junctions with Marsh Lane? I think it is unnecessary and an added expense. Cars approaching Marsh Lane have to stop at either of these three junctions and those turning in would be travelling at less than 20mph. Traffic calming is not an issue.</p> <p>Finally the traffic flow / queues, especially in the morning and evening, often stop across Horseman Close when the traffic lights are red, making it difficult to pull out onto Marsh Lane. In conjunction with the crossing upgrade would it be possible to paint Keep Clear across the junction to make this easier.</p>
<p>(18) Local Resident, (Newman Road)</p>	<p>Object - I have to say it seems somewhat ill thought out and potentially dangerous.</p> <p>The road junction at the top of Newman Road is consistently ignored by drivers who cut the corner into the side road when coming off the roundabout at much greater speeds than the 20 MPH speed limit assigned to Newman Road. Also cars being driven carelessly when turning out of Newman Road past where the traffic island exists have already demolished the bollards on several occasions. There is unfortunately no reason to expect driving habits will change. Therefore, without a controlled crossing of some kind the proposal is an accident waiting to happen.</p> <p>Even with a controlled crossing significant bottlenecks would occur at the junction. As things stand at present Newman Road is solid with traffic at peak times. A narrowing of the road approaching the junction will only worsen the problem potentially causing gridlock as traffic turning into and driving out of Newman Road will most likely increase tailbacks on Newman Road but more importantly on the main road approaching and leaving the roundabout.</p>

	<p>I can appreciate the idea is being proposed to make life easier and safer for cyclists but it will actually make things significantly worse. On safety grounds alone you would be better leaving things as they are. At least now as things stand cyclists have to stop, think and be vigilant when crossing the road. Our experience of cyclists who frequently cycle rapidly along the pavements in Newman Road is that they give little thought to cars pulling out of drives or more importantly people walking on the pavements. This proposal will only make the issues worse. If cyclists use your proposed crossing in the same cavalier fashion someone is going to get seriously injured or killed. As a resident of Newman Road I know and understand the very real risks There is not a single but multiple safety risks associated with the proposal which quite simply I would respectfully suggest out way any perceived benefits.</p>
<p>(19) Local Resident, (Oxford Road)</p>	<p>Support (with concerns) - This is fine we should keep safe pedestrian and cyclists. But what about area residential car driver’s safety and access to the oxford road?</p> <p>We live in oxford road Littlemore and face a serious problem getting on to the road. This road extremely busy especially in the morning and evening and in this time big ques makes difficult for us to get on the road as drivers not give the way. Also, there is no speed cameras and people drive very fast either coming from ring road or Iffley/rose hill road. Can we request you to investigate this issue and think about may be implementing speed cameras?</p> <p>Also, can we have “yellow boxes” or sign “keep clear” front of our house so we can get onto the road when traffic que at front of our house.</p>
<p>(20) Local Resident, (Oxford Road)</p>	<p>Object - As a resident of Oxford Road, Littlemore I feel I must protest about the proposal to make the footpath at the junction of Newman Road and Oxford Road a shared footpath for both cyclists and pedestrians. I consider the idea ill-conceived and one that likely to make what is already a hazardous corner for pedestrians to negotiate when turning from Oxford Road into Newman Road even more so.</p> <p>Some months ago, I was knocked to the ground by a cyclist using the footpath, who incidentally did not stop at the scene, to turn from Newman Road into Oxford Road. I feel your proposal will only encourage more cyclists to make this manoeuvre. The footpath at this junction is already quite narrow, although I note that it is proposed to make the footpath wider and the road narrower, to the detriment of drivers, and a view around the corner is made impossible by the fence around # 112 Oxford Road and overhanging foliage.</p> <p>I believe that the number of accidents that occur at this junction, the most recent involving a police car and a cyclist, will reinforce my view that the junction is already a dangerous one. I also believe that some consideration should be given should be given to the hazard caused to people like myself, mid-seventies and a little unsteady on their feet, when cyclists</p>

