

Delegated Decisions by Cabinet Member for Transport

**Thursday, 31 March 2011 at 3.00 pm
County Hall, New Road, Oxford**

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 8 April 2011 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



Peter G. Clark
County Solicitor

March 2011

Contact Officer: *Graham Warrington*
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Note: *Date of next meeting: 21 April 2011*

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 on the working day 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. Frideswide Square Design Approaches (Pages 1 - 40)

Forward Plan Ref: 2010/215

Contact: Craig Rossington, Principal Transport Planner Tel: (01865) 815575

10.10 am

Report by Deputy Director of Environment & Economy – Highways & Transport (**CMDT4**).

5. Oxford, Highfield and Old Road Transport Improvements (Pages 41 - 106)

Forward Plan Ref: 2010/188

Contact: Aron Wisdom, Transport Planner Tel: (01865) 810454

10.40 am

Report by Deputy Director of Environment & Economy - Highways and Transport (**CMDT5**).

6. Oxford - The Slade and Horspath Driftway, Cycle and Pedestrian Improvements (Pages 107 - 130)

Forward Plan Ref: 2010/180

Contact: Joy White, Senior Transport Planner Tel: (01865) 815882

11.10 am

Report by Deputy Director of Environment & Economy - Highways & Transport (**CMDT6**).

7. Kidlington: High Street - Pedestrianisation Agency Agreement (Pages 131 - 150)

Forward Plan Ref: 2011/030

Contact: Mike Horton, Principal Traffic Technician Tel: (01865) 812647

11.30 am

Report by Deputy Director of Environment & Economy – Highways & Transport (**CMDT7**).

8. Various Roads, Sonning Common - Prohibition of waiting and Restricted Loading (Pages 151 - 156)

Forward Plan Ref: 2010/196

Contact: Thomas Cockhill, Traffic Technician Tel: (01235) 466143

11.40 am

Report by Deputy Director of Environment & Economy - Highways & Transport (**CMDT8**).

9. Old Abingdon Road Railway Bridge Cycle Path (Pages 157 - 170)

Forward Plan Ref: 2011/001

Contact: Aron Wisdom, Transport Planner Tel: (01865) 810454

11.45 am

Report by Deputy Director of Environment & Economy - Highways & Transport (**CMDT9**).

10. Review of Funding for Consultative Body Representing People with Disabilities and Mobility Impairments (Pages 171 - 178)

Forward Plan Ref: 2011/003

Contact: Neil Timberlake, Assistant Public Transport Officer Tel: (01865) 815585

11.50 am

Report by Deputy Director of Environment & Economy - Highways & Transport (**CMDT10**).

11. Exempt Item

It is RECOMMENDED that the public be excluded for the duration of item 12E since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.

NOTE: The main report relating to item 12E does not itself contain exempt information and is thus available to the public. The exempt information is contained either in an Annex which has been circulated only to members and officers entitled to receive it, or will be reported orally at the meeting.

MEMBERS AND OFFICERS ARE REMINDED THAT THE EXEMPT FINANCIAL INFORMATION RELATING TO SUBSIDY AGREEMENTS REPORTED AT THE MEETING (WHETHER IN WRITING OR ORALLY) MUST NOT BE DIVULGED TO ANY THIRD PARTY.

12. Bus Service Subsidies (Pages 179 - 232)

Forward Plan Ref: 2010/210

Contact: John Wood, Assistant Public Transport Officer, Tel: (01865) 815802

11.55 am

Report by Deputy Director of Environment & Economy – Highways & Transport
(CMDT12E).

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Division(s): West Central Oxford, North Hinksey and Wytham

CABINET MEMBER FOR TRANSPORT – 24 MARCH 2011

FRIDESWIDE SQUARE DESIGN APPROACHES

Report by Deputy Director of Environment & Economy – Highways & Transport

Introduction

1. This report outlines progress on exciting and ambitious plans to transform Frideswide Square, one of Oxfordshire's most important junctions and public spaces. Various different design approaches have been considered and consulted upon. These are explained in the report and a plan of the square is attached at Annex 1.
2. The square provides a vital link between the major road routes into Oxford. It is therefore of strategic importance to Oxfordshire's road network, handling tens of thousands of journeys from inside and outside the city every day. In particular, it is one of the key bottlenecks preventing reliable journey times for residents living outside the city but who work within it.
3. Oxford rail station is one of the fastest growing stations in the country, with 35% growth in passenger numbers between 2005 and 2010. An estimated 5.2 million people pass through the station each year. Frideswide Square is the main point of arrival and departure for people using the station, and therefore has an increasingly important transport and public realm function. Its improvement is an important part of the strategic proposals for the improvement of Oxford Rail station, for east-west rail and the Evergreen 3 proposals, which bring with them much wider benefits for the Oxfordshire economy and growth areas of Bicester and Science Vale.
4. Oxfordshire County Council and Oxford City Council, working together as partners in the West End Partnership, would like to transform Frideswide Square into a successful urban space for the public to enjoy whilst also tackling the transport problems associated with the current square and the streets leading to it. The scheme is a major part of Transform Oxford, the county council's ambitious plans to transform the pedestrian experience in Oxford city centre.
5. Improvements to Frideswide Square will need to be accompanied by alterations to the streets and junctions leading to the square to maximise the scheme's benefits. Proposals for these junctions will therefore be developed in parallel with the Frideswide Square proposals as an integral part of this project. Some of these changes (for example, changes that affect traffic flows at nearby junctions) will need to be implemented before the improvements to the square, but others (for example, complementary public realm improvements) may be delivered afterwards.

Policy context

6. The West End Area Action Plan (AAP), part of Oxford City Council's Local Development Framework, sets the planning policy framework for the renaissance of Oxford's West End. Policy WE6 of the West End AAP states that "Frideswide Square and the railway station forecourt will be improved to become more attractive, welcoming and better functioning spaces." A plan of the Oxford West End renaissance area, showing the new street layout proposed for the area, is at Annex 2.
7. Oxfordshire County Council's second and current Local Transport Plan (LTP2), which will be replaced by LTP3 in April 2011, supports the renaissance of the West End and the transport improvements required to make it a success. The draft LTP3 states that "Frideswide Square will be redesigned, including significant improvements to the square's appearance and environmental quality as a key gateway to the city."

Ambitions consultation

8. In spring 2010, local organisations were consulted on their ambitions for Frideswide Square. Organisations were asked what they feel is wrong with the current layout of Frideswide Square and how they would like to see it improved. 80% of respondents were either dissatisfied or very dissatisfied with the current layout. More details on this consultation are at Annex 3.

Scheme objectives

9. Drawing on the ambitions consultation and the broad objectives set out in the West End Area Action Plan, the following four equally important objectives for improvements to Frideswide Square have been set:
 - Improve the public realm
 - Promote sustainable transport
 - Reduce delays in the square and on the approaches
 - Simplify the layout

Design approaches

10. Four possible design approaches for Frideswide Square have been developed. Three of these design approaches contained sub-options which showed different ways of applying similar principles. The design approaches considered and a summary of the project team's assessment of them against the project objectives are at Annex 4.

11. The design approach recommended to local organisations was approach D: removal of traffic signals in favour of a scheme drawing heavily on “shared space” principles and including compact roundabouts, greatly reduced carriageway areas, courtesy crossings, and landscaping. This is an innovative approach, drawing on best practice from the UK and elsewhere. The fundamental principle behind this approach is that the design should result in slow, smoothly flowing traffic, thereby creating a safe and attractive environment for all road users.
12. Three sub-options were developed within approach D. Whilst all three options apply the same design principles, the layout of the pedestrian spaces is very different in each option. The sub-options are illustrated in Annex 4.
13. During summer 2010, local organisations were consulted on the possible design approaches. Details of the consultation, including the project team’s responses to the main concerns raised, are at Annex 3.
14. The majority of respondents, including Oxford City Council, supported the project team’s recommendation that approach D is the approach that best meets the project objectives. However, some significant questions and concerns were raised about this approach. The main concerns are addressed in Annex 3. The most popular sub-option was the “road split” option. The “central road” and “northern road” options were jointly second most popular.
15. Annexes 5, 6 and 7 contain assessments of safety, sustainability and equality impacts for the proposed design approach (approach D). Two points raised by these assessments are particularly important and are discussed below.
16. First, the equality impact assessment states that the proposed removal of signal-controlled crossings may make the square more difficult to use for some visually impaired pedestrians. The project team fully understands these concerns and has discussed this issue in detail with people with varying degrees of sight and their representatives. The team has also sought advice from the county council’s Visual Impairment Team. There is more work to do on this issue, which is likely to result in specific features for visually impaired pedestrians being incorporated into the design at the next stage of design work.
17. Second, the road safety assessment states that approach D may increase accidents in the square because of the risks to cyclists at roundabouts. Cycle accidents are particularly common at roundabouts. However, as the assessment states, the actual safety performance will be dependent on the detailed design of the proposed roundabouts and the square in general.
18. Research suggests that cyclist safety at roundabouts can be improved by using continental style roundabout geometry, which reduces traffic speeds and eliminates certain potential conflict points. The roundabouts proposed for Frideswide Square use continental geometry. Furthermore, the overall design of the square will be aimed at keeping traffic speeds low, with raised crossings, low kerbs, narrow carriageways and careful use of materials to

create a space that looks very different from a normal highway junction in the UK. The project team is confident that by continuing to work closely with local cycling groups a design can be created that will be safe.

Design approaches – conclusions

19. The next stage of design and consultation will involve more detailed design and traffic modelling work, which is expensive. The more options remain under consideration, the greater the costs. It is therefore proposed that only two of the three options within approach D should be taken forward.
20. Within approach D, the road split option emerged as the overall preference among those who responded to the consultation. However, some concerns were raised about the user-friendliness and impact on the traffic flow of the split bus stops, as well as the usability of the central pedestrian space. The project team proposes that this option should be taken forward for further design work and public consultation, but that the layout of the bus stops is revisited and that the usability of the central space is explored in more detail because the function and maintenance of this space would be critical to the success of this option.
21. The northern road and central road options were roughly equally supported in the consultation. The project team considers that the central road option has certain distinct advantages over the other two options, in particular the fact that generous open space is provided adjacent to all of the main frontages. The city council's preference is for the central road option (see Annex 3). The project team therefore proposes that the central road option is also taken forward for further design work and public consultation.
22. The project team considers the northern road option to be the weakest of the three, because it creates oddly shaped pedestrian spaces, narrows the pedestrian space next to the south-east corner of the Saïd Business School (where pedestrian flows are highest), and gives undue emphasis to Hythe Bridge Street over Park End Street.
23. Given the views of stakeholders and the project team's own assessment of the pros and cons of the three options, it is proposed that no further design work should be done on the northern road option and that it should not be presented for public consultation. However, this option would still represent a major improvement over the *existing* arrangement and in the unlikely event that both of the two preferred options (road split and central road) are found to be undeliverable for technical or cost reasons, the northern road option would be a good alternative and could be resurrected at a later stage in the project if required.
24. The project team will take into account the potential ongoing maintenance costs of both options in its consideration of which scheme to recommend for construction.

Funding strategy and next steps

25. An accurate construction cost for this scheme will not be known until more design work has been completed. The total cost is likely to be in the region of £5 million, including the works required on the streets and junctions approaching the square. Funding for construction is unlikely to be available from the county council's own capital programme for the foreseeable future. Some developer contributions are available, but even taking these into account there is a funding shortfall of at least £3 million. Officers are exploring different bidding options for the Local Sustainable Transport Fund and Regional Growth Fund for various key infrastructure projects in Oxfordshire. Frideswide Square could potentially form part of a bid for one of these funds. Strong competition from other authorities means it is vital to have well-developed proposals whose costs and benefits are well quantified. With this in mind, the proposed next steps for the year ahead are as follows:

- Further design work and consultation with local organisations and road users to improve the designs (spring/summer 2011)
- Produce more detailed designs and complete traffic modelling (spring/summer 2011)
- Public consultation on proposed designs (autumn 2011)
- Amend design following consultation (winter 2011)
- Report to Cabinet for scheme approval (spring 2012)

26. Throughout this period, starting immediately, the project team will develop and continually update a funding business case which will form the basis of any bids for government or other funding. If funding becomes available, construction could start as early as autumn 2012.

Risks and financial and staffing implications

27. A project risk assessment is at Annex 8.

28. Design, traffic modelling and consultation during 2011/12 is expected to cost approximately £300,000. This includes design work required on the streets and junctions approaching the square. Funding is available from the West End Partnership and the county council's capital programme to cover these costs. This includes internal staff costs, which will be charged to the project.

RECOMMENDATION

29. **The Cabinet Member for Transport is RECOMMENDED to agree to:**

(a) proceeding with design work and public consultation on design approach D ("road split" and "central road" only);

(b) developing a business case to support a bid for any appropriate government funding.

STEVE HOWELL

Deputy Director for Environment & Economy – Highways & Transport

Background papers:

Ambitions consultation results

Public opinion survey results

Design approaches consultation document

Design approach consultation results

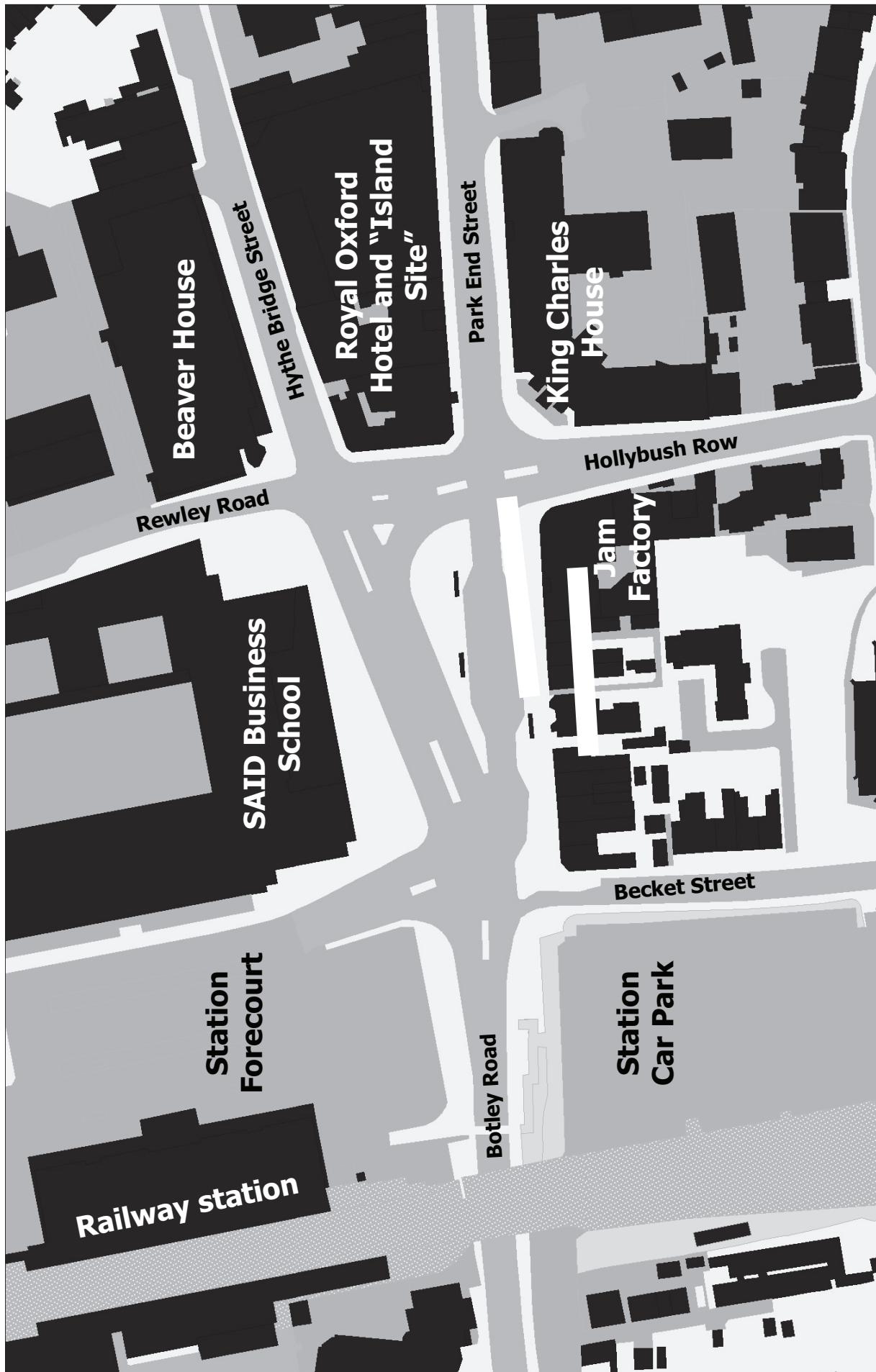
These are available:

- myconsultations.oxfordshire.gov.uk/consult.ti/frideswidesquaredesignapproaches
/
- in the members' resource centre
- in print, on request.

