

Divisions affected: *Cowley*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**27 MARCH 2025**

### **OXFORD: BOSWELL ROAD – PROPOSED ‘BUILDOUT’ FEATURE & PARKING RESTRICTITONS**

**Report by Director of Environment & Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the following features in Boswell Road, in Oxford as advertised:**
- b) **‘Buildout’ feature to be located on the eastern side, adjacent to the footpath linking to John Smith Drive,**
- c) **‘No Waiting at Any Time’ (double yellow lines) parking restrictions on both the east & west sides.**

#### **Executive Summary**

- 2. This report presents responses received to a statutory consultation on proposals for pedestrian and cycle improvement works in the vicinity of the existing footway / cycleway access between Boswell Road and John Smith Drive.
- 3. Specifically, the proposals will see the introduction of a ‘buildout’ to be located on the eastern side of the carriageway, adjacent to the existing footpath / cyclepath link between Boswell Road and John Smith Drive. The ‘buildout’ will improve pedestrian and cycle access to this link. It will give priority to road traffic travelling north-eastwards from Barns Road, with vehicles travelling south-westwards required to give-way. To ensure refuse vehicle access, additional ‘No Waiting at Any Time’ (double yellow lines) parking restrictions have been proposed on either side of Bosell Road, between its junctions with Barns Road & Frederick Road, as shown in **Annex 1**.
- 4. The proposals have been put forward a result of the planned development of ‘Plot 4200’ at the ARC Oxford Business Park on John Smith Drive.

## **Financial Implications**

5. Funding for consultation on the proposals (and implementation if approved) has been provided by the developer.

## **Legal Implications**

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1984, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

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## **Equality and Inclusion Implications**

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

## **Sustainability Implications**

9. The aim of the Boswell Road changes is to improve the pedestrian / cycle link into the ARC Oxford Business Park. There is currently no dropped kerb and cars park in front of the link making cycle access difficult. The planned development of Plot 4200 will see an increase in employees with no increase in car parking. Active travel will therefore be an important form of travel to the site.
10. The link is shown in the LCWIP as a connecting off-road route, so an improvement is in line with the adopted LCWIP and will benefit the wider area. These works and this consultation process are fully funded by the developer at no cost to OCC.
11. The proposals will help improve road safety in the area for non-motorised road-users by helping to avoid obstruction and providing better visibility for pedestrians and cyclists. It will also reduce speeds on Boswell Road.

## **Formal Consultation**

12. Formal consultation was carried out between 30 January and 28 February 2025. A notice was published in the Oxford Times newspaper, and an email 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, and the local County Councillor representing the Cowley division.
13. Letters were sent directly to approx. 80 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
14. 39 responses were received via the online survey during the course of the formal consultation, comprising of 24 objections (61%), five partially supporting (13%), and ten in support (26%).
15. 12 further emails were received directly – with six objections, three raising concerns, two in support, and Thames Valley Police submitting a non-objection.
16. Additionally, a petition from the 'Middle Cowley Residents Action Group' – signed by 133 residents – was received based on the view that the proposals are unnecessary, with the additional request that a controlled crossing for pedestrians at the junction of Boswell Road be provided, along with a mirror to aid visibility at the Boswell Road/Barns Road junction. The petition will be passed to Cllr Gant by Officers in advance of the meeting.
17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

18. In response to comment nos.e3,6,7,8,9,10,11 (and most of the other online comments) – the aim of the Boswell Road changes is not traffic calming of Boswell Road itself, but to create better access and improved safety for pedestrians and cyclists into ARC Oxford. The link provides access for cyclists as well as pedestrians and the buildout will prevent vehicles parking in front of the access and improve visibility for pedestrians and cyclists.
19. A swept path analysis has demonstrated that residents can enter and exit vehicle entrances, and the Road Safety Audit revealed no issues with the proposals.
20. In response to comment no.e12, plus some online comments – there is no increase in traffic from the site and development traffic will not use Barns Road but access the site from Garsington Road (B480). Therefore, any improvements to the Barns Road junction, such as a signalised pedestrian crossing, cannot be funded by the development as it would be contrary to the Reg 122 test which

requires the contribution to be necessary to make the development acceptable in planning terms and for it to be directly related to the development.

21. The pedestrian / cycle link provides direct pedestrian and cycle access to the site and is therefore related to the development. As there are current obstacles at the link for cyclists, it is considered that the improvements are necessary to provide cycle access from the west and promote sustainable travel to the development.
22. In response to comment no.e4 – the proposal has been subject to a Road Safety Audit, and Officers will discuss with the designer and road safety auditor to see if the flush kerb access from the southbound carriageway can be added safely.
23. In response to comment no.e5 – OCC don't have control over the business park as part of this consultation, however, as part of the redevelopment of the ongoing ARC Oxford Business Park, significant improvements are planned, including a central active travel route from the John Smith Drive roundabout to the footway / cycleway adjacent to the ring road.

**Paul Fermer**  
**Director of Environment & Highways**

Annexes	Annex 1: Consultation plans Annex 2: Consultation responses
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Contact Officers:	Julian Richardson (Lead Engineer – Regulatory Planning Enforcement)
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March 2025

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Notes

**UTILITIES NOTE:** The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

P02	AMENDED TO EXTEND LENGTH OF DOUBLE YELLOWS	JM	SH	2025.01.15
P01	FIRST ISSUE	GH	SH	2024.12.17
Issued/Revision		By	Appd	YYYY.MM.DD
		GH	GH	2025.01.15
		Dawn	Chnd	YYYY.MM.DD

Issue Status

## For Approval

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# ARC.