	<p>using the footpath, illegally I believe, traveling against the flow of traffic and ignoring the cycle lane painted on the highway, pass at speed only inches from one's shoulder.</p>
<p>(21) Local Resident, (Marsh Lane)</p>	<p>Neither - It is paramount for cyclists' and bikers' safety to have full clear vision for all road users at junctions. To allow for this I would like to suggest "Keep Clear" boxes at Horseman and Dents Close. I live near these junctions and have seen evidence of accidents arising as a result of queues of traffic obstructing vision.</p>
<p>(22) Local Resident, (St Nicholas Road)</p>	<p><u>Road Humps</u> - No opinion - <i>No comment</i></p> <p><u>Toucan Crossing</u> - No opinion - <i>No comment</i></p> <p><u>Marsh Lane Cycle Track</u> - No opinion - <i>No comment</i></p> <p><u>Oxford Road Cycle Track</u> - Object - I use this section of road often in order to get to the bus stops and shops at Rose Hill. The pavement is narrow and the turning there is quite blind. I have two children and a double pushchair and I often find bicycles already use the pavement and there is little room to get past. This corner should be a cyclist's dismount section of the public footpath. Cyclists can be rerouted down Eastern Avenue and use the cut through to Newman Road as the whole of the corner junction you propose to develop is too busy and too close to the ring road, cyclists should avoid it as much as possible. Instead, consider putting a pedestrian/cycle crossing on Newman Rd where the cut through to Eastern Avenue is. This would ensure safe crossing for numerous footpath users and students attending local schools (Oxford Academy, etc) who often run out into traffic on Newman road because they have no safe place to cross.</p>
<p>(23) Local Resident, (Cardinal Close)</p>	<p><u>Road Humps</u> - No opinion - <i>No comment</i></p> <p><u>Toucan Crossing</u> - No opinion - <i>No comment</i></p> <p><u>Marsh Lane Cycle Track</u> - No opinion - <i>No comment</i></p> <p><u>Oxford Road Cycle Track</u> - Object - I have mixed feelings. As a cyclist, I find the junction very difficult. However, the pavement is not wide enough for shared use on the corner. As a pedestrian I have had problems being confronted by cyclists on the pavement who are travelling quite fast. This is particularly an issue when pushing my baby in the push chair. On the plans, I see no attempt to widen the pavement on the corner which is the most dangerous point as you cannot see round it. Nor are there plans to widen the pavement on Oxford Road which would be needed (I realise it is much wider closer to town).</p>

<p>(24) Local Resident, (Newman Road)</p>	<p>Support (with concerns) - As residents of Newman Road and regular cyclists we strongly support this effort to improve the safety and effectiveness of the Newman Rd/Oxford Rd junction for cyclists. However, the sharing of pavements in Newman Road by pedestrians and cyclists is already highly problematic and dangerous. Also, the volume of queuing traffic during rush hours, in Newman Rd, is so high that the proposed narrowing of Newman Road on the plan is not viable.</p> <p>Therefore, we would prefer the following changes: a controlled junction where Newman Road joins Oxford Road to allow pedestrians and cyclists to cross safely from the cycle track into Newman Road and traffic coming off Littlemore roundabout to turn right safely into Newman Road; a no parking zone and cycle lanes at the Oxford Road end of Newman Road and a cycle priority box in advance of the stop line at Oxford when emerging from Newman Road; no right turn except for cycles from Newman Road into Oxford Road.</p> <p>In the longer term it may be necessary to block off Newman Road to motor vehicles at the Oxford Road junction as is already the case with a number of residential streets in Cowley, where the volume of rush hour and cut-through traffic, vans, lorries and delivery vehicles becomes unsustainable. It is already difficult at these times for residents to access their properties and the duration and volume of stationary traffic is such that the air quality is compromised beyond acceptable limits for a residential street. At certain times and weather conditions this may be exacerbated by the proximity of the bypass dual carriageway which lies at a higher level but parallel to Newman Road. The health deficits from exposure to road traffic air pollutants are well documented as is the relative health deprivation of parts of Littlemore.</p>
<p>(25) Local Resident, (unknown)</p>	<p><u>Road Humps</u> - No objection - <i>No comment</i></p> <p><u>Toucan Crossing</u> - No objection - <i>No comment</i></p> <p><u>Cycle Track</u> - Object - There has been an increase in the number of vehicles using Elms Drive as a "cut through" since the start and during work on the Headington improvement scheme. Many of the vehicles cut through at high speed and have no regard for parked vehicles, belonging to residents and cyclists. Sometimes using the grass verges to avoid delays due to any obstruction and with no regard to cyclists or residents.</p> <p>Our belief is that now it is known a "cut through" is available, it will not stop vehicles in the future. Therefore, if cyclists are directed into Elms Drive when using the cycle path it would only be a matter of time before a serious accident would occur.</p>

CMDE4

	Continuing the cycle track along Marsh Lane only, maybe a better option, due to parked cars not allowing cyclists or drivers to see each other.
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Division(s): Grove and Wantage; Shrivenham

CABINET MEMBER FOR ENVIRONMENT – 17 JANUARY 2019

EAST CHALLOW: A417 PROPOSED 30MPH SPEED LIMIT

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a 30mph speed limit as advertised.