West End Area Action Plan - available at www.oxford.gov.uk/planningpolicy

Contact Officers: Craig Rossington, 01865 815575
Martin Kraftl, 01865 815786

March 2011

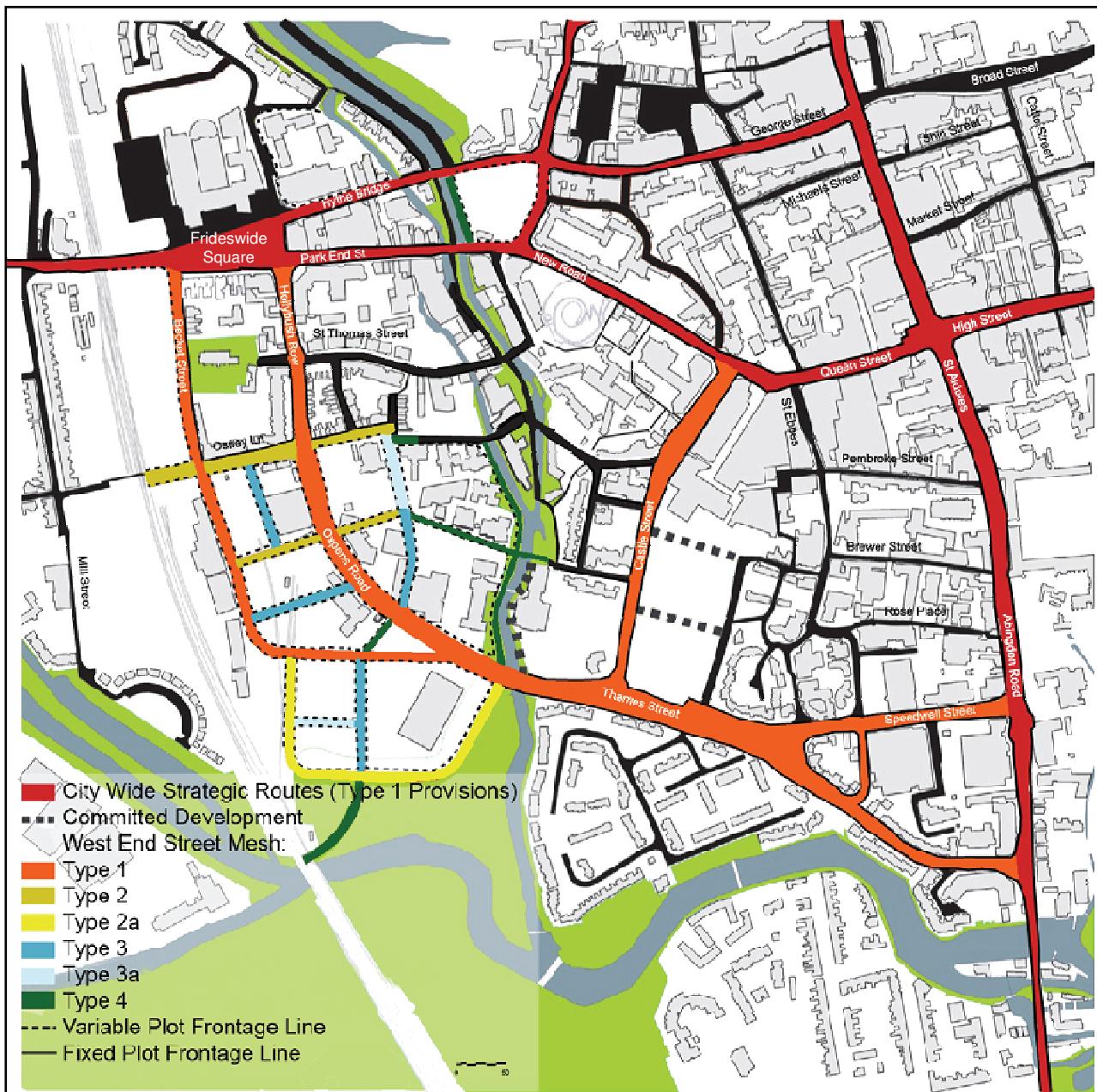


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ANNEX 2

Oxford West End: proposed street mesh (from West End Design Code, part of West End Area Action Plan)

Note two-way extension of Becket Street, connecting Frideswide Square to Oxpens Road



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Consultation: Results and project team responses

Ambitions consultation – spring 2010

1. To help set objectives for improving Frideswide Square, the county council carried out an “ambitions” consultation in spring 2010 with local organisations representing a broad range of interests and people. Organisations were asked what they feel is wrong with the current layout of Frideswide Square and how they would like to see it improved. A detailed summary of the ambitions consultation results is available – please see “background papers” at the end of the main report.
2. Overall, 80% of those who responded to the consultation are either dissatisfied or very dissatisfied with the current square. The three most common complaints about the existing square are that it creates a poor first impression of Oxford and is an unpleasant place to be; causes delays to all road users; is difficult to understand and navigate for all; and that pedestrian crossing routes are indirect.
3. Consultees’ top three priorities for improving the square are to create an attractive and welcoming square, create a simple and easy to navigate layout, and to reduce delays to all users.
4. To supplement the consultation with local organisations, 500 face-to-face street interviews were carried out with members of the public in Oxford city centre. A detailed summary of the results of these interviews is available on the county council’s website and in the members’ resource centre. This research found a significantly lower level of dissatisfaction than among local organisations – only 23% said they were dissatisfied or very dissatisfied with the current square. However, fewer than half of the respondents said they were satisfied or very satisfied. 30% expressed no view either way. Dissatisfaction with the square was significantly higher among working people and over 25s, while students and under 25s were more satisfied with the square.
5. Despite this disparity between the overall satisfaction levels of local organisations and the public, the top complaints and priorities for improvements were very similar. The public’s top complaints are the complexity of the layout, delays, the quality of the environment and cycle safety. Their top priorities are to create a welcoming and attractive square and a simple, easy to navigate layout.

Design approaches consultation: Summer 2010

6. The project team presented the four design approaches to local organisations during summer and autumn 2010 and asked for their views on them.
7. Organisations and all city and county councillors were invited to attend workshop sessions in early July 2010 where the design approaches were presented and discussed. Organisations were then given until the end of September 2010 to consider the approaches in detail and submit comments. The full consultation material is available – please see “background papers” at the end of the main report.
8. The project team recommended in the consultation that the only approach that should be taken further is approach D (the removal of all the traffic signals in the square in favour of a completely new and greatly simplified layout based on compact roundabouts and smoothly flowing traffic) because the project team concluded that approach D would best meet the project objectives.

Headline results

9. Fifty-five responses to the design approaches consultation were received. These were from a mixture of local organisations and councillors invited to participate and individuals who responded without a specific invitation. All major local organisations responded, and the total response rate is in line with the team’s expectations for a consultation of this type.
10. Some organisations responded to the consultation questions directly (42 in total), whilst others (13 in total) submitted responses that addressed the consultation topics more generally and did not therefore directly answer the consultation questions. In an effort to include both types of response in a numeric analysis, a judgement has been made as to how the respondents who did not answer the consultation questions directly *might* have answered them, given the overall content of their response. Acknowledging that this is a subjective process, figures both including and excluding these general responses are quoted below. Copies of all responses received are available in the members’ resource centre.

Respondents who answered the questionnaire directly

11. 57% strongly agreed or tended to agree that a scheme for Frideswide Square based on approach D is the best way to meet the scheme objectives. 31% disagreed or strongly disagreed, and 12% either did not know or did not state an opinion either way.
12. Within approach D, 33% preferred the road split option, with the northern road and central road options approximately equal (21% and 19% respectively). 26% said they disliked all three options.

All respondents, including those who did not answer the questionnaire directly

13. 55% strongly agreed or tended to agree that a scheme for Frideswide Square based on approach D is the best way to meet the scheme objectives. 29% disagreed or strongly disagreed, and 16% either did not know, did not state a clear opinion either way.
14. Within approach D, 27% preferred the road split option, with the northern road and central road options equal (16% for both). 27% said they disliked all three options. 14% did not state a clear opinion either way.
15. A detailed report of all the consultation responses is available – see “background papers” at the end of the main report.

Main concerns raised and project team responses

16. Although approach D was broadly supported, some questions and concerns were raised about it. The project team has met the organisations who raised the most significant concerns and is continuing to work with these organisations to try to resolve their concerns. The most common concerns, along with brief responses from the project team, are set out below.

Concern: lack of formal signal controlled crossings will not be safe or comfortable for pedestrians – particularly people with disabilities

17. The project team understands the anxiety surrounding the proposed removal of formal signal controlled crossings and has discussed this matter many times with people with sensory and mobility impairments. The team is confident that courtesy crossings will be easy to use for a wide range of people, including people with mobility and sensory impairments, though there is a lot of work to do at the detailed design stage to ensure that this is the case. The team is working particularly closely with people with very little or no sight to address concerns raised by these users of the square.

Concern: layout will not be safe or comfortable for cyclists

18. Approach D is designed to reduce traffic speeds to create safe and comfortable conditions for cyclists on the carriageway. The roundabouts proposed will be of continental design to promote slow traffic speeds and minimise risks to cyclists. The project team believes the proposed approach will represent a major improvement for cyclists of all abilities over the existing layout. Several design meetings have already been held with cycling groups to discuss ways to make the design as cycle-friendly as possible: this work is ongoing.

Concern: alternative approaches (particularly approach C) have not been properly considered

19. Alternative approaches have been considered in sufficient detail to establish whether or not they have potential to meet the scheme objectives. The project team has had to find a balance between adequate consideration of options and abortive cost. For example, proper traffic modelling of a local traffic diversion as proposed in approach C would be expensive and given the project team's fundamental reservations about the proposal and its incompatibility with the West End renaissance, the team concluded it would be wasteful to commission traffic modelling work on this particular option.
20. It should also be noted that approach D provides minimal carriageway space and its simplicity means it is flexible enough to adapt to changing traffic patterns in future. If traffic through the square were substantially reduced (as proposed in approach C) at some point in the future, an approach D design would remain entirely appropriate and would need little, if any, alteration.

Concern: bus stop and interchange facilities are inadequate

21. Concerns have been expressed that the bus stops proposed in approach D will not be sufficient to handle future or even current bus passengers and buses. The road split option (in which the bus stops on each side of the road are separated into two smaller bays) prompted concerns that separating the bus stops would make them less user-friendly and more likely to block traffic flow.
22. The total length of bus stop space proposed in approach D is very similar to the current provision, and there may be scope to increase this a little further as part of detailed design work.
23. In the current layout, overloading of the bus stops (which does happen fairly regularly) does not immediately affect the operation of the junction because the bus area is separate from the traffic area. Approach D removes this separation, so to reduce pressure on these stops and prevent buses blocking the traffic flow, the project team proposes that any bus that stops in the station forecourt will *not* also stop in Frideswide Square. To ensure bus-to-bus interchange opportunities are not lost, the project team is developing proposals for new bus stops in Park End Street for use by all passing services.
24. The arrangement of the stops in the road split option will be reviewed. This is likely to involve combining the separate stops into a single bay as in the central road option.

Concern: large areas of public space will be under-used and difficult to manage

25. Approach D creates substantial additional public space in Frideswide Square. This extra space needs to be designed and managed well to ensure it remains attractive and useful. Frideswide Square is expected to get busier in future, with expansion of the railway station and development of buildings on the eastern and southern edges. There will therefore be an increasing level of pedestrian activity in the square which will help animate the space and make it feel lively and safe. Landscaping will be designed to encourage people to stop in the square. Street cafés, exhibitions, markets and other similar attractions will be encouraged to make the square an attractive destination in its own right as well as a through route and busy transport interchange. All those with responsibility for the long-term maintenance of the square have been and will continue to be consulted on its design.

Concern: reducing traffic delays will attract more motor traffic to the city centre and make congestion and pollution worse overall

26. Traffic modelling suggests that approach D will reduce delays to all users of the square, including motor traffic, and that a slow but continuous flow of traffic is achievable. There is a risk that this will attract more traffic to the city centre overall, thus eroding the benefits of the scheme over time. To help prevent this, the scheme will include network management features that allow traffic capacity to be carefully controlled and give strategic priority to buses. For example, the traffic signals on Botley Road at Binsey Lane will be used to regulate the inbound flow of traffic ensure Botley Road east of Binsey Lane flows as freely as possible. This will allow buses leaving the eastbound bus lane to join *flowing* traffic at Binsey Lane, rather than joining a queue as they presently do. A similar system is also proposed for St Giles. This system ensures that certain strategically important parts of the road network are protected from congestion and gives buses journey time and reliability benefits, thus helping to improve the attractiveness of bus travel relative to car travel.

27. However, these network management features alone are not likely to be sufficient to prevent long-term traffic growth in the context of housing and economic growth in the city and county. The county council's draft 20-year area strategy for Oxford as part of the council's third Local Transport Plan therefore includes proposals for Park & Ride expansion, more bus priority measures, improvements to walking and cycling networks, and investigation of demand management such as workplace parking charges.

Concern: the narrowing of the roads proposed in approach D will lead to traffic congestion and will not cope with current or future traffic flows

28. Traffic modelling completed so far suggests approach D will reduce delays to all users of the square. This means congestion will be reduced, not worsened, and the ability of the square to cope with future traffic flows will be improved. However it is not in any event the intention to allow traffic to grow, as explained in the paragraphs above.

Concern: the proposals do nothing to improve surrounding streets, including the problems under the Botley Road railway bridge

29. Approach D will allow the carriageways leading into the square to be narrowed from three lanes to two. This is because roundabout approaches do not require separate lanes for traffic turning in different directions. This will allow the pavements to be widened on most of the main approach roads, including Hythe Bridge Street. Botley Road is of course constrained by the railway bridge, but the project team is exploring some options that would improve matters by narrowing the road to the minimum width for two-way traffic flow.

Oxford City Council's response

30. Oxford City Council has had continuous involvement in the planning and design of this project and is promoting and funding the project jointly with the county council through the West End Partnership. The city council was nevertheless also consulted as a stakeholder and a response was received from the Head of City Development following consultation with the relevant City Executive Board member.
31. The city council highlighted the historic significance of the square as confluence of two ancient routes out of the city and the role of the surrounding buildings in defining the character and role of the space. The city council considers that approach D is the only approach that meets the project objectives and the relevant planning policies in the West End Area Action Plan.
32. The city council's preferred option within approach D is the central road option, because it creates a focal point at the Royal Oxford Hotel, preserves the significance of both Park End Street and Hythe Bridge, and provides open pedestrian space in front of all key groups of buildings.
33. The city council considers that the space has developed informally and should not therefore be designed in an over-formal way that compromises this character. Its preference is for simple design and materials, allowing the buildings around the square to provide the focus for activity and interest.
34. The project team welcomes the city council's supportive response; its recommendations will inform ongoing design work.