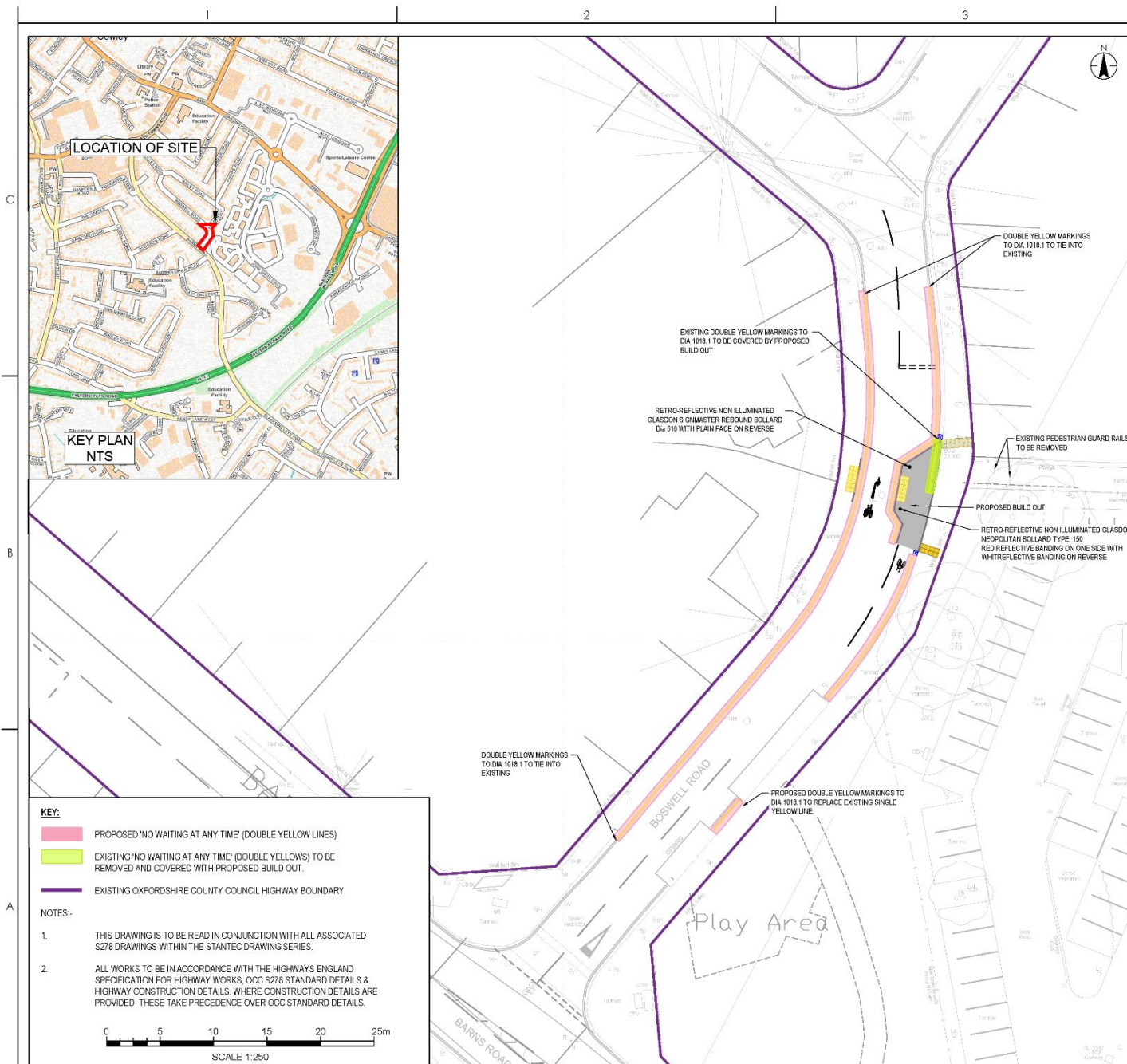
Client/Project  
ADVANCED RESEARCH CLUSTERS

PLOT 4200 ARC OXFORD  
BOSWELL ROAD PEDESTRIAN  
AND CYCLIST IMPROVEMENTS

Title

TRAFFIC REGULATION ORDER  
NO WAITING AT ANY TIME

Project No. 332610670	Scale 1:250
Revision <b>P02</b>	Drawing No. <b>332610670/2000/107</b>



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## ANNEX 2

### A. Email responses:

Respondent	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – In principle I do not object, however having visited the location yesterday fail to see the justification for the build out. Perhaps I missed something and visited at the wrong time. Boswell Road was very quiet and I witnessed no pedestrian movement.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<b>Support</b> – It doesn't affect any bus services, but does represent an important localised intervention to support higher levels of sustainable travel to ARC Oxford, where development is intensifying activity substantially. It is important that the use of sustainable modes is maximised to ensure that demand for additional car movements is damped. It is essential that existing pressure on the wider network is mitigated to achieve transport and wider policy goals.
(e3) Oxford City Cllr, (Cowley ward)	<p><b>Object</b> – There is significant concern from residents regarding the further loss of parking spaces. Barns Road has recently seen the removal of spaces, as has Knolles Road. I am also currently investigating a concern from Knolles Road residents that a "car-free" development has been given parking permits which is causing parking issues.</p> <p>Boswell Road is already a safe &amp; low traffic road. Access for the majority of business park users would presumably be along Barns Road which already has a raised junction, to improve pedestrian safety. The "pathway" which links Boswell Road and the business park already requests that "Cyclists dismount" and it doesn't appear wide enough to safely allow cyclists and pedestrians to move in both directions simultaneously. I would suggest cyclists should be dismounting and crossing near the junction.</p> <p>The proposed changes are an unnecessary amendment with a detrimental impact upon local residents. Given the negative impact and the very limited gains to the business park employees, I cannot support the proposed scheme. I would have been more inclined, dependent on details, to support safety improvements on Barns Road which IS a busy road and will need to be crossed by many people arriving via public transport.</p>