Executive summary

2. Speed limits are reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Proposed changes are assessed applying the County Council's Procedure for Speed Limits.

Introduction

3. This report presents responses received in the course of a statutory consultation on a proposal to reduce the speed limit on the A417 between East Challow and Wantage from 40mph to 30mph.

Background

4. The above proposal as shown at Annex 1 has been put forward in conjunction with approved residential development on the north side of the A417 between East Challow and Wantage which creates two new junctions giving access to the development. It should be noted that in addition to the proposed speed limit reduction, proposals for a signalled pedestrian crossing and a traffic calming build-out have also been prepared as part of the development and are due to be consulted on separately.

Consultation

5. Formal consultation on the proposal was carried out between 14 November and 14 December 2018. A public notice was placed in the Herald Series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse District Council, Wantage Town Council, East Challow Parish Council and the local County Councillor.

6. Five responses were received. 3 objections, 1 expression of support and 1 non-objection from the District Council. The responses are set out at Annex 2, with copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police expressed an objection to the proposal on the grounds that compliance by drivers with the reduced speed limit may be very poor and that the proposed speed reduction is not necessary.
8. Although the above concerns are noted, the development will require the construction of two new junctions and it is proposed also to provide a signalled pedestrian crossing and traffic calming feature, with these being subject to a separate consultation. The proposed speed limit is considered necessary to safely accommodate the additional turning traffic and pedestrian crossing demand.
9. The Vale of the White Horse District Council expressed no objection, noting that the reduction in speed limit is a requirement of planning permissions granted for housing developments on the northern side of this part of the A417.
10. Two objections were received from members of the public; one cited concerns that the speed limit was unnecessary given the growth in traffic due to development in the area which already helped reduce speeds and also expressed concerns over the level of new development in the area which they considered excessive. The other objection did not cite any grounds. Although these objections are noted, the proposed reduction in speed limit is considered necessary for the reasons given above.
11. One expression of support was received from a member of the public who considered that the proposal was appropriate taking account of the approved development.