ANNEX 4

Summary of design applications

Approach/ sub-option	Description	Assessment against objectives			
		Public realm	Simple layout	Reduce delays	Sustainable transport
A	Adjust signal timings only. Retain existing layout.	Poor – no improvement	Poor – no improvement	Poor – no overall improvement; any improvements for traffic are at the expense of pedestrians or vice-versa	Poor – no overall improvement in conditions for pedestrians, cyclists or buses.
	Simplified traffic signal controlled layout, incorporating signal controlled pedestrian crossings. Reduced carriageway, more pedestrian space.	Fair – more pedestrian space, less clutter, but still leaves four traffic lanes through the square and a very large junction at the eastern end.	Fair – straightforward pedestrian and traffic routes, though pedestrian crossings still limited to relatively few points.	Poor – no overall improvement.	Mixed – overall slightly better than existing layout for pedestrians and cyclists but no journey time benefits for buses; bus bays create difficult manoeuvres across traffic lanes.
B (i)		Poor – additional clutter, highly dominant carriageway, space in middle of square compromised by two lanes of fast-moving traffic and limited crossing options. No gains in pedestrian space close to buildings.	Poor – complex layout for all wheeled users; pedestrian routes direct but split into several stages.	Good – reduces delays to all users	Poor for cyclists (fast traffic speeds and indirect routes), fair for pedestrians (direct routes but split into stages) mixed for buses (reduced journey times but manoeuvres across traffic lanes problematic as above).
B (ii)	More complex traffic signal controlled layout with large one-way gyratory				

Illustrations of all options are at the end of this annex.

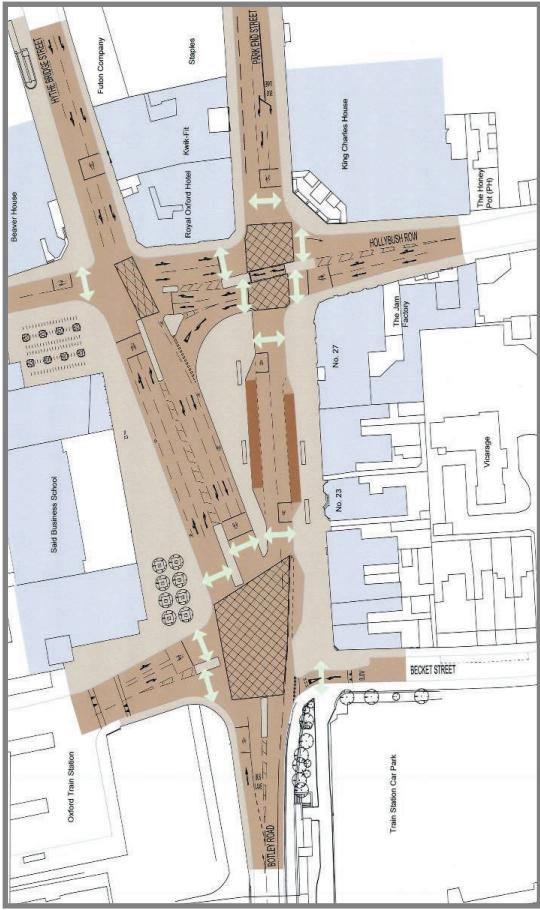
Assessment against objectives					
Approach/ sub-option	Description	Public realm	Simple layout	Reduce delays	Sustainable transport
C (i)	Diversion of traffic away from square by closing either Oxpens Road or Hythe Bridge Street to through-traffic	Very good in Frideswide Square and immediate approach roads as traffic reduced significantly, allowing carriageways to be reduced to minimum and pedestrian spaces created adjacent to buildings; impacts elsewhere in city could be detrimental due to displaced traffic	Very good in square itself as reduction in traffic would allow for very simple layout. Overall legibility of city centre for drivers of motorised vehicles would be worsened by closures.	Very uncertain; traffic likely to reduce overall but traffic and delays on other routes (including A34) may still increase substantially despite this. Some modelling attempted but hard to model accurately.	Very good within square and immediate approach roads, but very uncertain beyond; additional traffic on alternative routes could be detrimental to pedestrians, cyclists and bus passengers.
C (ii)	Local diversion of east-west traffic around Frideswide Square using Becket Street and Osney Lane as alternative route	Overall very good in Frideswide Square and some approach roads as traffic reduced significantly, allowing carriageways to be reduced to minimum and pedestrian spaces created adjacent to buildings; impacts in surrounding streets would be negative due to increased traffic and highway infrastructure to accommodate it. This would compromise wider plans for development of the Oxpens area.	Very good in square itself as reduction in traffic would allow for very simple layout. Overall legibility of city centre for drivers of motorised vehicles would be worsened by diversion.	No attempt made to carry out proper traffic modelling due to high costs of doing so and other problems with the approach.	Uncertain without modelling; major improvement within square and on some immediate approach roads, but would hamper attempts to create high quality pedestrian, bus and cycle routes into and through the Oxpens area as part of West End renaissance.

Illustrations of all options are at the end of this annex.

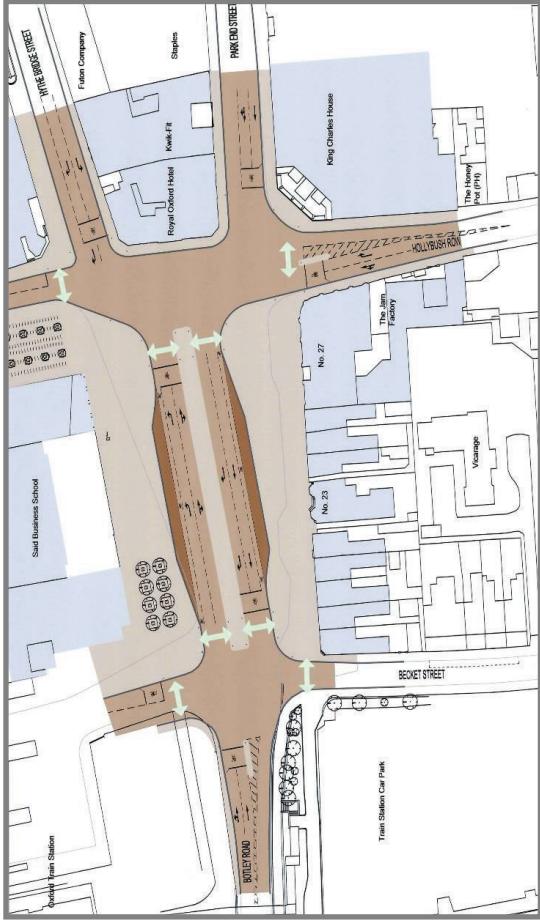
Approach/sub-option	Description	Assessment against objectives			
		Public realm	Simple layout	Reduce delays	Sustainable transport
D Sub-options: Central road Northern road Road split	Removal of traffic lights and introduction of shared space principles, including compact roundabouts and courtesy crossings for pedestrians. Three sub-options perform similarly against objectives so are assessed together.	Very good in square and on approach roads as carriageway space and highway infrastructure requirements significantly reduced by use of roundabouts rather than traffic signals. Pedestrian spaces created adjacent to buildings – particularly in central road option.	Very good – very simple layout for all with multiple crossings points and direct routes for pedestrians.	Good - modelling suggests significant reduction in delays to all users, though proposals include bus priority features that will mean private motor traffic does not gain as much benefit as other modes.	Overall good - reduced journey times for pedestrians, cyclists and buses; pedestrian priority within square; wider pavements on approach roads. Cycle safety and comfort uncertain and could be worsened by use of roundabouts without careful attention to detail.

Illustrations of all options are at the end of this annex.

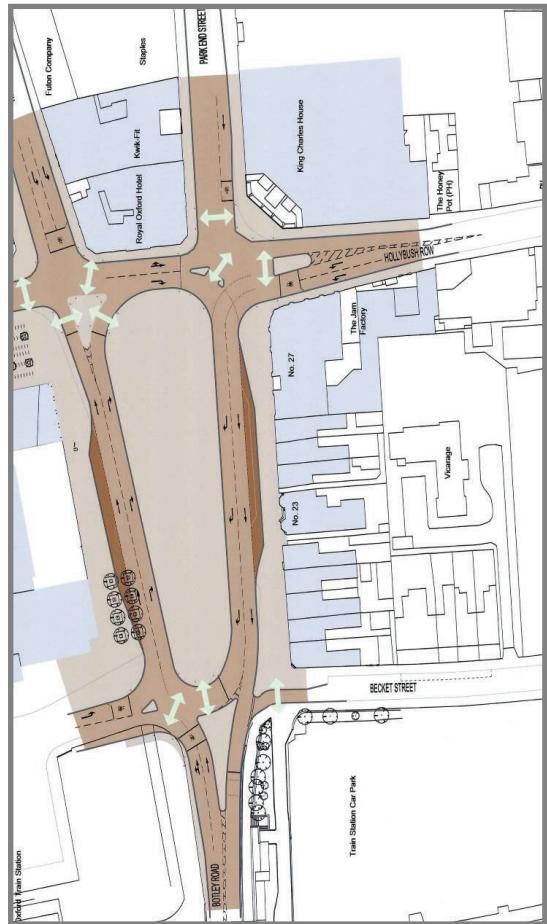
Illustrations



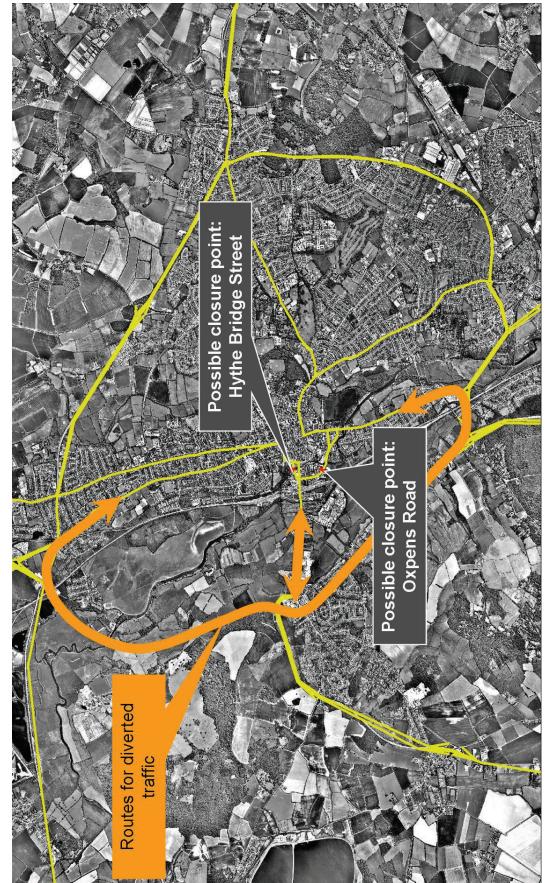
Approach A



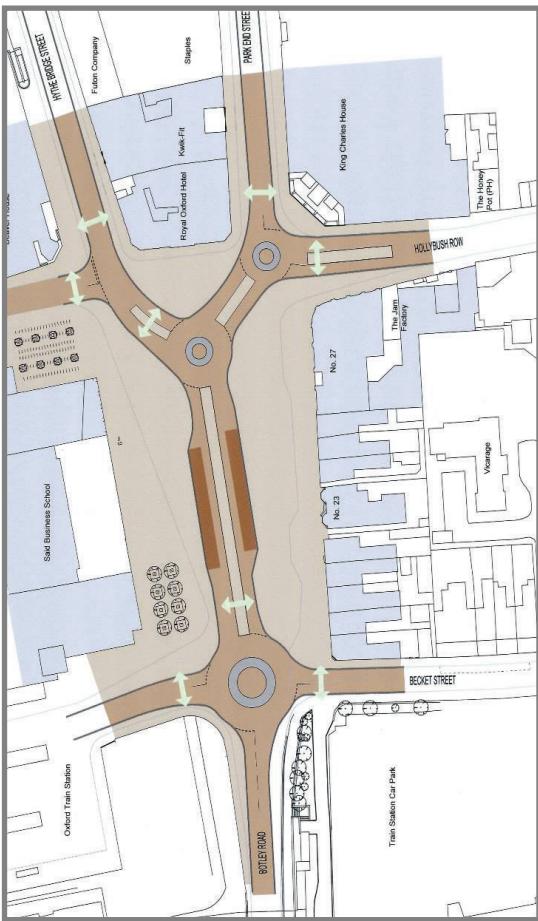
Approach B(i)



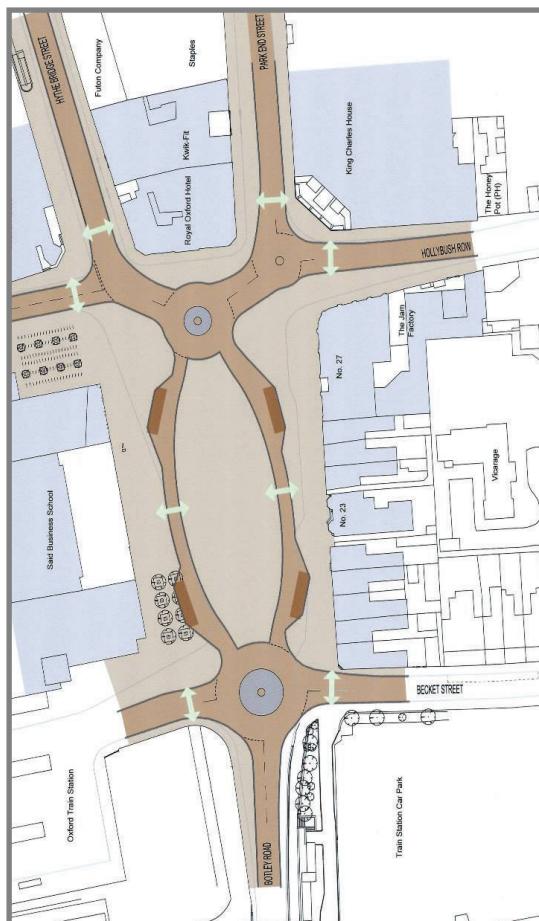
Approach B(ii)



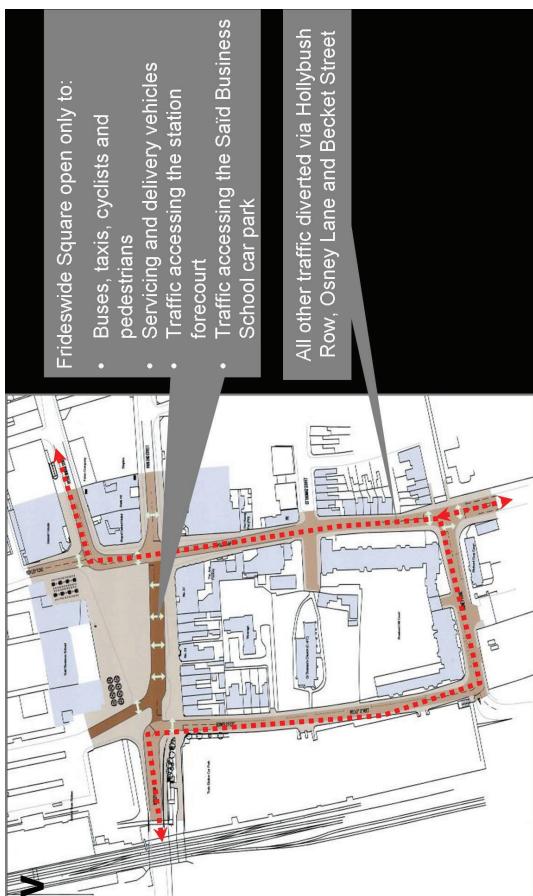
Approach C(i)



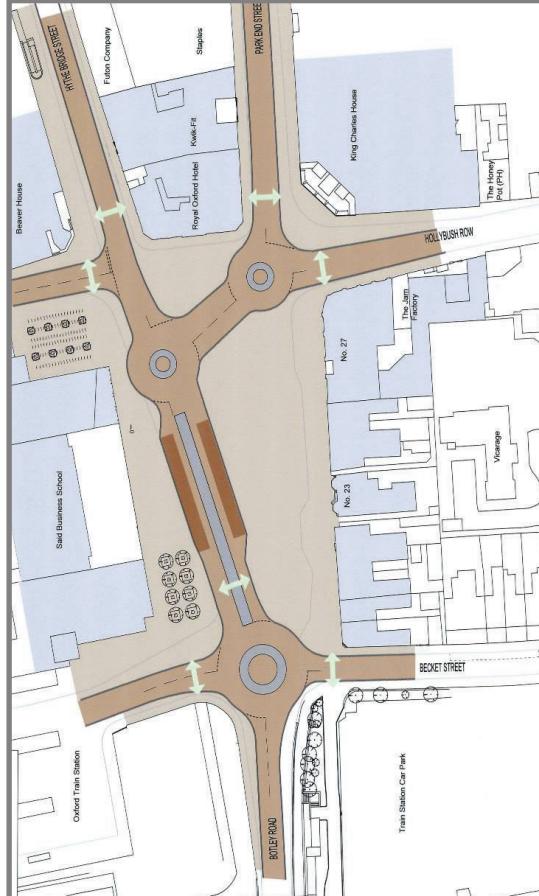
Approach D – central road



Approach D – road split



Approach C(ii)



Approach D – northern road

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Preliminary road safety assessment for approach D

Introduction

The designs prepared so far for Frideswide Square are “concept” designs, intended to demonstrate principles of design and allow traffic modelling work to be undertaken. Since safety performance is very dependent on design details, the safety assessment presented here is preliminary. Changes at Frideswide Square will affect traffic flows on all the approach roads, so this assessment considers this wider area as well as the square itself.