(e4) Oxfordshire Liveable Streets	<p><b>Support</b> – We support the proposed scheme. It will enable safe and comfortable use of the path between Boswell Road and John Smith Drive, for both walking and cycling. The parking restrictions are important to keep the accesses to the chicane clear.</p> <p>We have one concern. The scheme clearly provides for cycling access to the path coming from (or going to) the southern end of Boswell Rd. But there should be a dropped kerb on the northern side of the buildout to support cycling access from the north as well - it is not clear on the plan whether that is included or not.</p>
(e5) Member of public	<p><b>Concerns</b> – As one who worked on John Smith Drive for many years, I can hand-on-heart say I never struggled to cross Boswell Rd (which I had to, to get to the No 16 bus stop). This is especially true after an LTN went in about ten years ago.</p> <p>As a pedestrian and cycling employee I *did* however struggle to navigate the Business Park internally, with:</p> <ul style="list-style-type: none"> <li>- Pavements on one side of JSD only</li> <li>- Large circuitous detours for ped routes to maximise parking provision, instead of line-of-sight ped routes</li> <li>- Ugly and vindictive fencing to prevent ped access on the informal walking routes that inevitably developed.</li> <li>- Large, obstructive and vindictive planting of vegetation to prevent the same.</li> <li>- Excessive vegetation planted right up to curved sections of road, blocking sight lines of oncoming traffic when crossing the road.</li> <li>- Refusal to install dropped kerbing at the end of cycle paths and on paths between buildings. I once had to lift a wheelchair with an adult user sitting in it up a kerb for this reason.</li> </ul> <p>If the applicant wishes to help pedestrians, I suggest they raise these issues with Park management before signing a contract. If they have money to give to the County, maybe spend it on something useful like a bus shelter on Barns Rd townbound, not on a build out on a road without traffic. Or how about a dropped kerb by the Boswell Rd entrance instead of 10 m away outside a house?</p>
(e6) Local resident, (Oxford, Boswell Road)	<p><b>Object</b> – I write to express my concern with regard to your above proposals. I can see no good reason to install a "buildout" on Boswell Road given the relatively small amount of traffic using the road. I live on Boswell Road and looking at your map it will make it very dangerous for me to enter and exit my drive by car. The proposed "buildout" is opposite my house and therefore in effect halving the width of the road. Also a proposed bollard outside my house. I</p>

	<p>agree the proposed double yellow lines are a good idea, thus removing the parked cars on the eastern side of the road. This will help with the flow of the comparatively small amount of traffic on Boswell Road. A much better idea would be for the potholes on Boswell Road to be dealt with.</p>
<p>(e7) Local resident, (Oxford, Boswell Road)</p>	<p><b>Object</b> – Have just received a letter through my door suggesting changes to Boswell Rd, having read what it says I cannot believe the suggestions being made.</p> <p>Firstly how much money do you have to waste on this, simply put a barrier at the end of the entrance so pedestrians /cyclists and any other motorised vehicle cannot go straight on to road . This is not a busy road and as stated you rip us off with parking permits and we get very little service in return.</p> <p>So no need at all to do anything and if you have to a simple barrier will suffice no need to take parking spaces away . You could use the money to sort the state of the roads in Boswell, Bailey, Fredrick roads.</p>
<p>(e8) Local resident, (Oxford, Boswell Road)</p>	<p><b>Object</b> – I don't agree with the proposed changes and i base my disagreement on several points. Firstly Boswell Road and Bailey road were one of the first roads to have a barrier put in place to prevent through traffic. Since then speed bumps were installed around both Boswell Road and Bailey Road. Then a speed/pedestrian bump was installed at the entrance to Boswell Road forcing vehicles to slow down to a safe speed. 20mph speed enforce was then also installed. Reduced number of parking spaces and addition of a residents only parking scheme was then implemented. All of which has substantially reduced the level of traffic and parking. Having lived in the street for more than 40 years at no time have i had an issue with crossing the road at the point you are proposing to make changes. If this change is proposed to allow people from the business park to cross the road either on foot or walking then they should walk the few paces it would require them to walk to the raised area at the entrance to Boswell road. Those cyclists shouldn't be riding unto the gate from the business park but should walk as the signage tells them. They would then join the road in a safe manner as they would anywhere else riding a bike. If they are unhappy walking then the cycle path that runs along the other side of the business park should be used in line with other cyclists in the area.</p> <p>I am at a loss to understand why the people that live in Boswell/Bailey and Fredrick road should have more restrictions placed on them. This is from the point of view that reduced parking and additional barriers making access more difficult.</p> <p>On the basis of the above i object to proposed change.</p>



<p>(e9) Local resident, (Oxford, Boswell Road)</p>	<p><b>Object</b> – i note you are trying to sneak through so called traffic calming measures, by the back door with no consultation !! To the detriment of the residents !!</p> <p>The dictatorial liberal democrats council should be ashamed we are not living in a fascist state !!</p> <p>The council has money to waste as nobody asked for this especially The residents !!</p> <p>We have caravan and require access to our home, this stupid idea will cause havoc and delays to residents !!!</p> <p>We regularly have lorries and van deliveries every day along this street and residences access !!</p> <p>I have lived in boswell rd for over for 50 years !! most people cross over at the junction of frederick rd and boswell rd On the raised traffic calming area where traffic is very slow due to the junction ! Where driver have to look 3 ways to check for oncoming vehicles</p> <p>Your proposals are a waste of money! A similar scheme was voted out over 40years ago</p> <p>The council is always pleading poverty' and saying it has not enough money ? What a lie !!!</p> <p>Which is a blatant lie, As a scheme of this nature that nobody wants Will cost a lot of money, in excess of £100.000 ?? This money could be better spent on special educational need</p> <p>I will be raising this with my member of parliament</p>
<p>(e10) Local resident, (Oxford, Boswell Road)</p>	<p><b>Object</b> – My first question is simple - why?</p> <p>What has changed to the current situation that makes you think this change is necessary?</p> <p>What data have you gathered and / or used to deem this change is required?</p> <p>What are the facts you have within your possession to deem this change is required?</p> <p>I have been a resident of Boswell road for well over 20 years, and well before the business park, so feel I am suitably qualified to express some thoughts.</p>

Boswell road does not experience a heavy volume of traffic as it only consists of Boswell / Bailey / Frederick and Knolles road(s), of which there is only one way in - and one way out for traffic - so I fail to see how it could be classed as "busy"?

The business park itself has gone through many changes, and whilst there is increased refurbishment taking place, that is no guarantee of increased pedestrian traffic. So if the park was busy before and no requirement to change pedestrian conditions - why do you think it is the case now?

Lets not forget British Gas used to be resident in the park with over 1,000 employees - and yet there was no requirement to make changes then - so why now?

There are several entrances to the business park, so why is Boswell road required to have changed conditions where as the other accesses do not?

To my knowledge there have been no fatalities caused by traffic at the pedestrian entrance to Boswell road from the business park, so why is this change required?

As is also the case for any accidents of any kind? If you believe this is the case I would like to see the data that will prove me wrong.