How the Project supports LTP4 Objectives

12. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

13. Funding for the proposed measures has been provided by the developers.

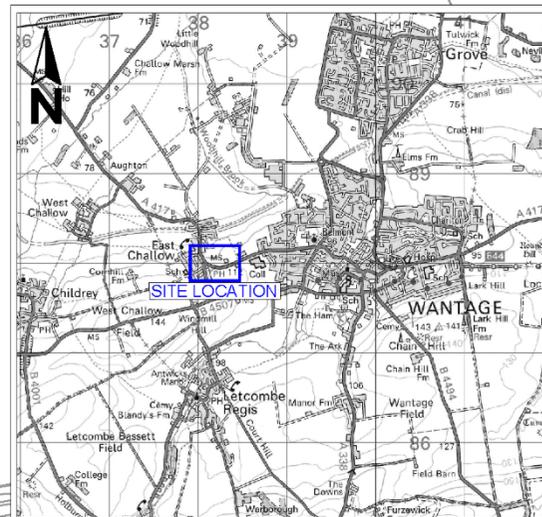
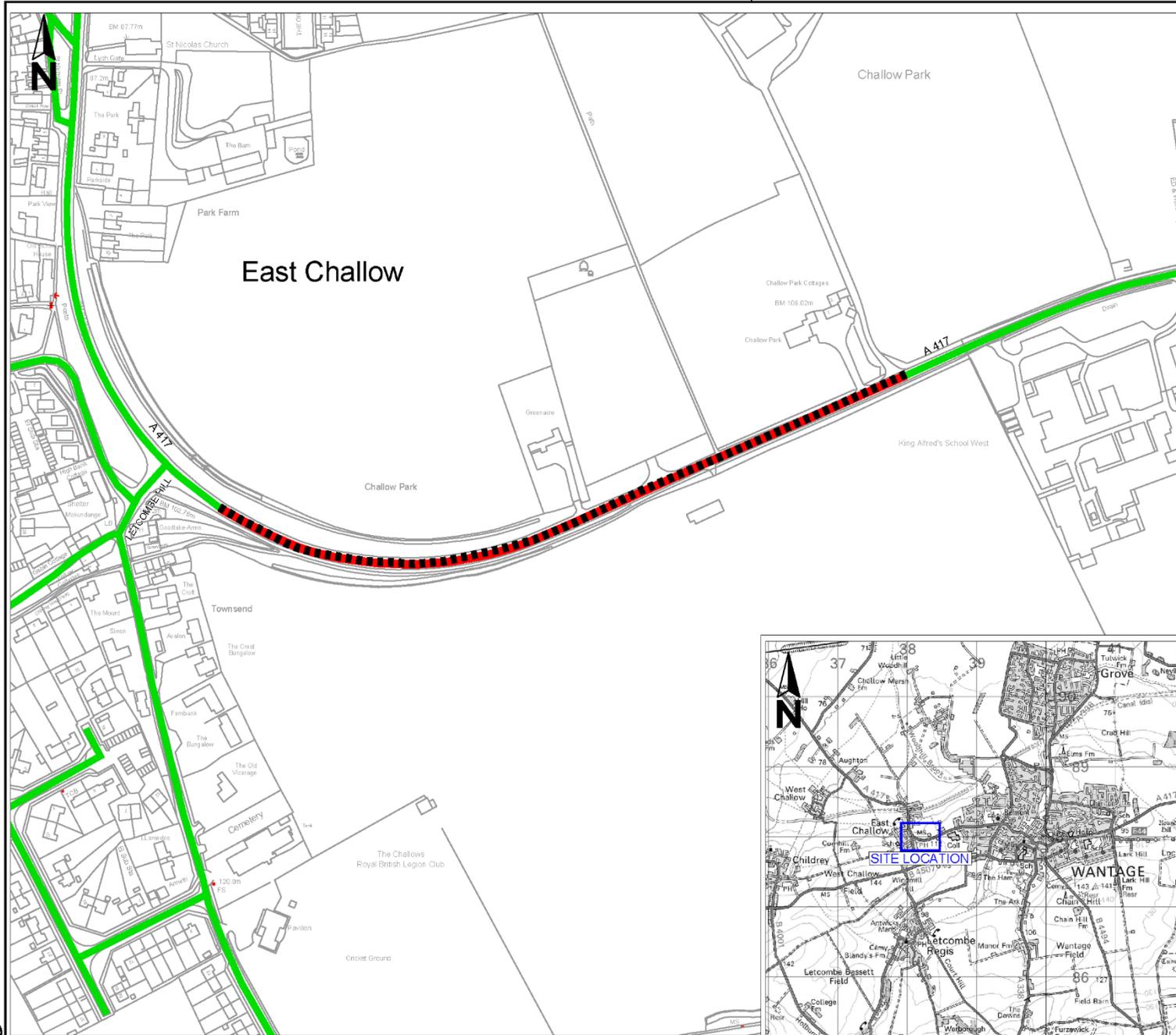
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
Consultation responses

Contact Officers: Hugh Potter 07766 998704

January 2019



Drawing No.		Revision	
		0	
Key			
		Proposed 30mph Speed Limit in place of existing 40mph (approx 452 metres)	
		Existing 30mph Speed Limit (to remain)	
<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078606</p>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
<p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: 01865 241577</p>			
<p>Project title PROPOSED 30MPH SPEED LIMIT EXTENSION</p>			
<p>Drawing title EAST CHALLOW A417</p>			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	11/18		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	Object - This current proposal would connect two existing 30 limits, I would have grave concerns on the effect this would have on current speeds. There are also examples in this area where lowering the speed limit outside new development has not been necessary and I urge the Authority to reconsider this current proposal.
(2) Vale of White Horse District Council	No objection - the change is a requirement of planning permissions granted for housing developments on the northern side of this part of the A417.
(3) Local Resident, (Wantage)	Object - There is no need to slow traffic down even further, the condition of the road and amount of traffic on it already is bad enough and restricts it either way, reducing the speed limit doesn't help anyone at all ever. Stop building more and more houses and not doing anything to the roads to cope with the extra traffic. Build houses away from main roads.
(4) Local Resident, (Wantage)	Object – <i>No comment.</i>
(5) Local Resident, (Grove)	Support - Sounds sensible - this is a very small stretch of 40mph currently squeezed between 2 30mph zones - with the additional houses being built along there requiring egress this seems a logical move.