Safety assessments are very difficult to quantify, particularly in busy city centre streets where the interactions between different road users are very unpredictable and complex. This assessment is therefore by definition largely qualitative, based on advice from the county council’s road safety team.

Current casualty rates

Table 1 below shows the current casualty statistics for Frideswide Square and the other streets most likely to be affected by traffic changes in the square. These statistics include only accidents in which someone was injured and where the accident was reported to the police.

Table 1: casualties in road accidents 2006 – 2010 (five-year total)

P = pedestrian also involved; C = cyclist also involved

Street	Type	Fatal	Serious	Slight	Total
Frideswide Square	Pedestrian	0	0	2	2
	Cyclist	0	0	9	9
	Other	0	0	12	12
	All	0	0	23	23
Hythe Bridge Street	Pedestrian	0	0	1	1
	Cyclist	0	1	2	3
	Other	0	0	2	2
	All	0	1	5	6
Botley Road	Pedestrian	0	6	8	14
	Cyclist	0	7 (1P)	33 (3P)	40
	Other	0	0	6	6
	All	0	13	47	60

Street	Type	Fatal	Serious	Slight	Total
Hollybush Row/Oxpens Road	Pedestrian	0	0	3	3
	Cyclist	0	0	2	2
	Other	0	0	6	6
	All	0	0	11	11
Park End Street	Pedestrian	0	1	1	2
	Cyclist	0	0	0	0
	Other	0	0	2	2
	All	0	1	3	4
Worcester Street (north)	Pedestrian	0	0	0	0
	Cyclist	0	0	0	0
	Other	0	0	1	1
	All	0	0	1	1
Beaumont Street	Pedestrian	0	5	6	11
	Cyclist	0	0	4	4
	Other	0	0	4	4
	All	0	5	14	19
Becket Street	Pedestrian	0	0	0	0
	Cyclist	0	0	0	0
	Other	0	0	0	0
	All	0	0	0	0

Preliminary assessment

The net effect of approach D is likely to be slightly negative in the square due to risks to cyclists at the roundabouts. The actual outcome is likely to be especially sensitive to detailed design. However, improved traffic flow on approaches could reduce accidents associated with congestion and queuing.

Experience from the UK and elsewhere suggests that detailed design of roundabouts has a major impact on cyclists' safety. In particular, traffic speeds must be reduced and the geometry and lane widths carefully designed.

Detailed safety and vulnerable road user audits will be carried out at each design stage, and local cycling groups will continue to be involved in the design process.

Economic		Opportunities / Positive impacts		Challenges / Negative impacts	
Criteria	Access to / from businesses	Access to / from businesses	Access to / from businesses	Access to / from businesses	Access to / from businesses
Access to / from businesses	<p>Improved flow of traffic will enable clients and employees to access businesses in the city easily by all modes, therefore making businesses attractive and helping them to thrive across Oxford.</p> <p>Businesses will experience fewer losses in term of time lost due to staff and clients delayed in traffic in Frideswide Square and its approaches.</p> <p>Delivery companies will make savings due to reduced delays.</p> <p>Attractive environment which will attract clients and customers to businesses located within the square, the West End, and the rest of the city.</p>	<p>Potential in the longer term that traffic levels will increase as a result of improved traffic flows encouraging the use of the private car. Demand management will need to be used to prevent traffic growth and ensure traffic is able to continue to flow smoothly through the square.</p>			
Access to / from businesses	<p>Improved flow of traffic will enable customers and staff to access shops easily by all modes, making shops attractive and helping them to thrive.</p> <p>Shops will experience fewer losses in term of time lost due to staff and clients being delayed in traffic in Frideswide Square and its approaches.</p> <p>Delivery companies will make savings due to reduced delays.</p> <p>Attractive environment which will attract customers to shops located within the square, the West End, and the rest of the city.</p>	<p>Potential in the longer term that traffic levels will increase as a result of improved traffic flows encouraging the use of the private car. Demand management will need to be used to prevent traffic growth and ensure traffic is able to continue to flow smoothly through the square.</p>			
Businesses operations	<p>Improved flow of traffic will assist businesses with their operations (e.g. timely deliveries and distribution of goods).</p> <p>Delivery companies will make savings due to reduced delays.</p>	<p>Work will be required with shops to the enhance sustainability of their operations and optimise capacity and efficiency of operations without leading to damaging increases in traffic (e.g. freight sharing)</p>	<p>Potential in the longer term that traffic levels will increase as a result of improved traffic flows encouraging the use of the private car. Demand management will need to be used to prevent traffic growth and ensure traffic is able to continue to flow smoothly through the square.</p>		

		sustainability of their operations and optimise capacity and efficiency of operations without leading to damaging increases in traffic (e.g. freight sharing)
Economic growth	Visually appealing square environment which will attract businesses to the area, which will help to boost the local economy.	Careful consideration and implementation of detailed design will be required to ensure that the space is well landscaped (hard and soft) to optimise access, flexibility, and use by businesses and for public events, and minimise anti-social behaviour and fear of crime.
Employment	Improved public transport reliability will improve access to labour markets.	

Summary of economic impact: Net effect on economic factors will be positive. Careful management required to mitigate negative impacts which may result from traffic growth / induced traffic.

Environmental Criteria	Opportunities / Positive impacts	Challenges / Negative impacts
Resources	Reuse of some materials within the scheme and use of recycled materials could reduce waste generation. This should be considered at the detailed design stage and included within the specification where possible. Removal of traffic signals will save considerable amounts of electricity every year.	Reconfiguration of the square will require use of new materials and disposal of existing road and pavement surfaces and signal poles and heads. Where disposal of materials is necessary they should be reused or recycled where possible in order to minimise waste and use of natural resources.
Climate change	Opportunity to reduce risk from all sources of flooding by reviewing drainage in the square and using more sustainable / soak away surface materials and some soft landscaping to reduce runoff. Opportunity to encourage mode shift and prevent increase in private car use and associated emissions which contribute to climate change.	Need to ensure that the materials used and construction are robust enough to withstand extremes of temperature and extreme weather events. Potential in the longer term that traffic levels will increase as a result of improved traffic flows encouraging the use of the private car. Demand management will need to be used to prevent traffic growth and the associated increase in emissions.
Air quality and air pollution	Improvement in local air quality and reduction in air pollution due to improved traffic flow and reduction in stationary traffic within the square and on its approaches. Overall neutral or slightly reduced impact due to mode shift because similar there is likely to be a similar number of	The management of construction traffic and the re-routing of general traffic during the construction period may result in a slight, temporary increase in vehicular emissions in the wider area if the diversion results in longer journeys for vehicles.

	vehicular trips as the existing layout.	Potential improvement in air quality as a result of modal shift resulting from a more pedestrian and cycling friendly environment and improved bus and general traffic flow. The introduction of planting within the square may also help to improve air quality and reduce air pollution slightly.
Biodiversity	The introduction of planting within the square may help to encourage biodiversity. However, this will be limited because the square does not form part of a green network.	The landscape character of the square will be enhanced because hard and soft landscaping will be used to create a sense of place rather than a square dominated by transport infrastructure. The design will enhance the setting of the historic buildings in the square and its approaches.
Landscape character and historic environment		The design of the landscape must be executed carefully to ensure that the character of the area is enhanced in a way that is compatible with the operation / function of the square and its users, and with the historic environment.

Summary of environmental impact: Net effect on the environment will be positive. The use of resources / material will be greater than leaving the square unchanged. However, use of new materials and waste old materials can be minimised. The scheme can be used to minimise impact on climate change and air pollution, whilst enhancing biodiversity, air quality, landscape character and the setting of the historic environment.

Social	Criteria	Opportunities / Positive impacts	Challenges / Negative impacts
Access to services and facilities		Will help to reduce barriers to transport and therefore improve access to facilities and services (e.g. health care and education). Bus interchange opportunities will be retained / enhanced.	Where bus stops are proposed to be moved, the implications must be fully explored to ensure that interchange opportunities and access to services are not reduced.
Employment		The redesign of the square may make it more attractive to businesses and therefore encourage economic growth, expansion of existing businesses, relocation of new businesses / higher intensity of uses within the square, the West End and rest of the city, which will result in increased employment opportunities.	
Access to transport		Bus interchange opportunities will be retained / enhanced. Bus gating and smoothly flowing traffic will result in improvements to bus journey time reliability. More pleasant environment in the square will improve cycling and walking experience and enhance the entrance to the rail station.	Where the relocation of bus stops is proposed, the implications must be fully explored to ensure that interchange opportunities and access to public transport are not reduced.

	<p>Need to ensure that the road layout (involving roundabouts) does not deter people from cycling as conventional roundabouts are commonly associated with increased highway safety risks for cyclists. The dimensions or the roundabouts and road geometry will be carefully design to ensure the traffic flow is slow and therefore appropriate for cyclists.</p> <p><i>See Equality Impact Assessment</i></p>
<p>Health & well-being</p>	<p>Enhancement of the square environment, improvement in local air quality and increased use of more sustainable modes of transport will have positive implications for health and well-being.</p>
<p>Fear of crime</p>	<p>The design of the square will not increase the risk of or fear of crime. A more attractive and pleasant pedestrian environment should encourage activity within the square, making it more vibrant and help to reduce the fear of crime.</p>

Summary of social impact: Net effect on social issues will be positive. Access to services, facilities and transport will be retained and potentially enhanced and opportunities for employment will be increased.

Equality Impact Assessment of Approach D



OXFORDSHIRE
COUNTY COUNCIL

Introduction

This form is an Equality Impact Assessment (EQIA). This is used to review services or new policies. The purpose of the Equality Impact Assessment is to produce fair and consistent services for our staff and customers. It is also a legal duty to prevent discrimination.

Oxfordshire publishes all its EQIAs so customers know we take fair treatment and equal life chances seriously. This document is a standard template to help you organise the assessment. Please use the tip sheets on-line to help complete the assessment. There are 6 steps:

1. Screening	Is an Equality Impact Assessment needed?
2. Planning	What the EQIA will focus on and who is involved.
3. Gather Information	What information and feedback is needed.
4. Make a Judgement	How the policy promotes equality and prevents discrimination
5. Take Action	Actions are identified and improvements monitored.
6. Publication & Review	EQIA checked, published on-line and later reviewed.

Completing an EQIA form can be very quick e.g. 1-2 hours, however gathering the information, consultation or advice will take longer and needs to be planned in advance, please use the above guidance to plan what information you need.

When you have COMPLETED the document please complete this front page summary:

FRONT PAGE SUMMARY of assessment

Name of Directorate & Service	Oxford Transport Strategy, Highways & Transport, Environment & Economy
Name of Policy or Service reviewed	Frideswide Square Design Approach D - the removal of all the traffic signals in the square in favour of a completely new and greatly simplified layout based on compact roundabouts and slow smoothly flowing traffic.
Summary of assessment	<p>This equalities impact assessment reveals that the proposals have potential to negatively impact visually impaired pedestrians and younger children pedestrians.</p> <p>The key action is to work closely with visually impaired people and groups that represent them to add features that will help them use the square independently. Consultation carried out to date suggests there are a number of changes to the design that may achieve this. This should also help address the needs of young unaccompanied children and people with learning difficulties.</p>

Summary of actions	Assessment of consultation responses Assessment of impacts on identified groups
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Step 1 Screening

1.1 Check guidance notes to determine if you need to complete an EQIA.

Step 2 Planning See Guidance Note

2.1 What is being assessed?

The impact of the removal of all the traffic signals in Frideswide Square in favour of a completely new and greatly simplified layout based on compact roundabouts and smoothly flowing traffic.

2.2 Who is responsible for the assessment? Who else may be involved to provide additional expertise? Include names and job titles.

Martin Kraftl – Senior Transport Planner

Victoria Butterworth – Assistant Transport Planner

2.3 What is the main purpose of the service / policy?

Improve the public realm

Create a public space which complements and enhances its context and provides a welcoming gateway to Oxford.

Simplify the layout

Create a simple, uncluttered layout that is easy for all users to navigate without taking unnecessary detours.

Reduce delays in the square and on the approaches

Enable everyone to move through the space efficiently and safely.

Co-ordinate the surrounding road network with Frideswide Square to protect buses from congestion and improve air quality in the city centre

Promote sustainable transport

Give priority to movement by pedestrians, cyclists and public transport users.

Step 3 Gathering Information See Guidance Note

3.1 What **information** do you need to make an assessment about who your customers are and what their needs are? Remember to consider *age, disability, gender, race, religion & belief and sexual orientation*.

Face-to-face surveys

Stakeholder consultation surveys

Meetings with stakeholders and user groups

3.2 If you record who your **customers** are does the profile of customer groups reflect the local population? *If not, is there a justifiable reason for any differences?*

Not applicable – our customers are the whole population of Oxfordshire.

3.3 If you record how your **services are used**, does the data indicate that there are any barriers? E.g. issuing of library books, referrals to services.

People with various disabilities are likely to face particular barriers in using public space and the transport system.

3.4 If you record **feedback, comments or complaints** from customers have you evaluated if there any evidence of direct or indirect discrimination?

n/a

3.5 Have you **consulted** any customers, community organisations, or colleagues to understand the impact of your service?

Stakeholder groups were identified and consulted.

Step 4 Making a Judgement See Guidance Note

4.1 **AGE**

a) Using the information available, identify or predict the impact of this policy on different ages.

Younger children, crossing without an adult, may be less confident pedestrians. The removal of signal controlled crossings within the square could make it more difficult for younger children to cross independently.

Disabilities associated with old age are covered in the Disability section.

Overall beneficial impact for cyclists, public transport users and car drivers and passengers of all ages.

b) From the evidence available, does the service / policy affect or have the potential to affect some ages differently?

Yes No

c) If yes, could any of the differences amount to:

	Reason, evidence, comment
Barriers or negative impact	Less confident children may be hesitant / avoid crossing the road in the absence of signal controlled crossings. This may prevent them taking their desired route through the square, take them longer or result in them avoiding the square altogether.
Neutral Impact	

Positive impact	For all those other than young unaccompanied children, the square will reduce delays, be easier to cross and be a more pleasant place to be. Although younger children may feel less safe, in practice safety should improve due to lower traffic speeds and better driver awareness of vulnerable road users.
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4.2 DISABILITY

a) Using the information available, identify or predict the effect of this policy on people with disabilities.

Visually impaired pedestrians – removal of signal controlled crossings will make it more difficult to cross.

Mobility impaired pedestrians – slow smoothly flowing traffic will enable pedestrians to cross at any point and chose their most direct route i.e., reducing walking distances.

Raised courtesy crossings, refuges and narrow roads will make crossing significantly easier than at present and reduce delays. Wheelchair users will benefit from flush crossings.

People with learning difficulties – layout will be different from many busy junctions as there will be no traffic signals. However, the layout will be much simpler than existing layout. Some training may be beneficial to help people with learning difficulties use the courtesy crossings.

Mobility impaired bus users – Kerb at bus stops will enable level boarding and alighting.