People have been using the pedestrian exit from the business park on to Boswell road for many years with no issue, and this is for both local residents and business employees alike - with no known problems - so why change now?

Surely you can see that it is the responsibility of an individual to be able to cross a road safely, the introduction of a "calming" measure at the point proposed will be irrelevant if people choose to walk further toward Barns road - and then cross.

All this planned change will achieve is try to fix a problem that simply does not exist. It will waste tax payers money for road works that are not required. There is no evidence of data gathering to support this change - so if it goes ahead - how will you measure its success or other?

I implore you to think logically about this proposed change - it is not required - it is not needed - save your money and put it to better use elsewhere.

Thank you for your response and the information therein, much appreciated. However, I think it fair to say some of my points are still valid.

	<p>I note your reference to the development of plot 4200 of the business park. No problem at all. I see the demolition of the existing buildings has moved on at pace. Having said that it is fair to assume they will be replaced by new office space, and I think unless it is going to be a tower block type building the number of employees to be in situ will be approximately the same as previous office buildings, therefore it can only be an assumption that foot fall will increase and deem the proposed changes to Boswell road as necessary?</p> <p>My point being, changes are being proposed without collection of data to show evidence this is required.</p> <p>I also note your paragraph in relation to planning ref. and agreement S106. However, this is in relation to the redevelopment taking place on John Smith Drive and has nothing to do with residents of the previously mentioned roads, and yet it is the residents that will be adversely affected by suggested changes through no fault of their own. How is this fair and acceptable?</p> <p>I would strongly recommend some form of traffic management for cycles for the footpath between John Smith Drive and Boswell road. At present this is often used as a high speed short cut by cycles who completely ignore the signs to "walk" through this section of footpath and often cause danger and near collisions to pedestrians.</p>
(e11) Local resident, (Oxford, Boswell Road)	<p><b>Concerns</b> – I am writing to express my concerns regarding the potential changes to Boswell Road. As a resident of Boswell Road owning a car, I am already paying an annual fee to simply park outside my own home, and sometimes have to park far away from my house just to get a space.</p> <p>The proposal to remove further parking space on the road will not only make finding parking even more difficult, but also somewhat dangerous when arriving home in the dark evenings and having to walk further to my home.</p> <p>I also believe the proposal does so little in the way of improving pedestrian crossing conditions that it doesn't even warrant a proposal like this in the first place. I find it concerning that tax payer money could be spent so foolishly.</p> <p>If a change goes ahead, a better alternative may be to emulate the approach used on Phipps Road, where Give Way markings are prior to the raised crossing, giving priority to pedestrians to cross at the entry to Boswell Road.</p> <p>I sincerely hope an alternative solution can be found and that residents with cars are not put at a further disadvantage when we are already being charged to park on our road.</p>

<p>e12) Local resident, (Oxford, Boswell Road)</p>	<p><b>Concerns</b> – In principle it would be helpful for the traffic in that short stretch of road to be better managed and it is likely that the buildout and the proposed parking prohibitions would be a way of minimising the risk of collisions however there are some risks associated with the plan.</p> <p>a. cars coming from Bailey road into Boswell tend not to keep to the left as they go round the bend, and they will not see the build out as they approach the bend until they have gone past Frederick Road. Hence there is a risk of collisions with cars coming through the priority portion of Boswell Road who might stray towards the middle of the road as they approach the corner.</p> <p>b. The combination of the blind bend, the turning to Frederick road and the buildout so close to the bend could increase the risk of accidents.</p> <p>c. Experience of the traffic restrictions at the top of Crescent Road where my family live has demonstrated that two wheeled bikes and scooters do not observe traffic signs, they simply leave the road and ride on the footpath to avoid even minor delays, which will put pedestrians at risk. Apparently traffic cameras are not set up to take evidence of footpath use snf therefore do not act as a deterrent.!</p> <p>The greatest benefit in the proposal is continuous double yellow lines all along Boswell Road to the join with Bailey road. Currently there is one car parked on the left just before the corner which blocks the view round the corner for drivers in saloon cars travelling along Boswell Road which makes travel up Bailey Road or into Frederick road unnecessarily hazardous!</p> <p>Additional road safety concerns in Boswell Road</p> <p>1. The junction between Boswell Rd and Barnes Road is hazardous due to poor visibility turning out from Boswell Rd into Barnes road. When driving a saloon car out of Frederick Rd the only route out of the cul de sac is along Boswell road and onto Barnes Road. When I join Barnes Road in my saloon car, i am sitting relatively low in relation to the cars parked on Barnes road which completely block my view of vehicles such as cars, bikes and scooters coming down Barnes Road . Traffic from the right is not our only concern. Traffic might approach invisibly from the Rlght, or it might appear suddenly from the left, filtering in from Bartholomew Road or round the bend from Barnes road without pausing at the mini roundabout.</p> <p>There is no way to be confident that it is safe to [[pull out into Barnes Road from Boswell road. My attention as I pull out to turn right is focussed on watching for traffic coming down Barnes road because the parked cars block my vision completely until I am obstructing the road.!!! On ocassions bikes and scooters, presumably irritated by my caution at</p>
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the junction have shot out from Bartholomew Rd and turned across my path to go up Boswell Road while I have been deciding whether it might be safe to leave Boswell Road. I could very easily knock someone down as I cautiously turn out of Boswell Road.

Turning out of Boswell Road simply cannot be done without the risk of something appearing and not being able to stop without hitting me!

I have raised some of these concern with the highways dept twice before but both times I was told to resubmit my concerns to another department!! and send photos, which I cant take when sitting in my car to get an accurate picture. A solution to my problems would be to erect a mirror to provide a view from Boswell Road up Barnes Road. Please could we have a convex mirror opposite the entrance to Boswell Road which will show the view up Barnes road

2. There is also a risk of accidents at the same junction when turning left from Barnes Road into Boswell Road. The speed bump at the entrance to Boswell Road is too near the entrance to the road forcing cars to slow down before they have fully left Barnes road.

Also the 'bump' is too fierce for cars who are not prepared and are in the process of turning...there is no warning for motorists and the jolt is unpleasant for newcomers .