Bus users with any disability – eastbound bus passengers will not have to cross a road to reach the station (major improvement over existing situation, where bus users must cross four lanes of traffic). Westbound bus passengers will only have to cross two lanes of traffic, rather than six lanes (two bus, four traffic, as at present).

Bus users with any disability will benefit from reduced delays to buses

Bus stops are located on sides of the square with buildings rather than on islands so will assist with orientation (building lines act as a guide).

Mobility impaired car drivers – Same benefits for all car users – reduced delays.

b) From the evidence available, does the service / policy affect or have the potential to affect some people with disabilities differently?

Yes No

c) If yes, could any of the differences amount to:

Reason, evidence, comment

Barriers or negative impact	Those with visual impairments will be the most affected because independent crossing may be perceived to be more difficult within the square
Neutral Impact	
Positive impact	<p>Mobility impaired pedestrians – slow smoothly flowing traffic will enable pedestrians to cross at any point and choose their most direct route i.e., reducing walking distances.</p> <p>Raised courtesy crossings, refuges and narrow roads will make crossing significantly easier than at present and reduce delays. Wheelchair users will benefit from flush crossings.</p> <p>Mobility impaired bus users – Kerb at bus stops will enable level boarding and alighting.</p> <p>Bus users with any disability – eastbound bus passengers will not have to cross a road to reach the station (major improvement over existing situation, where bus users must cross four lanes of traffic). Westbound bus passengers will only have to cross two lanes of traffic, rather than six lanes (two bus, four traffic) as at present.</p> <p>Bus users with any disability will benefit from reduced delays to buses.</p> <p>Bus stops are located on sides of the square with buildings rather than on islands so will assist with orientation (building lines act as a guide).</p> <p>Mobility impaired car drivers – Same benefits for all car users – reduced delays.</p>

Step 4 Making a Judgement, continued

4.3 GENDER

a) Using the information available, identify or predict the effect of this policy on males, females and transgender people.

The proposals will not have a differential impact on people of different gender.

b) From the evidence available, does the service / policy affect or have the potential to affect some males, females and transgender people differently?

Yes No

c) If yes, could any of the differences amount to:

Reason, evidence, comment	
Barriers or negative impact	
Neutral Impact	
Positive impact	

4.4 RACE

a) Using the information available, identify or predict the effect of this policy on different racial groups.

The proposals will not have a differential impact on people of different race.

b) From the evidence available, does the service / policy affect or have the potential to affect some racial groups differently?

Yes No

d) If yes, could any of the differences amount to:

Reason, evidence, comment	
Barriers or negative impact	
Neutral Impact	
Positive impact	

Step 4. Making a Judgement, continued

4.5 RELIGION & BELIEF

a) Using the information available, identify or predict the effect of this policy on people with different religions or different beliefs.

The proposals will not have a differential impact on people of different religion or beliefs.

b) From the evidence available, does the service / policy affect or have the potential to affect some people of different religions & beliefs?

Yes No

c) If yes, could any of the differences amount to:

Reason, evidence, comment	
Barriers or negative impact	
Neutral Impact	
Positive impact	

4.6 HETEROSEXUAL, LESBIAN, GAY & BISEXUAL

a) Using the information available, identify or predict the effect of this policy on heterosexual, lesbian, gay & bisexual people.

The proposals will not have a differential impact on people of different sexuality.

b) From the evidence available, does the service / policy affect or have the potential to affect heterosexual, lesbian, gay & bisexual people differently?

Yes No

e) If yes, could any of the differences amount to:

Reason, evidence, comment	
Barriers or negative impact	
Neutral Impact	
Positive impact	

4.7 SOCIAL INCLUSION

a) Using the information available, identify if any of the following factors might have an impact on how the policy is carried out:

- Educational Attainment – No impact.
- Worklessness or Low Income – No impact.
- Quality of Health – scheme should encourage walking and cycling, leading to improved health.
- Crime or Fear of Crime – Details of the space, including landscaping, lighting, and choice of materials, will be designed carefully to deter crime and anti-social behaviour, and reduce the fear of crime.
- Access to Housing – No impact.

- Access to Transport – The objectives of the proposals include; improving the public realm, reducing delays and promoting sustainable transport. Access to transport has therefore been a major driving factor and key consideration in working up the proposals to ensure that public transport facilities are made more attractive and that interchange opportunities are optimised. In particular, links to Oxford station will be improved and delays to buses reduced.

b) If yes, could any of the differences amount to:

Reason, evidence, comment	
Barriers or negative impact	
Neutral Impact	
Positive impact	<p>Improvement to the public realm will make the area more welcoming and attractive, and reduce anti-social behaviour and fear of crime.</p> <p>Improved design of bus stop facilities and layout will improve access to public transport, including vital links to Oxford rail station. Delays to buses will be reduced.</p>

Step 5 Taking Action See Guidance Notes

5.1 Improvement plan

Desired Outcome and Required Action	Lead Manager	Timescale
Work closely with visually impaired people and groups that represent them to add features that will help them use the square independently. Consultation carried out to date suggests there are a number of changes to the design that may achieve this. This should also help address the needs of young unaccompanied children and people with learning difficulties.	Craig Rossington	On-going, but particularly at detailed design stage.

5.2 *If you have identified any areas for improvement please state what **targets** you have set to monitor improvement. (See Guidance Notes for Support)*

- Please state what will be written in business plans
- Please state what will be monitored in scorecards
- Please state what will be included in appraisals

5.2 *If you administer **grants**, please state how you address the issues in this assessment.*

- Through eligibility criteria
- Through monitoring

5.3 *If you **procure** services please state how you address the issues in this assessment.*

- Through invitation to tender
- Through post-contract management & monitoring

Step 6 Publication & Review PLEASE ONLY USE THIS BOX IF:

- There are small amendments to the existing **policy**.
- There are reasons to suppose in this situation a difference in **impact** on staff or customers

6.1 Any other changes

Describe Change	Impact of Change	Mitigation
Work closely with visually impaired people and groups that represent them to add features that will help them use the square independently. Consultation carried out to date suggests there are a number of changes to the design that may achieve this.	Minimise the negative impact on visually impaired people.	Use detailed design features to assist visually impaired people with independent navigation within the square and leading up to the square.

FRIDESWIDE SQUARE, OXFORD - RISK REGISTER					Feb-11	Risk Assessment				
	Risk/Uncertainty Identification	Risk/Uncertainty Mitigation		Impact	Risk Assessment					
Risk Ref	Description of the cause, the risk/uncertainty that could happen and the impact (positives or negatives) <i>cause->event->impact</i>	Description of actions taken or controls in place to reduce risk/uncertainty, incl. contingency plans (include dates where new actions added)	Risk Owner	Impact Category	Date Assessed	Impact	Likelihood	Mitigation Status	Risk Reporting Level	Reason for Change
FS1	Solutions to help visually impaired pedestrians are not found	Work already completed suggests solutions are likely to be found. Project team will continue to work with visually impaired pedestrians and other experts to develop solutions.	CJR	Performance & Reputational	01-Feb-11	4	2	1	DIRECTOR	Y
FS2	Solutions to ensure cyclists' safety and convenience are not found	Work already completed suggests solutions are likely to be found to address many concerns. Project team will continue to work with cyclists and others to develop solutions.	CJR	Performance & Reputational	01-Feb-11	3	2	1	SERVICE	Y
FS3	Funding is never available to construct the scheme - design work is abortive	The scheme remains a very high priority of the city and county councils and West End Partnership; implementation in the medium term is likely, even if no funding is available in the short term. Stopping design work would make it very difficult to bid successfully for funds.	CJR	Performance & Reputational	01-Feb-11	5	1	1	DIRECTOR	Y
FS4	Funding is not available to continue with design work	Funding has been allocated by the West End Partnership and county council. There is no indication at the time of writing that this funding is at risk.	CJR	Performance & Reputational	01-Feb-11	4	1	1	DIRECTOR	Y
FS5	The preferred options are not feasible for technical or financial reasons	Trial holes and ground scans have allowed the project team to identify underground obstructions, revealing no major concerns at this stage. The northern road option remains a good alternative if the preferred options cannot be delivered for some reason. This risk will diminish as more detailed design work is completed.	CJR	Performance & Reputational	01-Feb-11	4	2	1	DIRECTOR	Y

FRIDESWIDE SQUARE, OXFORD - RISK REGISTER					Feb-11	Risk Assessment				
	Risk/Uncertainty Identification	Risk/Uncertainty Mitigation		Impact	Risk Assessment					
Risk Ref	Description of the cause, the risk/uncertainty that could happen and the impact (positives or negatives) <i>cause->event->impact</i>	Description of actions taken or controls in place to reduce risk/uncertainty, incl. contingency plans (include dates where new actions added)	Risk Owner	Impact Category	Date Assessed	Impact	Likelihood	Mitigation Status	Risk Reporting Level	Reason for Change
FS6	Design proposals are not supported by the public	The idea of removing traffic signals at Frideswide Square is not new and has anecdotally received some support in the past. There is no reason to think the views of local organisations do not correspond with the views of the public. The project team will ensure the design principles and rationale are communicated clearly and effectively to prevent misinterpretation of the proposals.	CJR	Performance & Reputational	01-Feb-11	4	2	1	DIRECTOR	Y
FS7	Planning permission is required and not granted	Planning permission may be needed. City council planning officers are fully involved in the development of the design. City council members have been (and will continue to be) consulted.	CJR	Performance & Reputational	01-Feb-11	4	2	1	DIRECTOR	Y
FS8	Objections to essential Traffic Regulation Orders or other statutory processes prevent the scheme from proceeding as currently envisaged	Effective public consultation should help prevent this; potential objectors need to be identified so their concerns can be resolved wherever possible.	CJR	Performance & Reputational	01-Feb-11	4	2	1	DIRECTOR	Y

Division(s): Headington and Marston,
Barton and Churchill

CABINET MEMBER FOR TRANSPORT - 24 MARCH 2011

OXFORD, HIGHFIELD AND OLD ROAD TRANSPORT IMPROVEMENTS

Report by Deputy Director of Environment & Economy – Highways & Transport

Introduction

1. This report outlines proposals for transport improvements in the Highfield area of Headington, Oxford, which include traffic calming measures and pedestrian/cycle facilities between and including London Road and Old Road (referred to hereafter as the Highfield Area). The report recommends that the Cabinet Member for Transport approve the implementation of the scheme.
2. S106 contributions have been collected from recent developments at the Churchill Hospital and the Nuffield Orthopaedic Centre (NOC) to mitigate the transport impact of the developments and improve conditions for modes other than the private car. Officers have carried out feasibility work on various schemes over a number of years but attaining local consensus on the type of measures has proved difficult.
3. The current proposals are a combination of two previously separate schemes (Highfield Area and Old Road) which had considerable overlap. The proposals link to a wider strategic area, benefitting more users and linking with the proposed cycle and pedestrian improvements in The Slade and Horspath Driftway. They help create improved conditions for walking and cycling links to the city centre, helping to achieve the county council's overall transport strategy.

Background

4. The Highfield Area and surrounding roads experience relatively heavy traffic due to the presence of many healthcare and educational institutions in the area. Old Road is an important part of the city's transport network and an important bus route. It has a large volume of traffic throughout the day, which puts pressure on the junction with Windmill Road and The Slade (more than 20,000 turning movements over a 12 hour period). Almost 1400 cycles negotiate this junction (12 hour) with minimal cycle infrastructure. Reported accidents from the past 5 years indicate clusters at junctions of Old Road with Windmill Road and Gipsy Lane and at the side road junctions on Old Road and London Road.
5. With the exception of London Road, there are no cycle facilities in the Highfield Area but, given the abundance of trip attractors locally, there is potential to increase cycling levels. Certainly, the high volume of vehicular traffic acts as a deterrent to cycling and walking in the area.

6. Annex 1 illustrates the importance of the Highfield Area in the context of nearby workplaces and educational establishments, as well as existing and proposed cycle links, showing the potential for the facilities to be well used and encourage cycling for journeys to work or school, potentially reducing the number of car trips in the area and contributing to a reduction in congestion.

Description of the proposed scheme

7. The main features of the proposed scheme are junction improvements on Old Road/Windmill Rd/The Slade and Old Road/Gipsy Lane junctions, cycle facilities on Old Road coupled with removal of the centre line and a zebra crossing near to Stapleton Road. Raised entry treatments are proposed on the side road junctions of Old Road and London Road with a narrowed raised table at the junction of Lime Walk and All Saints Road and an additional raised table on Latimer Road at its junction with All Saints Road. A plan showing the main features of the scheme on which officers carried out formal consultation, is included in Annex 3. The consultation plans are in the background documents. The proposals are described in Annex 4.

Consultation on the scheme

8. As mentioned previously, the scheme currently being proposed is an amalgamation of two previously separate schemes, which had separate informal consultation processes.

Informal consultation – Old Road

9. Informal stakeholder consultation was carried out in March and April 2010 and involved cycle groups, residents' associations, hospitals, local councillors, pedestrian and disability groups, universities, The Cheney School and Sustrans.
10. Three options were presented, ranging from a minimal scheme to something more comprehensive catering for pedestrians and cycles along the whole length of Old Road (west). Feedback was provided on different elements on each option, which provided officers with an understanding of generally accepted elements to take forward to formal consultation.
11. Overall, the zebra crossing was supported by those responding about this specific feature. There were mixed views on the cycle paths although people were generally opposed to the shared use path east-bound from Gipsy Lane to Windmill Road. There was no consensus on the junction improvements and cycle by-passes. The on-carriageway cycle lane was generally supported with some respondents undecided. Although the proposal to remove the centreline was not objected to, many respondents were ambivalent to the idea. The side road entry treatments were supported by all.

Informal consultation - Highfield

12. Informal consultation was carried out on the Highfield Traffic Management Scheme in summer 2010. 1883 letters were sent out to local residents and

businesses, covering a wide area of Headington beyond the streets immediately affected by the proposals. These letters invited people to attend an exhibition of the proposals at the Methodist Church Hall, New High Street, on 27 May 2010. A total of 166 people signed in to the exhibition over a period of 8 hours.

13. The consultation exercise created significant interest in the scheme and resulted in 353 feedback responses. The feedback forms allowed people to express their opinions on a 5-point scale and overall opinion was mixed. A summary of responses to consultation can be found at Annex 6.
14. In response to informal consultation and funding pressures the following elements of the scheme were removed: Right-turn bans from London Road and Old Road, Closure of Old Saints Road at Barrington Close, pinch points on Lime Walk and parking rearrangement/segregators on Latimer, Stapleton and Bickerton roads.

Formal consultation – Highfield and Old Road

15. Formal consultation was conducted on the amalgamated and revised scheme in December and January 2010/11 as a result of the informal consultations mentioned above. Plans were sent to all stakeholders and posted online and letters sent to 707 properties.
16. A total of 41 responses were received (30 online and 11 letters/emails). Responses are summarised at Annex 6, together with an officer responses.

Policy and strategy

17. The scheme would make a positive contribution to achieving the following of the five strategic objectives under the current Local Transport Plan (LTP2):
 - (a) Tackling congestion: by encouraging more people to switch from car travel to cycling and walking
 - (b) Safer roads: by providing safer cycling and walking facilities
 - (c) Better air quality: by reducing congestion
18. The scheme fits well with the draft Oxford Area Strategy, which forms part of the Draft LTP3. It forms an important cycle link between areas of employment and housing in the Eastern Arc of Oxford, where there is greatest potential to convert car journeys to other modes.

Financial and Staff Implications

19. Funding for this scheme is through S106 agreements which total £205,000. The cost of the works and fees is estimated to be £220,800. Therefore there is a shortfall of £15,800. Officers intend to manage the costs of the scheme so that it is contained within the budget of £205,000. Additionally, separate funding is being made available from the Highway Maintenance Programme to resurface sections of the road. A budget of £17,000 is being allocated for

this purpose. Traffic signal equipment is being upgraded through the revenue programme.

Equality and inclusion

20. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation. However, the shared use cycle tracks on the footway may have the potential to affect people differently according to their age and disability. Annex 7 provides more detail on this and shows that officers have considered equality issues carefully before reaching conclusions about the scheme.

Conclusions

21. On the basis of the consultation response, and the contribution the scheme would make to the county council's transport objectives and strategy, officers consider that no changes are required to the formal consultation scheme proposals.

RECOMMENDATION

22. **The Cabinet Member for Transport is RECOMMENDED to:**

- (a) **approve implementation of the Highfield and Old Road Transport Improvements as shown on Drawing No H&T/A3/0931 as set out in Annex 3 to this report; and**
- (b) **authorise that the lengths of footway highlighted in orange in Annex 2 to this report be removed under the powers in Section 66(4) of the Highways Act 1980 and a cycle track constructed under Section 65(1).**
- (c) **authorize the Deputy Director of Environment & Economy – Highways & Transport, in consultation with the Cabinet Member for Transport, to make a final decision on the scheme elements to be removed from the design in the event that the costs need to be reduced to match the available funding resource.**

STEVE HOWELL
Deputy Director E&E – Highways & Transport

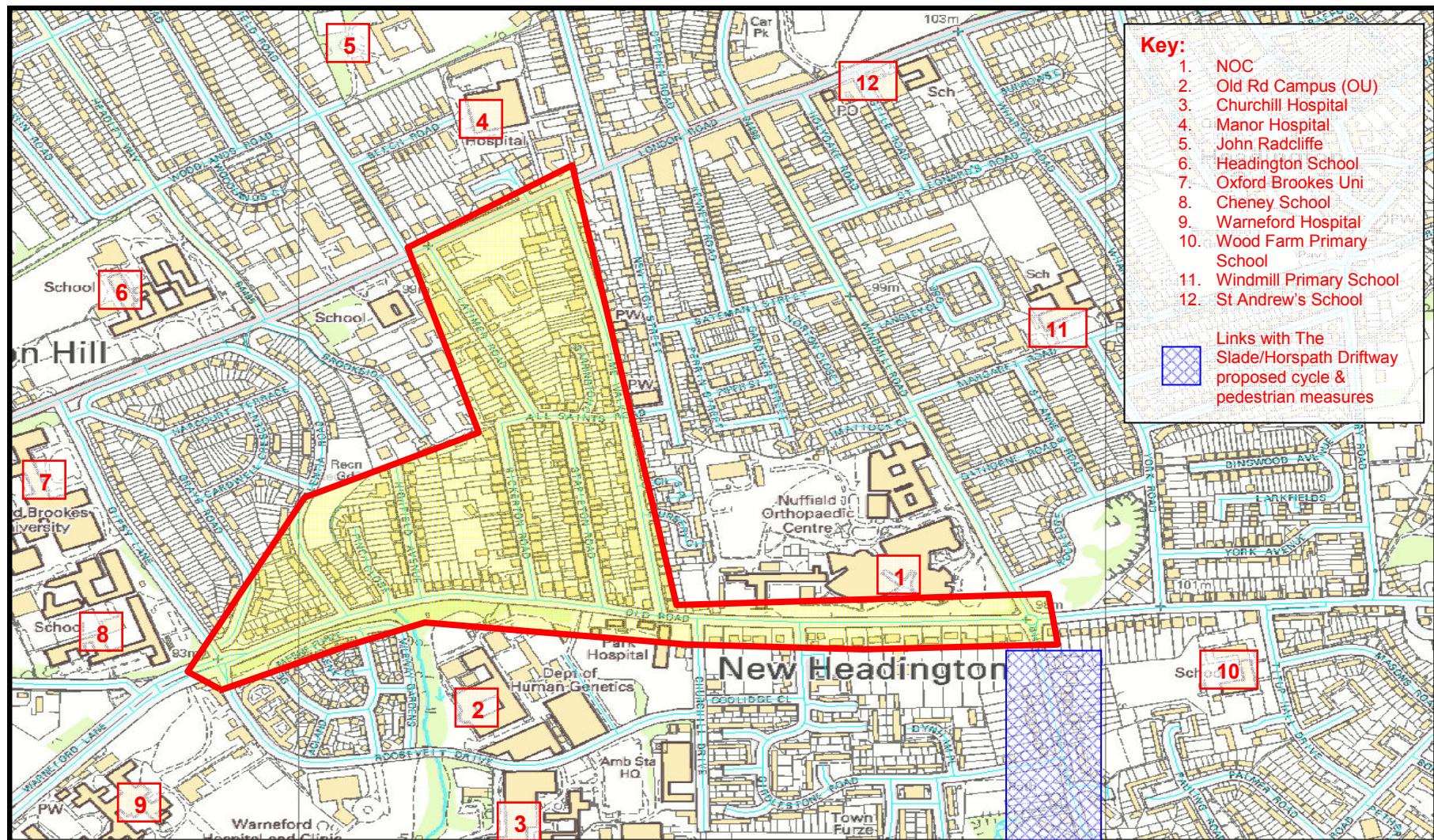
Background papers:

- Report to CMT 7 January 2010 re Highfield schemes
- Consultation plans
- Consultation responses

Contact Officer: Aron Wisdom

March 2011

Annex 1: Location map

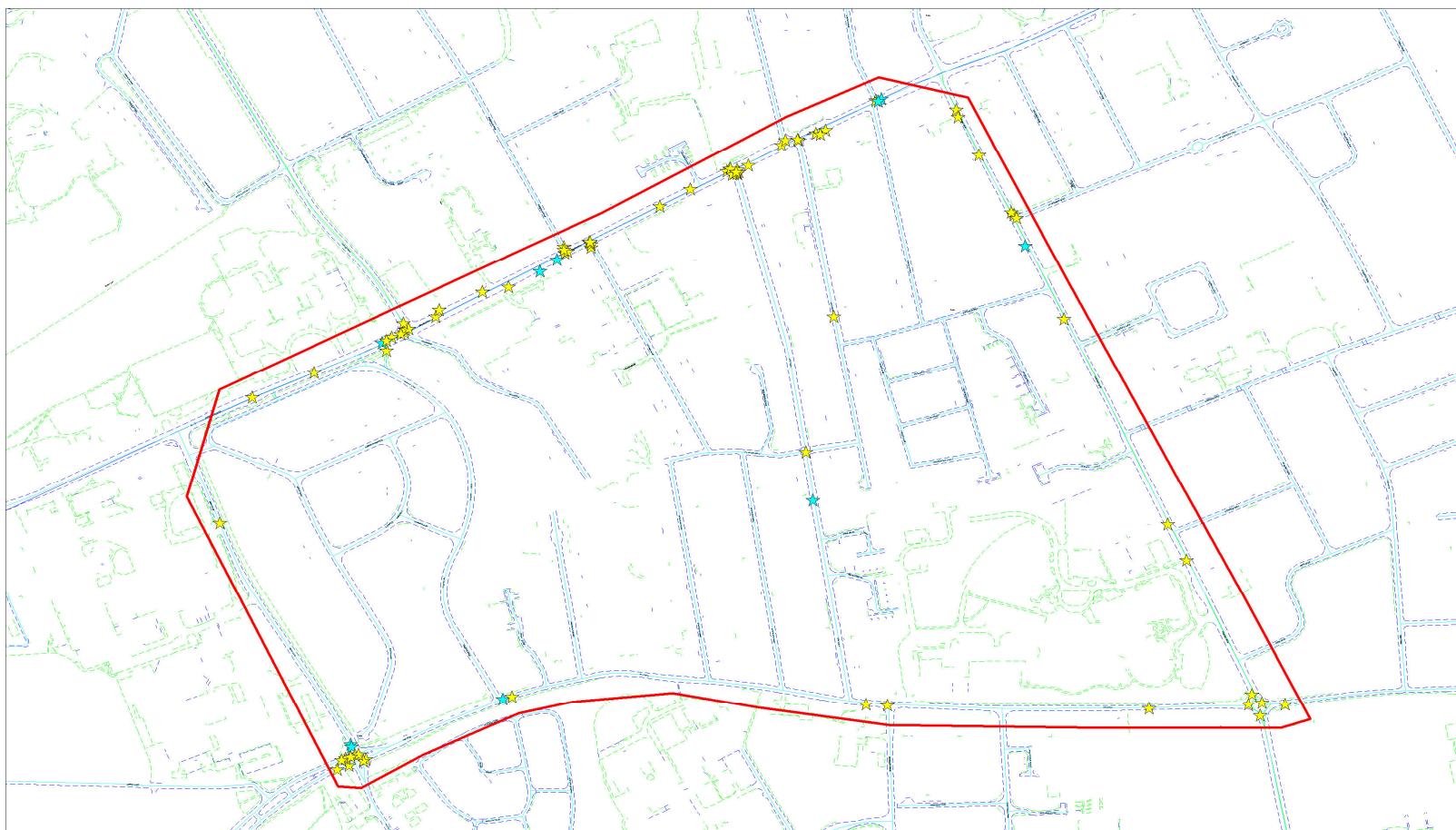


Annex 2: Accident map

Accidents between dates:
01/01/2006 and 31/12/2010

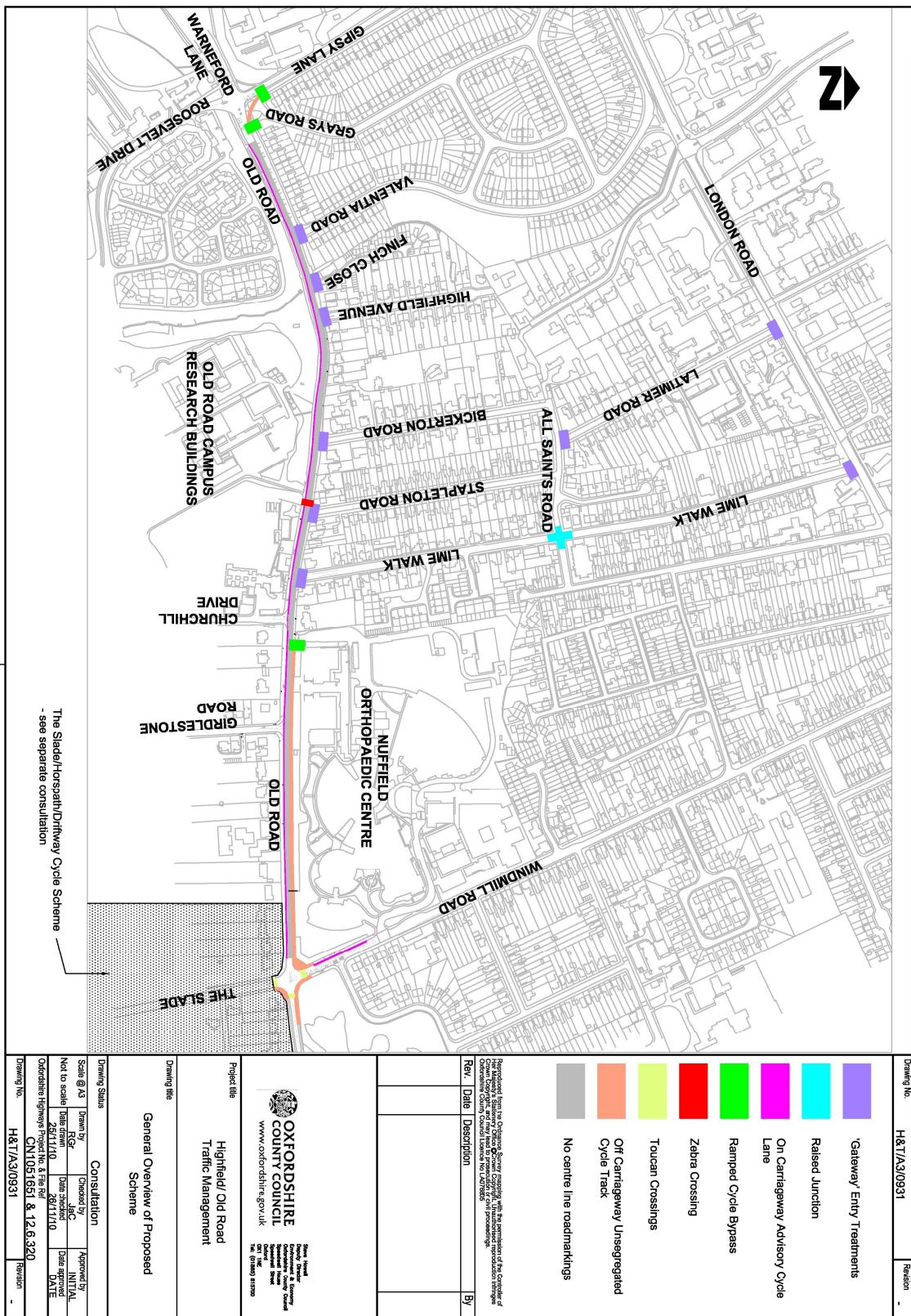
Oxfordshire County Council - Highways & Transport Service

04/02/2011



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Annex 4: description of proposals

The proposed scheme is designed to slow traffic in the area whilst providing an enhanced cycle and pedestrian environment. It is wholly funded by developer contributions drawn from various developments in the area.

The Highfield area and Old Road are heavily trafficked due to the concentration of employment and educational establishments, which can make it uncomfortable for pedestrians and cyclists. This scheme would provide infrastructure to improve conditions for these road users, thereby encouraging people to walk and cycle, helping to reduce the number of car journeys.

The scheme would create safer and better conditions for cyclists and pedestrians by slowing traffic, and providing cycle and crossing facilities in areas that have the most reported accidents.

Raised 'gateway' entry treatments are proposed for the junction with Latimer Road and All Saints Road and on all side roads from Old Road (except Girdlestone Road and Churchill Drive) with the same treatments on Lime Walk and Latimer Road at London Road. A raised junction at Lime Walk and All Saints Road, with a narrowed carriageway running north to south is proposed.

Proposed junction improvements at Windmill Rd/Old Rd/The Slade will consist of intelligent traffic signal improvements (MOVA) to increase capacity, Toucan crossings on all arms except Old Road, and off-carriageway cycle facilities to help less confident cyclists negotiate the junction. The proposals also include a short stretch of shared use cycle path from the NOC entrance on Old Rd to Windmill Road.

A 1.2m advisory cycle lane is proposed in a westbound direction from The Slade to Roosevelt Drive. The centre line would be removed, with the aim of reducing vehicle speeds. Subject to maintenance funding, Old Rd will be resurfaced in 2011 removing all indication of old road markings.

A zebra crossing would be situated just west of Stapleton Road to help pedestrians reach the Old Road Campus and Churchill Hospital.

Annex 5: Feedback on informal consultation

Traffic Management Scheme for the Highfield area of Headington, Oxford

Informal public consultation was carried out in May/June 2010 on proposals to introduce a developer funded scheme aimed at mitigating the impact of through traffic in the Highfield area of Headington, between London Road and Old Road. The proposals were outlined on the county council's consultation portal.

1883 letters were sent out to local residents and businesses, covering a wide area of Headington beyond the streets immediately affected by the proposals. These letters invited people to attend an exhibition of the proposals at the Methodist Church Hall, New High Street, Headington on 27 May.

The exhibition was held over an afternoon and evening, and a total of 166 people signed in. Staff were available to explain the proposals, and printed explanation sheets were available. Paper copies of a feedback form were handed out, and many people completed these at the exhibition, or took them away to complete at home. The feedback form and all the plans were also available on line.

The consultation period was initially set to four weeks, but was extended to 1 July at the request of some residents. During the consultation period, on 10 June, a meeting with representatives of residents' associations in the area was held at Oxford Brookes University, chaired by Cllr Altaf Khan. Other meetings were held at which no officers were present. These included meetings of residents' associations, and street surgeries held by local councillors.

Feedback from the consultation

A total of 353 feedback forms were received during the consultation period: 242 on paper, and 111 on line. Whilst every effort was made to ensure that there was no duplication, it is possible that a few people may have submitted paper forms and replied on line, because it was possible to reply anonymously.

Table 1 shows the replies to four of the 'tick box' questions on the feedback form. These are broken down by street, except for streets where only one or two people replied, which have been grouped together to avoid the possibility of respondents being identified. 'Strongly agree' and 'Agree' responses have been totaled together and classified as 'Agree' for simplicity. Likewise 'strongly disagree' and 'disagree' have been totaled together.