And, the speed limit signs simply don't come into a drivers view when turning into Boswell Rd because the signs are above the the driver and out of view while turning the corner. At this time a drivers attention is focussed on avoiding pedestrians and negotiating the speed bump. It requires a conscious decision to stop looking at the road in order to look up to see the speed limit! So Please could the 20mph speed limit signs be positioned lower and a few yards into the road so that drivers can complete their turn into the road and then attend to the speed limit. As a driver who has been on a speed awareness course recently, I am aware that I need to look at the signage but I find that I simply cant process all the legally enforceable directives in several directions whilst ensuring optimally safe driving!

I hope that these reflections will be of some value in the decisions taken about increasing the safety of travelling along Boswell Road.

*B. Online responses:*

Respondent	COMMENTS
(o1) Local resident, (Cowley, Barns road)	<b>Object</b> – There is already limited parking in the area and the parking permits have increased in price this year, while you appear to be reducing the available parking spaces. Cars already go slowly around this section of road and there is no need to spend public money on an unnecessary scheme
(o2) Local resident, (Cowley, Barns road)	<b>Object</b> – There's Not enough parking has it is now this brain dead scheme and waste of money by the council!! You might as well shorten every road in Oxford so just the few people can't take 4,5 steps extra to cross the road!! Joke of council and people who are even discussing this idea absolute morons!!!
(o3) Local resident, (Cowley, Boswell Road)	<b>Object</b> – I live at 84A Boswell Road and the proposed "buildout" will make it very difficult for me to exit and enter my drive due to it taking up half the road width. I cannot agree that Boswell Road needs any traffic calming due to the relatively small amount of traffic involved.
(o4) Local resident, (Cowley, Knolles Rd)	<b>Object</b> – This road is already a cul de sac. So relatively light traffic use this road. Pointless waste of money. Also it is parking permit only. Yet you're looking to reduce parking further for people who are paying for a permit. Utter ridiculous waster of money. Maybe you shouldn't have allowed permits for 242a Barnes Rd, (given despite building built on premise was a car free building) that would have reduced traffic.
(o5) Local resident, (Cowley, Boswell road)	<b>Object</b> – Parking is becoming extremely difficult in this area particularly for residents and their families. With more yellow lines going in it's like you are deterring us away from cowley which in turn is bad for the economy in cowley.
(o6) Local resident, (Oxford, Barns road)	<b>Object</b> – I am objecting to these proposals because they are entirely unnecessary and will be a waste of money.  1. It is unfair to remove the parking spaces on Boswell road to those residents who live locally (I myself on barns road). We pay our annual permit fee and the removal of these spaces for double yellow lines will restrict us further.

	<p>2. I see no need for traffic calming-Boswell road already has a raised entrance to it which slows cars turning into it, and the parked cars already act as a form of calming measure. It is an entrance to a cul de sac area (it is a no through road) and do traffic is minimal.</p> <p>3. The idea of creating safer pedestrian crossing is moot in my view. Having lived here for 10+ years I rarely ever see anyone crossing the road where the walkway to the business park is. Those who wish to cross can simply go to the raised area at the entrance of Boswell road.</p> <p>4. Anyone wishing to cross over to barns road from the business park can use the existing bollard area by the roundabout, and if people are heading to the business park by bus they have no need to cross the road at all as the bus stop is on the same side of the road.</p> <p>5. It seems the business park is being prioritised over local residents.</p> <p>6. I rarely see any traffic wardens in the area giving tickets to those without permits or parking illegally-how will the introduction of double yellow lines be any different.</p>
(o7) Local resident, (Oxford, Bailey road)	<p><b>Object</b> – I live on Bailey Road and it is a nightmare trying to leave via Boswell road already (the only way to leave my home) by car. I am not aware of any issues for pedestrians - it is not a road that is difficult to cross.</p> <p>What it is, is a road that's very hard to drive through because of the parking bays on Boswell road, and the disabled parking bay on Barns road. It is already single cars because of parked cars and it's hard to see round them to proceed safely. I encourage you to remove all parking from that stretch of Boswell road and move the disabled bay from Barns road which completely blocks sightlines when turning out of Boswell road. Please don't narrow the road further with the unnecessary pedestrian build out.</p> <p>People park illegally all the time on Boswell road so you'd also need to enforce the double yellow lines, otherwise I worry about the risk of not being able to get out at all by car because people have parked inconsiderately as they do now. People have a right to be able to drive when they need to.</p>
(o8) Local resident, (Oxford, Barns Road)	<p><b>Object</b> – because we can't find parking spaces already. Adding more double yellow lines means residents can't park anywhere despite paying council annually to be allowed to park.</p>

(o9) Local resident, (Oxford, barns road)	<b>Object</b> – Cyclists already have so much priority around Oxford already and as drivers and local residents we don't have enough spaces to park our cars. Previously they removed a ton of space in Barns Road by adding double yellow lines. It's ridiculous if the council are going to add more.
(o10) Local resident, (Oxford, Barns Road)	<b>Object</b> – Residents are already having a difficult time finding parking spaces, especially with the council already implementing double yellow lines on Barns Road. Further implementing the yellow lines is unacceptable and completely inconsiderate to the local residents especially as we have to pay the council to allow us to park.
(o11) Local resident, (Oxford, Boswell Road)	<b>Object</b> – Building out into the road and restricting egress, and also restricting parking for local residents is not an acceptable solution to a problem that doesn't actually exist. There has never been any issues with people accessing the business park from Boswell Road. This is pointlessly spending money in answer to a non-existent problem - maybe spend the money on fixing the existing roadway, and enforcing existing parking restrictions.
(o12) Local resident, (Oxford, Boswell Road)	<p><b>Object</b> – Whilst I am generally supportive of measures that promote active travel and on a reduction in car use, I object to this measure on the basis that I am not clear of the evidence for need to justify such public expenditure, of the cost benefit analysis carried out, or that the measure is proportional.</p> <p>I have lived on Boswell Road for over 4 years and Boswell Road (and Frederick Road) is a quiet residential side road. It is not a through road. There is already a sizeable speed bump on entering Boswell Road from Barns Road that serves to slow traffic down quite considerably, and which would be meters from the calming measure proposed. In the years I have lived here, and acknowledging that I work during the day, and that patterns may change with the development, I rarely see more than the occasional pedestrian or cyclist entering or leaving the footpath to the ARC. I use the footpath myself to walk to Tesco, and follow common sense rules of the road. I am also concerned about the removal of parking, particularly for those who live closest to Barns Road, as there is limited space along Boswell Road where they could park instead. What would be the impact for them if they have young families, or are vulnerable?</p> <p>I would encourage and support alternatives be considered, such as the approach on Phipps Road, to have give way markings at the entrance to Boswell Road, or for increased signage or road markings at the entrance to the path, to encourage drivers and also pedestrians to be extra vigilant.</p>