Q2: To what extent do you agree that traffic speeds in the area should be reduced?
This shows that there is widespread agreement that 'Traffic speeds in the area should be reduced'.

Q3: To what extent do you agree that the amount of through traffic using the area should be reduced?

There is also overall agreement that 'Through traffic using the area should be reduced', but this is less consistent, with the majority in several of the streets that would not see a reduction in through traffic under the proposed scheme, disagreeing that through traffic should be reduced.

Q4: Do you like or dislike the proposed traffic calming features? Overall impact of traffic calming features:

In the streets where traffic calming measures are proposed, more people said they liked rather than disliked the overall impact of the traffic calming measures, with the exception of Latimer Road, where more people said they disliked it. Overall, 37% of respondents said they liked the overall impact of the traffic calming measures, while 50% said they disliked them, and 13% said they did not know. However, from the explanations people gave (in question 5), it was apparent that a number of people understood 'traffic calming features' to include the proposed turning bans, even though these were considered separately in questions 6 and 7.

Responses relating to individual traffic calming features showed a variation in popularity (see Table 2). More people liked than disliked the gateway features at the junctions of the side streets with Old Road and London Road, the pinch points along Lime Walk, and the improved raised table junction of Lime Walk and All Saints Road.

Parking segregators and changed parking arrangement in Bickerton, Stapleton and Latimer Roads was less popular, with slightly more people saying they disliked than liked these features, and many people unsure. The narrowing at the southern end of Latimer Road was also less popular.

The closure of All Saints Road was the least popular of the traffic calming features, with more than three times as many people saying they disliked it compared with the number saying they liked it.

In Question 5, where people were asked to explain their views on the overall impact of the traffic calming measures, concerns included:

- The impact on surrounding streets
- Inconvenience to residents
- Reduction in parking space
- Inconvenience to motorists
- Congestion/reduced traffic flow
- Expense of the scheme and whether it is worthwhile
- Why Highfield should get special treatment
- Safety concerns about some of the features, mainly the pinch points in Lime Walk.

However, many others agreed that the scheme would be effective in reducing speeds and that this was much needed.

Q6: Do you like or dislike the proposed turning bans?

Table 1 shows that there is widespread dislike of the proposed turning bans, even in streets that would benefit from reduced traffic volumes as a result of them. More than four times as many people disliked the turning bans compared with the number who liked them. The opposition was strongest in New Headington (the area between New High Street and Windmill Road), which would be inconvenienced most, and Windmill Road, which would experience displaced traffic.

Letters were received from several local organizations that did not complete feedback forms:

- All Saints Church supported the traffic calming measures but were against the turning bans, because they would inconvenience members of the congregation travelling to church;
- Highfield Residents Association supported the proposals except for the right turn ban at New High Street, and the closure of All Saints Road, for which they recommended that alternative measures be found.
- New Headington Residents Association opposed all the turning bans, and expressed concern about the impact of displaced traffic.
- Kwik Fit objected to the turning ban at the junction of Lime Walk and London Road, saying that it would unacceptably restrict approach routes for customers and deliveries, as well as adding to congestion at the London Road/Windmill Rd junction.
- St Luke's Hospital objected to the turning bans, saying that they would inconvenience patient transport, deliveries and collections, and on-call doctors. They supported the traffic calming but questioned whether it was necessary.
- Patient Transport Service objected to the turning bans on the grounds that it would increase journey times for accessing the hospitals.

Street	Question:Q2 To what extent do you agree that traffic speeds in the area should be reduced			Question:Q3 To what extent do you agree that the amount of through traffic using the area should be reduced			Question:Q4 Do you like or dislike the proposed traffic calming features? Overall impact of traffic calming features			Question:Q6 Do you like or dislike the proposed turning bans?		
	Agree	Neither	Disagree	Agree	Neither	Disagree	Like	Don't know	Dislike	Like	Don't know	Dislike
All Saints Rd	3	1	1	4	1	0	3		2	3		2
Barrington Cl	10	2	0	5	3	4	6	2	4	0	2	10
Bateman St	4	5	2	7	3	1	4	3	4	2	1	8
Bickerton Rd	12	2	2	13	0	3	8	3	3	2	1	13
Gardiner St	7	1	2	2	3	5	4	1	3	0	0	10
Gathorne Rd	2	0	1	3	0	0	0	1	2	0	1	2
Highfield Ave	4	0	0	4	0	0	4	0	0	1	1	2
Kennett Rd	14	3	4	8	5	8	4	4	12	0	2	19
Latimer Rd	25	6	4	19	11	5	12	4	14	7	4	24
Lime Wk	30	3	10	27	4	12	24	1	16	17	4	22
London Rd	3	0	1	0	1	3	2	0	2	0	0	4
New High St	19	10	15	9	20	15	10	6	27	2	0	42
Old Rd	7	3	0	5	2	3	4	1	5	2	1	7
Perrin St	0	2	1	0	1	2	0	1	2	0	0	3
Sandfield Rd	1	1	1	0	1	2	1	0	2	0	1	2
Stapleton Rd	28	1	0	23	3	3	19	3	5	14	2	13
Wilberforce	5	1	2	2	3	3	2	0	6	0	0	8
Windmill Rd	9	5	2	3	6	7	0	3	12	0	2	14
Outside Oxford	3	5	4	1	7	4	2	3	8	0	1	12
No Street	13	6	10	10	7	12	6	4	19	5	2	22
Headington, streets with <3 responses	17	8	5	13	6	11	8	3	17	3	2	26
Anonymous	1	0	0	1	0	0	0	0	1	0	0	1
	217	65	67	159	87	103	123	43	166	58	27	266

Table 1 – Responses by street

	Like	Dislike	Don't know
Detail 1: Gateways	152	143	33
Detail 2: Pinch points	156	133	38
Detail 3: Raised table junction of Lime Walk and All Saints Rd	176	115	38
Detail 4: Parking segregators	109	112	105
Detail 5: Parking rearrangement	93	96	133
Detail 6: Narrowing in Latimer Rd	121	132	75
Detail 7: Closure of All Saints Rd	67	223	51

Table 2 – Views on individual traffic calming features

Old Road Cycle and Pedestrian Measures, Oxford**NOTE OF A MEETING**

Held At: Nuffield Orthopaedic Centre, Oxford	
Date: 8 th March, 2010	Ref:
Subject: Old Road, Oxford	
Present: Aron Wisdom – Transport Planner, OCC (AW) Joy White – Senior Transport Planner, OCC (JW) Jayme Radford – Transport Planner, OCC (JLR) Mary Horan – Sustainable Travel Co-ord, OBU (MH) Cllr Liz Brighouse – (LB) Mark Gray – Risk & Site Manager, NOC (MG) Karl Chadwick – Travel Manager, JRHT (KC) Patrick Coulter – Highfield Residents' Association (HRA) (PC) Hilary Rollin – HRA (HR) Carolyn Gulliver – Wingfield Residents' Association (CG) Cllr Roy Darke (RD) Cllr Ruth Wilkinson (RW) Frank McKenna – HRA (FM)	Distribution

Item	Comments	Action
1	Aim of the meeting: AW presented three options for cycling infrastructure improvements for Old Road, Oxford. AW provided technical commentary on all three options. The meeting was an opportunity for all stakeholders to discuss	

	options and provide feedback to OCC.	
2	<p>AW presented three options with technical drawings -</p> <p>Option 1 (Basic scheme with zebra crossing)</p> <p>Option 2 (Enhance scheme without zebra crossing)</p> <p>Option 3 (Fully enhanced scheme without zebra crossing)</p> <p>AW explained the SUSTRANs application process for funding – and the support SUSTRANs have provided for the proposals.</p> <p>Stakeholder response:</p> <ul style="list-style-type: none"> • The group were generally supportive of the on-carriageway suggestion. • Concerns with the proximity to the pelican crossing on Old Road (Lime Walk). • The group felt proposals would not help school pupils on Old Road (east of Windmill Rd). • Group concerns with the height of the double curb on Old Road – safety risk for both on-road cyclists and shared path users • The group view Lime Walk to Finch Close as the most dangerous section of Old Road for cyclists. • Valentia Road – difficulty in crossing Old Road as a result of the bus stop. • Old Road/Slade/Windmill Road junction: all pedestrian crossing points are in the same green phase – difficult to cross at more than one point. • Have OCC reconsidered a roundabout in this location? • Currently cyclists turning left from The Slade to Old Road use the footpath as a cycle bypass, however, do not rejoin the carriageway. Cyclists continue to use the footpath. • Old Road/Warneford Lane junction: difficult to make a right turn. • Felt that Old Road very uncomfortable for cyclists <p>Positive points:</p> <p>AW stressed that there was no long stop on the developer funding agreement – money has been set aside for improvements to walking and cycling on Old Road.</p> <p>AW asked the group for positive points of the suggested schemes:</p> <ul style="list-style-type: none"> • The group acknowledged OCC's want to improve Old Road for cyclists. • The 'off road' option would help with feeling secure. • The introduction of a permanent cycle path. 	

	<ul style="list-style-type: none"> Positive response to the junction treatments – these will slow traffic and gives peds (cyclists on option 2 & 3) priority. <p>Group suggestions:</p> <p>AW opened the floor for suggestions from the group:</p> <ul style="list-style-type: none"> Unhappy with the concept of cycle 'bypass' lanes or shared paths. Believe road users should coexist and we should educate drivers/cyclists of shared use (MH). Many suggestions for a cycle track on Old Road – behind the hedge on the NOC land as previously suggested (HRA) <ul style="list-style-type: none"> - AW & JW explained the difficulties in developing land off the highway not just cost, which is prohibitive – difficulties of CPOs, removal of trees & hedges, lighting, width (for two-way cycling) & security. Also, this would not provide a continuous route along Old Rd - AW/JW – NOC offer of land for permissive use is no longer an option (comment supported by MG). Suggestions for cycle track running from traffic lights at Cheney School – south bound. Group felt there is enough natural light to support this option in terms of security. <ul style="list-style-type: none"> - AW/JW – difficulties again with lighting and obtaining land for development, felt this is not a feasible option. Proposed zebra crossing should be located Valentia Rd/Highfield Ave(?) 	
3	<p>Next steps:</p> <p>AW to consult additional stakeholders who were unable to attend</p> <p>AW will be in contact with all stakeholders in the near future to discuss outcomes of the proposals.</p>	AW

Annex 6: Summary of response to formal consultation

Response Ref	Question: Your comments:	Officer response
Stapleton Road	<p>Dear Sir, Not sure if this is the right place to do this but I can't find anywhere else to put it. I have consulted with my neighbours and we would like to request that when Stapleton Road's CPZ is remarked we would like the Double Yellow lines between No's 52; 54 to be removed to allow a continuous parking bay. We also requested this action on the form that was sent out about 9 months ago, but when the road was marked up for change, the Yellow lines have been left in.</p>	<p>1. Passed to Parking Team</p>
Latimer Rd	<p>Dear Mr Green Thank you for your consultation letter dated 7 December. As a resident whose house is at the junction of Latimer Rd and All Saints Rd, I broadly welcome the overall plans put forward. The Gateway entry at the junction of Latimer and All Saints should reduce the speed of cars at this junction. However, the more pressing issue on Latimer Rd is that it is straight with most cars parked on the Lime Walk side of Latimer Rd. This encourages many drivers cutting through to drive at high (and dangerous) speeds along a straight stretch of road that has no obstacles to negotiate. Given a choice, I would rather trade off the Latimer Rd/All Saints Rd Gateway for some form of chicane part way up Latimer Rd that would block the straight line of sight up the road and cause vehicles to slow down when using the road.</p>	<p>2. The large majority of the reported accidents in the area occur at side road junctions and although there have not been any reported accidents in the past 5 years at the Latimer Road/All Saints Road junction neither have there been any accidents within the road. A number of accidents have been reported at the London Road end and given the financial constraints of the scheme it is deemed appropriate to retain a consistent approach to traffic calming i.e. at the junctions. There is also an advantage to pedestrians when crossing side roads.</p>
Bickerton Rd	<p>Sadly this traffic management scheme does not take account of the high traffic now experienced on Old Road to serve the Churchill site developments of the past years. Removing centreline roadmarkings on Old Road is likely to prove dangerous given the hill, cycle and bus useage along with commuter use. My other comment is that the Lime Walk / All Saints Rd raised junction would be better replaced by a zebra</p>	<p>3. The removal of the centreline in conjunction with the cycle lanes would help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when</p>

	<p>crossing to reduce traffic shock on buildings and reduce traffic speed.</p>	<p>this is incorporated with cycle lane(s)</p> <ol style="list-style-type: none"> 4. The raised table would be much more effective at reducing vehicle speeds with the 'hump' but also the narrowing of the north/south carriageway with no priority, creating a cautious approach but at the same time making crossing easier and safer for pedestrians
Stapleton Road	<p>1. I am very disappointed that the new proposals neither discourage speeding between gateways/platforms and have not attempted to reduce through traffic - the two major criteria of the project. I would like to see revised proposals based on the previous plans but without the 'no right turns'. Please investigate what Lanarkshire are doing to passively reduce speed of through traffic.. With the introduction of a cycle lane in Old Road alongside NOC I am very concerned about the back entrance of NOC onto Old Road. The entrance is only a dropped kerb (therefore technically pedestrians have right of way) however, there is considerable traffic (buses, lorries, cars) using that junction and all treat it as a road, ignoring the very faded give way road markings. I regularly walk that route and have often had to move quickly out of the way as a vehicle going east along Old Road turns left into the entrance without slowing down or checking for pedestrians (and, soon, cycles). Also vehicles coming out of NOC draw up level with the kerb so pedestrians have to wait or walk around the back of the vehicle - again there is a potential risk by introducing cycles which are much faster than pedestrians and may not be seen by vehicles. As it is only a dropped kerb a gateway will not work in making vehicles more aware. Please give careful thought to this potential danger.</p>	<ol style="list-style-type: none"> 5. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur. 6. The cycle path along the NOC would not start until after the junction meaning cycles will not be crossing at said point. An 'on-slip' arrangement will encourage this but also protect the entry from stationary vehicles.