<p>(o13) Local resident, (Oxford, Boswell Road)</p>	<p><b>Object</b> – As someone who lives extremely close (1 figure of number of houses) to the proposed build as well as a daily user of the current footpath that the proposal is useless and would not add benefit me as 1. Construction disruption if this was to go through ( sound and congestion ) 2. Lack of parking for visitors of the park and road. 3. Due to how hard it is to get out of the junction in the first place I believe more congestion would build up having to give way twice before actually leaving the road</p>
<p>(o14) Local resident, (Oxford, Frederick Road)</p>	<p><b>Object</b> – Money wasting time. Save the money and spend on something more useful. Also get rid of the white barrier at the end of my road, Frederick Road. Why does this need to be blocked off? Your mad traffic arrangements are just not necessary. You are filling up the main roads with traffic. Never an issue getting onto Barns Road from Boswell Road/Frederick Road and back in again EVER. Never necessary to have more road markings by the park so then nobody can drive to the park with their children so it will become a non used park.... Pedestrians should have common sense to cross roads at the points, visibility is better. I often walk out of Boswell Road onto Barns Road and no issue crossing the road.... who comes up with these mad ideas? I am a driver and a walker, totally unnecessary Proposed Boswell Road parking restrictions. Also while on subject of your mad traffic arrangements, stopping traffic going down Holloway your next mad plan?? So where do you think traffic will go, back onto already crowded main roads causing more pollution as everyone sits there for even longer. These traffic measures do not help local people walking or driving. You need to open up cordoned off local roads to remove traffic on main roads.</p>
<p>(o15) Local resident, (Oxford, Knolles Road)</p>	<p><b>Object</b> – I strongly object to the removal of the parking spaces and, fundamentally, to the proposed 'buildout' itself. The statement of reasons document characterises the business park entry point on Boswell Road as a "pedestrian and cycle facility (effectively an informal crossing point)". This is sneaky language. It is not a crossing point, it is the entry point to the business park. It is also a key access point for road traffic in and out of Boswell Road, Bailey Road, Frederick Road and Knolles Road (where my family and I live). There are already traffic calming speed humps along the roads and a fixed gate across the junction of Bailey Road and Phipps Road. Please - enough is enough. There is no need for a new "traffic-calming 'buildout' ". It will cause massive disruption for residents who need to drive to work (for example, my partner is a midwife and is regularly on call and has to make visits day and night using our car). There are already ample traffic-calming measures on these streets, including one that blocks access to Phipps Road, meaning that the Boswell Road - Barns Road junction is absolutely essential and should not be tampered with in this way. And then there is the parking issue - a CPZ has already been introduced on these streets and residents are paying to park. New housing developments at the end of Knolles Road and also on adjacent streets have already increased demand for on-street parking. What is the logic in removing parking spaces from these streets? Finally, my children regularly cycle from Knolles Road along Boswell Road and into the business park. They have no difficulty</p>

	<p>doing this at the moment. It is unclear to me how the proposed scheme would make it safer for cyclists coming SE down Boswell Road and turning left into the business park. Will the buildout create a physical obstruction that cyclists will need to navigate around? Please abandon this scheme. It is not helping. There are much better things you could be spending time and effort on, such as repairing some really dangerous potholes and uneven road surfaces across Oxford that are hazardous for cyclists, e-scooters and pedestrians, and in some cases for motor vehicles too.</p>
<p>(o16) Local resident, (Oxford, Bailey Road)</p>	<p><b>Object</b> – That is not a busy road at all and pedestrians have no problem crossing the road, I live on Bailey road and walk that way to tesco and the park almost daily. Not once had it ever occurred to me that pedestrians need help crossing the road. This is a senseless plan that will cost money, take time and incur significant inconvenience for no conceivable gain. Why change something that works?</p>
<p>(o17) Local resident, (Oxford, Bailey Road)</p>	<p><b>Object</b> – This is totally absurd idea. I live on Bailey Road. We have been punished enough by blocking off Phipps Road. This idea will put pressures on the resident of Bailey Road parking spaces. Also I believe this is an extra waste of public money better spent elsewhere.</p>
<p>(o18) Local resident, (Oxford, Barns Road)</p>	<p><b>Object</b> – There is limited parking already for local residents of Barns, with the introduction of double yellow lines towards Cowley centre, it has made permit parking extremely different and inconvenient for all driving residents. Introduction for a cyclist lane has no value to especially when traffic onto the road is not an issue.</p>
<p>(o19) Local resident, (Oxford, Barns Road)</p>	<p><b>Object</b> – I am a local resident, live on the edge of barns Road and Boswell Road, Since parking restrictions started and it became permit holders parking restrictions 6days a week there is no parking on barns Road and most of Boswell Road as it is. It's already difficult for families with kids to find a parking place near their house. So this will cause more problems for local residents and families with less parking spaces. Also you should consider there is a playground right next to proposed site, it is high safety risks for kids.</p>
<p>(o20) Local resident, (Oxford, Boswell road)</p>	<p><b>Object</b> – While I understand that Oxford is trying to be a green city and deter people from using cars, what we have seen from the current traffic measures (LTNs and such) is that it actually is not a traffic calming solution, it exacerbates traffic and creates worse pollution in the areas of connection. Also, what I'd like to point out is that those of us who are disabled and on lower incomes are the ones who suffer with these measures, particularly those with an invisible</p>

	<p>Disability who have not been granted a blue badge by the council. Those who have a high income will pay parking fines without worry, and will ignore restrictions as they see fit. In short- it seems that the council is constantly targeting the working people of this city who depend on their cars for business or accessible travel.</p>
(o21) Local resident, (Oxford, Boswell road)	<p><b>Object</b> – I objected residents parking ignored, then 2 hour no return also ignored. Now you want to put double yellow line's instead. Paying fir permits and nowhere to park outside my house fir me or my visitors!!</p>
(o22) Local resident, (Oxford, Bailey Road)	<p><b>Object</b> – I am a resident of Bailey Road and I am responding mainly to object to the "traffic calming build out" that will narrow the road to one lane and force a priority direction (in this case, priority given to traffic coming from Barns Road).</p> <p>Due to the road structure and existing traffic calming measures in this area, the only vehicles coming or going through this section of road are those of local residents or occasional visitors. Restricting access further and a priority direction due to the build out will reduce the ability of local residents to get in and out of these streets.</p> <p>The priority direction proposed means that residents commuting to work from these streets in the morning will be be slowed or blocked by traffic coming the opposite way. Due to the volatility of ring-road traffic and travel times, it is important that residents whose commutes can only be made by car are not further hindered.</p> <p>The build out is a disproportionate measure to facilitate pedestrian crossings, since there are already two high speed bumps either side (one at the Barns Rd junction and the other at the Frederick Rd junction) that heavily reduce the speed of any vehicles coming across the proposed crossing area. Given this, a two-lane crossing for pedestrians without the build out would be sufficient. I also note that there is a suitable crossing a short distance away for pedestrians turning left after entering Barns Road.</p> <p>I do not object strongly to the "no waiting at any time" restriction as the cars parked either side of this stretch of road do already effectively narrow the road to one lane and block visibility for pedestrians crossing. Reducing car parking spaces in this area would, combined with existing speed bumps, alone achieve the goal of improving pedestrian and cyclist crossing while minimally affecting resident car access to their streets.</p> <p>For these reasons I strongly suggest the council reconsiders these restrictions, especially the build out.</p>

<p>(o23) Local resident, (Oxford, Bailey Road)</p>	<p><b>Object</b> – As a local resident who commutes daily by bus to work, and uses the pedestrian route via Boswell Road to Barns Road, I object to the removal of the existing guard rails as part of the proposal. There is low visibility at the intersection, and cyclists will often come at speed down the path / from Barns road, only stopping as they reach the barriers. With the bump out and no guard rails, I believe it will increase risk of injury to pedestrians on that section of the road.</p> <p>In addition, vehicle traffic waiting to exit Boswell Road will increase pollution in the area, a problem for pedestrians, but also young families using the adjacent play area.</p>
<p>(o24) Local resident, (Oxford, Boswell Road)</p>	<p><b>Object</b> – Please remove all the new double yellow lines and allow the residents of Boswell Road and Frederick Road to park as they have for previous years. The issue stems from the yellow lines on Barns Road, which have caused an overflow of cars parking on Boswell Road from evening until morning. Like many other residents of Boswell Road, I suggest reversing the current double yellow lines, as they have never posed an interference or hazard. Make Boswell Road and Frederick Road resident-only parking, and you will resolve the new issues created by double yellow lining everything in the vicinity.</p>
<p>(o25) Local resident, (Oxford, Boswell Road)</p>	<p><b>Partially support</b> – I agree no waiting parking should be implemented but there is no need to narrow the entrance causing one car at a time</p> <p>As it stands we wait longer to get out of Boswell than to turn into it. Partly because of the volume of traffic to BBL and partly because the parking on Barns Road near the corner restricts the view from Cowley Centre</p>
<p>(o26) Local resident, (Oxford, Bailey Road)</p>	<p><b>Partially support</b> – I think with this development, thoughts should be given to a safe crossing linking Bartholomew Road to Phipps Road.</p> <p>Not only would this make crossing the road safer for those walking to and from the ARC, but also for parents and children walking too/from Church Cowley St James school.</p> <p>The tiny island on the roundabout is so unsafe. And the council are trying to promote people to walk to places. It's a matter of time until an incident happens.</p>

(o27) Local resident, (Oxford, Bailey Road)	<p><b>Partially support</b> – I support the double yellow lines but believe they should go right up to the junction with Frederick Road (on both sides of the road) as I often find vehicles parked inconsiderately on the bends that block the view of oncoming traffic.</p> <p>I DO NOT agree with the traffic calming measure, I do not see a reason as to why this is required, if there were yellow lines all the way from the junction of Frederick Road to Barns Road then this will provide a clear view for vehicles and clear access for all vehicles coming in and out of the area. I also do not see that there is a significant amount of either foot traffic or vehicle traffic to warrant such a measure. This is a one road in and one road out residential area, it is only used by residents in the main, in the 12 years I have lived in this residential area there has never been a significant build up of traffic leading in or out to Barns Road.</p> <p>I also believe that the proposed Traffic calming measure is dangerous having it placed on a bend in the road, it is difficult enough to see around that part of the road, the view of oncoming traffic is distorted and placing a calming measure on a bend will make this even worse as vehicles will not have a full view and could be faced with oncoming traffic when they negotiate the calming measure, it is irresponsible placing a calming measure on a bend. I also note that the disabled spaces are to remain on the road opposite the park, these have always acted as a natural calming measure when vehicles are parked there and are on a straight part of the road giving full view of oncoming traffic and much safer. If a calming measure is placed on this bend and there is an accident then the blame will solely rest with the council who proposed and went forward with the idea and open them up to litigation.</p>
(o28) As part of a group/organisation, (Oxford, Make Space, 1 Aristotle Lane, OXFORD)	<p><b>Partially support</b> – We support this proposed scheme with one proviso. We are pleased to see the provision of safe access to John Smith Drive and Oxford Business Park South from Boswell Road. The build out will calm traffic and make it much easier for people on bikes coming from the south to enter the shared path. We like the placing of bollards on the build out. We support the provision of double yellow lines as parked cars along the route limit visibility for people cycling and walking. We also welcome the removal of the barriers along the shared path to John Smith Drive as currently they are awkward to navigate and not navigable by any non-standard bike.</p> <p>The plans do not indicate the height of the build out. We assume that where the tactile paving is marked there will be dropped kerbs, but the design must mean there is dropped kerb on the south side for people on bikes coming out of the business park and turning left to get onto the road. For people on bikes coming from the north it will be a very</p>

	<p>difficult manoeuvre to turn left into the business park so it would make sense to have a dropped kerb on the north side of the buildout to mirror that on the south side.</p>
<p>(o29) Local resident, (Oxford, Frederick Road)</p>	<p><b>Partially support –</b> I am writing to give my feedback about the proposal to construct a buildout in boswell road with associated double yellow lines.</p> <p>In principle it would be helpful to have management of traffic which seems to be increasing.</p> <p>In practice, cars coming from Bailey Road towards the bend tend not to keep to left lane and may end up nose to nose with cars coming along the short stretch of Boswell road who think they have priority.</p> <p>In my car , when I join Boswell road from Frederick road the post supporting the windscreen prevents me from seeing traffic coming round the bend, this may be the case for other cars.</p> <p>In any event I believe that the blind bend in Boswell Road and the turning to Frederick road will make the effect of the build out so near to the bend dangerous.</p> <p>The greatest benefit to safe flow of traffic in the proposal would be continuous double yellow lines all along Boswell Road to the join with Bailey road , this would ensure visibility of traffic approaching the bend from Bailey Road when positioning to turn right into Frederick road.</p> <p>In recognition of the inconvenience of further parking restriction to residents of Boswell Road perhaps the resident might be offered compensation as a contribution towards modification of front gardens to provide more off road parking in front of their houses.</p> <p>I have two additional points to raise about safety when driving in Boswell Road</p> <ol style="list-style-type: none"> <li>1. Dangerous junction when leaving Boswell Road to join Barnes Rd due poor visibility from Boswell Rd up Barnes road.</li> </ol> <p>It is surprising to me that this proposal does not include measures to improve the safety of this junction for car drivers wanting to join Barnes Road from Boswell road. In my saloon car I sit low and when I pause to turn either right or left onto Barnes Road it is impossible to see cars, bikes and scooters coming down Barnes road . The junction is particularly dangerous when turning Right from Boswell Road because cars, bikes and scooters can appear suddenly</p>

	<p>from the left out of Bartholomew Road or from Barnes road without pausing at the mini roundabout. I never feel confident that both directions are clear when I pullout of Boswell Road but my final checks as I pull out to turn right is looking up Barnes road in case I am pulling out in front of a vehicle that I cant see because the parked cars on Barnes Road block my vision completely . As I pull out of Boswell Road I have to trust that any traffic approaching fast from Bartholomew Road since I last looked to my left will pause until I have cleared their path. This junction simply cannot be done without the risk of something appearing and failing to see that I have not seen them!</p> <p>I have raised this with the highways dept twice before but both times I was told to resubmit my concerns to another department!! and send photos, which I cant take when sitting in my car to get an accurate picture There is a simple inexpensive solution, and my request is that while other changes are made in Boswell Road PLEASE could we have a mirror opposite the entrance to Boswell Road to show car drivers the view up Barnes Road 2. The speed bump at the entrance to Boswell road is too near the entrance to the road forcing cars to slow down before they have fully left Barnes road.</p> <p>Also it is too fierce for cars who are not prepared for the violent impact on cars while they are in the processing of turning...there is no warning for motorists and the jolt is unpleasant for newcomers And, the speed limit signs simply dont come into a drivers view when turning Left into Boswell Rd because a drivers attention is focussed on pedestrians crossing and negotiating the speed bump. It requires a conscious decision to stop looking at the road in order to look around for speed limit signs! Please could the 20mph speed limit signs across Oxford be positioned lower and a few yards into the road so that drivers can complete their turn into the road and then attend to the speed limit. I simply can't process all the legally enforceable directives whilst ensuring optimally safe driving.</p>
(o30) Local resident, (Cowley, Rymers)	<b>Support</b> – These proposals will make it safer for pedestrians, cyclists and all road users.
(o31) Local resident, (Oxford, Bailey Road)	<b>Support</b> – I have been unhappy about the amount of parking at the entrance to Boswell Road - often on both sides of the road - for some time
(o32) Local resident, (Oxford, Bailey road)	<b>Support</b> – Good to introduce traffic calming measures as many people use this as a cycle route. I also support the removal of the barriers on the walkway towards the science park. I am a bit concerned that this much parking will be taken away, as there are currently many cars parked there. Would it be possible to leave some car parking as well as introduce the buildout? Also, driving or cycling onto Barns road from Boswell road can be a bit dangerous, as it is

	difficult to see traffic coming from the right, often due to parked cars on Barns road. Would it be possible to do something about this?
(o33) Local resident, (Oxford, Boswell Road)	<b>Support</b> – I am a local resident of Boswell Road and have two small children who I cycle to church Cowley St James school. This requires us to cross Barns Road. Often traffic entering Boswell Road from Barns Road is excessively fast so I fully support these changes. I do think as part of this that a pedestrian crossing should be introduced at the roundabout on Barnes Road to allow the safe crossing of many children every day to their local school. We need to do much more to free up the roads to allow efficient effective public transport! Please keep all LTNs and introduce traffic filters as quickly as possible.
(o34) Local resident, (Oxford, Church Cowley Road)	<b>Support</b> – Removing the gate and making the path accessible 24/7 is long overdue. Narrowing the crossing distance helps pedestrians both reaching this path, and continuing to Barns Rd.
(o35) Local resident, (Oxford, Leopold Steet)	<b>Support</b> – I cycle this route often and exiting the business park path onto Boswell road is currently difficult. Due to the nature of the narrow path, dropped curb, and reduced sightlines from parked vehicles. These changes will make exiting and entering this path much easier. This provides a perfect quiet route between templars square and the business park/retail park.
(o36) Local resident, (Oxford, Maidcroft Road)	<b>Support</b> – These seem to be excellent improvements to a useful active travel route through the ARC site.
(o37) Local resident, (Oxford, Rymers Lane)	<b>Support</b> – This used to be my commute (on bicycle). The proposed changes look like they make the route both more straightforward and safer for both pedestrians and cyclists, as well as allowing non standard bicycles to use the route, making it more accessible. It also provides a safer crossing point for families on their way to the play park.
(o38) Member of public, (Oxford, Stratfield)	<b>Support</b> – This seems like a good way of enabling crossing of the Boswell Rd, and making it as easy as possible to use the path to John Smith Dr.



(o39) Local resident,  
(oxford, townsend square)

**Support** – Fully support, this area needs much more traffic calming! The cars and taxis are very dangerous