Lime Walk	<p>The issue with Lime Walk is not so much volume of traffic but SPEED. The current plans do not seem to address this. Please visit Portsmouth to view their approach to 20mph areas - they have painted on all relevant roads LARGE signs with an encircled which are about 4ft by 3ft and are on all roads with the 20mph restrictions. Drivers cannot fail to notice these. It is also worth considering Cllr Darke's point, made last night, concerning extra in Lime walk - whilst speed bumps are not popular because of the noise, tables which are larger, but lower than bumps, with clear painted signs on the approach is certainly worth further investigation by your technical staff. A third approach is a variation on the lines that are on approaches to roundabouts where the spaces between diminish and give the impression of the driver driving too fast when approaching a hazard. The common denominator here is using the road as a canvas to create a message.</p>	<ol style="list-style-type: none"> 7. 20mph roundels can be investigated and discussed with road safety officers regarding their effectiveness 8. 'Softer' traffic calming measures such as those recently introduced in Beech Croft Road are not within the scope of this scheme. Community involvement is usually paramount and alternative funding would need to be sought.
	<p>I'm opposed to the amended plans on the grounds that there is no traffic calming measures included for the Highfield area. Several additional features previously included on the consultation have been added which have will have little or no effect in reducing either the volume or the speed of traffic currently using our streets as nothing more than rat runs between Old Road & London Road. No requirement for pedestrian crossing on Old Road& Waste of funding which could be better spent on traffic calming measures. Entry Gateways likewise waste of funds if they don't incorporate further traffic calming measures in Highfield. Gateways likely to cause both pedestrian and vehicle accidents, due to right of way issues as witnessed daily in the London Road since completion of the works.</p>	<ol style="list-style-type: none"> 9. Traffic calming measures are proposed on all side roads in the Highfield Area, at the junction of Lime Walk and All Saints Road and at Latimer Road and All Saints Road. This would help to slow traffic at these points where accidents are more prevalent. 10. The proposed zebra crossing on Old Road has been positioned from surveys which identified that most people wanted to cross between Stapleton Rd and Old Road Campus pedestrian and cycle entrance. A crossing point here would help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future

		<p>development on the Old Rd Campus site, which will lead to increased demand.</p> <p>11. There is no evidence to suggest that 'gateways' cause more pedestrian and vehicular accidents. The tactile 'warning' paving present should give pedestrians warning enough of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p>
Stapleton Road	The proposals all seem to make good sense and I support the entire scheme Regards Stapleton Road	<p>12. Noted</p>
Old Road	<p>Plan 3 Old Road shared-use cycle way South side of Old Road from junction with Slade & Windmill Road to Lime Walk. Just about acceptable where this shared-use lane is counterbalanced by the use of the foot path by cyclists on the north side. However, the unsegregated cycle-and-pedestrian use of the north foot path is very unwise. See the unfortunate sharing of a path on the Marston-University Parks-Oxford link. Many cyclists do not slow for pedestrians, and many pedestrians insist on walking on the same path as cyclists use, even though an alternative path is provided for them. Lime Walk to Gypsy Lane Provision of a shared-use lane on the south side has no counterbalancing provision on the north side. Planners intend to make cyclists use the north side without centre lines. They argue that cyclists going uphill will help slow the traffic. In addition they propose removing the centre-of-road lines to confuse drivers and cause them to slow down. At best this is a high-risk proposal, with all the risk placed on the cyclists. No evidence was put forward to back this proposed</p>	<p>13. The shared use path on the north side of Old Road would be unsegregated which is hoped will result in lower speeds and less territorialism</p> <p>14. The proposed removal of the centreline in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s)</p> <p>15. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads.</p>

	<p>action apart from the 'fact' that the city road engineer was happy with it. This appears to be a subjective approach to a serious problem. The planners were unwilling even to countenance provision of safe cycling on the south side of the road by removing the cycle lane from the road and using the strip of land currently given over to undergrowth bordering the whole of this stretch of the road. A major development of the Old Road Campus is due to be made public in the week beginning 17 January. This is an opportunity to be seized. Plan 5 Proposed 'gateway' entry treatments on Highfield Avenue, Finch Close & Valentia Road Given that these are expensive to install and cause some disruption to road users, there is little justification for installing them on cul-de-sacs, in this case Highfield Avenue and Finch Close. Pedestrians and motorists are very successfully jointly using these roads as they are. Plan 7 Installation of Zebra crossing Despite planners' claims, it remains unclear why an additional crossing is needed at this point on the road. There is already a pedestrian-operated crossing very close by. Again, without evidence being adduced this proposal can be classed as subjective and unnecessarily expensive. Plan 8 & 9 Lime Walk traffic calming measures and in adjoining group of roads constituting a through route, ie Bickerton, Stapleton, Latimer, and All Saints. Lime Walk is being provided with a raised table. This measure must be replicated in the second route (Bickerton, Stapleton, Latimer, and All Saints) by installing a similar raised table at the junction of Latimer Road and All Saints Road. As it stands this latter route will be most attractive to through-motorists (rat-runners) because it will have fewer obstacles.</p>	<p>This is supported by LTN 02/08 (p.57)</p> <p>16. The proposed zebra crossing on Old Road has been positioned from surveys which identified that most people wanted to cross between Stapleton Rd and Old Road Campus pedestrian and cycle entrance. A crossing point here would help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site, which will lead to increased demand.</p> <p>17. Due to limited funds it is not possible to replicate the raised table in other roads</p>
Lime Walk	<p>Thank you for taking the time to listen and work with the local stakeholders to promote safety on the roads in the Highfield area. The proposals for Old Road look excellent and well</p>	<p>18. The large majority of the reported accidents in the area occur at side road junctions and although there have not been any reported</p>

thought-through. I believe that this present proposal will achieve greater safety for all road users in the Highfield area. However, the proposals do not go far enough and I am very disappointed that a number of the traffic calming measures presented in earlier proposals have been dropped. I have reviewed the results of the previous consultation and it is clear that the results of Q2 give the planning officers a strong mandate to include measures that will reduce speed, even if there is some disagreement over how those reductions are to be achieved. My family lives on the northern half of Lime Walk, and it is very dangerous trying to get young children into the car, because other vehicles often speed past in excess of 40mph. I had only lived in the area for a few weeks when one of our car's wing mirrors was knocked off by a vehicle which did not stop. I think that given the strong mandate provided by the previous consultation, as well as the anecdotal evidence, that planning officers should put forward a plan which includes some form of traffic calming on the long stretches of Lime Walk, and perhaps also the parallel roads. I am not too bothered whether it is pinch points or speed bumps or some other solution. Whatever is chosen will not be liked by some people, but I think that the majority agree that something needs to be done to reduce traffic speeds. Whatever approach is selected for traffic calming, I am sure that 5 years from now it will be widely accepted as having benefited the area. I hope that the planning officers will have the courage to move forward decisively, despite the unfortunate backlash that will likely take place initially. Otherwise, it is only a matter of time before a child or someone infirm is knocked down crossing a road in the Highfield area.

accidents in the past 5 years at the Latimer Road/All Saints Road junction neither have there been any accidents within the road. A number of accidents have been reported at the London Road end and given the financial constraints of the scheme it is deemed appropriate to retain a consistent approach to traffic calming i.e. at the junctions

Lime Walk	<p>The latest proposals for reducing traffic flow and speed in the Highfield area do not address either problem. Gateway treatments appear to be a start point, but as a resident of Lime Walk, I am convinced that this will not reduce speed along the road. Traffic will continue to accelerate from either end of Lime Walk as it does now, to the raised area on All Saints Rd, well in excess of the 20mph speed limit which is largely ignored.</p> <p>These proposals will not help anybody getting in and out of a vehicle road side, particularly people with young children and older passengers, Cyclists or Pedestrians. As somebody who is a parent, a motorist, a cyclist and a pedestrian I feel that the wishes of local residents have been ignored in this process.</p> <p>There needs to be some form of restriction in place to calm traffic speed between the gateways and All Saints Road (the Methodist Church which currently has parking restrictions during the week would be an ideal location without reducing resident parking on the north side of Lime Walk)which should in turn decrease traffic flow.</p>	<p>19. On the contrary, the county council have listened to the views of residents but from a much wider area to that of Highfield as any proposal will impact on a wider area. The results of the previous consultation can be found in Annex 5</p>
Lime Walk	<p>The latest proposals for improvements in Old Road look as though they will prove effective in achieving their aims, but the proposals for reducing speed and traffic flow within Highfield fail to satisfactorily address either issue. The staggered junction at the Lime Walk / All Saints crossroads is the only measure that might deter some drivers from using Lime Walk as a cut through, and will be more effective than the current raised table at reducing speed of vehicles approaching the junction. The narrowing of the carriageway will also make it safer for pedestrians / cyclists crossing either road at this junction.</p> <p>However the proposals contain no measures to deter speeding in the long straight 'drags' down from Old Road at the south end and from London Road at the north end, nor indeed in the one way section of New High Street. In principle, the</p>	<p>20. The current scheme proposals have been revised in response to previous informal consultation and available funding.</p> <p>21. The large majority of the reported accidents in the area occur at side road junctions and although there have not been any reported accidents in the past 5 years at the Latimer Road/All Saints Road junction neither have there been any accidents within the road. A number of accidents have been reported at the London Road end and given the financial constraints of the scheme it is deemed appropriate to retain a consistent approach to traffic calming i.e. at the junctions</p>

mandatory 20mph limit should serve this purpose, but patently it fails to do so - and there is little reason to suppose that will change without calming measures being put in place. The gateways already in place at the London Road end of New High Street and Latimer Road offer no deterrent to speeding: vehicles can - and do - accelerate quickly away and speed down the roads once they are over the hump. If the 'gateways' are to act as some deterrent to speeding, they need to feel more like actual gateways. This could be achieved at relatively low cost by putting signs facing incoming traffic on each side of the gateways, stating something like 'You are now entering a residential area, 20mph speed limit'. Currently, as vehicles are entering from a 20mph zone, there is no reminder that they are still in one! The small reminder roundels are easy to ignore. If the gateway signs were complemented by 20mph ovals painted in the centre of the road, perhaps two in each direction in each half of Lime Walk, two in New High Street, and one in each direction in the shorter roads, this would reinforce the message throughout the length of each street, and also create more of an impression of a single lane carriageway, discouraging cars travelling in opposite directions from trying to squeeze past each other in the narrower parts of, particularly, Lime Walk. Another effective measure, in Lime Walk particularly, would be the positioning of two raised platforms, the size and gradient of the proposed gateway platforms, half way down each of the long straight 'drags' mentioned earlier. This would then split Lime Walk into 4 sections, and should prevent drivers who travel at speeds in excess of 20mph - and sometimes in excess of 50mph - from reaching speeds that are totally unacceptable in a residential area - and indeed illegal. Positioning of the platforms should as far as possible not impinge on parking spaces. In Lime Walk North, the Methodist Church is about half

	<p>way down the street, has single yellow lines with no parking between 8am and 6pm Mon - Sat and double yellow lines in front of the houses immediately opposite. In Lime Walk South, the entrance to Sharp Place is roughly half way down, and there are currently double yellow lines in front of one property directly opposite. Although none of these measures may have any great impact on the volume of traffic passing through Highfield, nor shift vehicles from Lime Walk into Stapleton / Latimer Roads, they would have a major impact on the level of safety for cyclists, pedestrians, children and elderly people getting in and out of vehicles on the road side. And, as one of many families with young children in the Highfield, I feel very strongly that speed reduction and improved safety are the key issues that must be addressed by the Highfield scheme. For us the status quo, where travelling at more than 20mph is the norm rather than the exception, is not an acceptable option.</p>	
Lime Walk	<p>Dear Sir/Madam I am a resident of Lime Walk and would like to express my thoughts on the part of the scheme which directly affects the road. The proposal as it stands does nothing to reduce traffic flow or speed. The volume of traffic is understandably very difficult to limit. Being the parent of a young child on the street and having to negotiate crossing it myself, I would like to see the 20mph limit enforced. The scheme provides no mechanism for reducing speeds along the street. The gates at either end will prove ineffective and drivers who choose to flout the speed limit on the long straights will still do so. The raised bed at the cross roads will work but only in that specific area. Please may I propose that speed bumps of a kind that allow parking (as those on Margaret Road) are placed on Lime Walk. These will not take any parking spaces and are of such a gradient which allows Ambulances to pass. I would also like to ask if the process of applying for a speed camera</p>	<p>22. If speed cushions were placed in Lime Walk it would also be necessary to traffic calm alternative routes to avoid displacement of traffic. There is insufficient funding to allow this.</p> <p>23. 20mph speed limits cannot be enforced by fixed speed camera at present and further trials are taking place in London for the use of average speed cameras</p>

	has been started, and if not please can it be. I would also like to say I approve of the proposed new crossing on Old Road.Thank You.	
Lime Walk	As a resident I am concerned about the speeding of cars in the Lime Walk area, both during the day and at night. I suppose that the raised table at the crossing with All Saints Road may help, but any other means to deter cars from speeding (I suspect that many cars go faster than 40-50 miles p/h) would be welcome. I am also in favour of improved cycle-paths in the Old Road.	24. Noted
Old Road	I think that the proposals, while having only quite a modest impact, are well thought through and will be helpful. Traffic problems have many causes and are never going to be & we can just take small steps to make things a bit better. I think these proposals come into that spirit, which is the right one. A particular concern for me is the safety of cyclists on Old Road, who include many Cheney pupils. The on pavement path from Windmill Road along the front of the NOC is a good idea, though clearly not ideal. The proposal for the rest of the road towards the Gipsy Lane junction is an improvement. I presume that the & no central road marking & is an idea that has been tried elsewhere before, and has been shown to work. The bypass at the Gipsy Lane/Old Road junction is a good idea. All-in-all the proposals seem to me to be hugely better than the much more expensive ideas put forward about a year ago. They are certainly a great deal better for cyclists.	25. Noted 26. The proposed removal of the centre line in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s) 27. Some local authorities (Essex CC) use the removal of centreline as part of their speed management strategy
	As a resident I'm in favour of any measure meant to reduce the speed of cars and the volume of traffic.	28. Noted
St Annes Road	Provision of cycle lanes on Old Road is long overdue. It is one of the main routes to Cheney school from Headington Quarry and Wood Farm and is astonishing that so much development at the hospital sites has been allowed with no provision for	29. Noted

	<p>cyclists. In the mornings, the stretch of Old Road from the traffic lights at the Slade to the turn-off to the Churchill hospital is clogged with cars going to the hospital sites and rat-running down to Lime Walk. It is very important that the cycle lanes provide for safe passage by cyclists travelling towards the city centre in the face of cars turning left into the Churchill access and turning right into Lime Walk.</p>	
Lime Walk	<p>Why yet another pedestrian crossing? Who will use it? Anyone going to Headington could use the one at Lime Walk; those going to Brookes are served by the crossing at Gypsy Lane. The stretch of road which would really benefit an off carriageway cycle track is that going up the Old Road hill towards Stapleton Road where of course the path is not wide enough to accommodate it. It is also here that the road appears to narrow and that cyclists are most in danger. Spend the money here; cyclists already use the path along side the NOC anyway. If the Gateway treatment at either end of Lime Walk is supposed to slow the traffic down it simply will not work. Traffic slows there anyway to make the turns; once the manoeuvre is complete the speed increases until the next 'obstruction' at All Saints Crossroads is reached where the speed cycle starts again. To make pedestrians and cyclists safer requires 'obstructions' along the length of roads as long such as Lime Walk. Gateways are of limited or no value in my view.</p>	<p>30. The proposed zebra crossing on Old Road has been positioned from surveys which identified that most people wanted to cross between Stapleton Rd and Old Road Campus pedestrian and cycle entrance. A crossing point here would help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site, which will lead to increased demand.</p> <p>31. With double height kerbs and narrow carriageway very little can be done for cyclists along the full length of Old Rd, in both directions, without significant extra funds</p> <p>32. In the informal consultation, cyclists had concerns regarding the pinch points as they feel cyclists get squeezed at such points</p>
Latimer Road	<p>I appreciate why the objective of reducing traffic volume has been dropped due to the effect on surrounding roads. However, the amended scheme also does little to reduce traffic speed, as the previously proposed pinch points have been dropped. I understand this was due to split opinion on them. If those</p>	<p>33. The large majority of the reported accidents in the area occur at side road junctions and although there have not been any reported accidents in the past 5 years at the Latimer Road/All Saints Road junction neither have</p>

	<p>objecting to these measures simply want to be able to drive at 40mph down these 20mph streets then this is not a valid objection. If the objection is the loss of parking spaces, then it might be possible to amend the design of the scheme. For example, in Latimer Road there is room to alternate parking spaces on either side of the road so that cars have to weave between them. In any case, the loss of a small number of parking spaces seems a reasonable price to pay for improved safety. The council should take a lead on this rather than leave it up to a narrow majority verdict when there is wide agreement that speeds need to be reduced. I hope the scheme will be amended again to include speed reducing measures, otherwise it will achieve little. Cars already have to slow down at the proposed & gateway entrances & It is along the length of the roads that measures are needed.</p>	<p>there been any accidents within the road. A number of accidents have been reported at the London Road end and given the financial constraints of the scheme it is deemed appropriate to retain a consistent approach to traffic calming i.e. at the junctions</p>
Old Rd	<p>Proposed 'gateway' Latimer +All Saints: Welcome improvement; mixed views as to whether traffic should be single file, the entrance narrowed, or remain as is. NB from Bickerton, the turn into Latimer is already tight for other than small cars. Re-jigging the parking on All Saints W end would make sense to some, but not to those accustomed to parking there. Proposed cycle path NOC entrance (Old Rd) to Windmill: Making it official for bikes to use the pavement could be a positive step; this pavement is wide enough to accommodate pedestrians and cyclists. But in practice, pedestrians get distracted and cyclists can speed along regardless of pedestrians; scary for the old, and makes parents inclined to keep children in pushchairs when they would be better walking. Proposed 'gateway' Lime Walk, Stapleton and Bickerton: Cost-benefit? Gateways are confusing. Drivers are unaware that pedestrians have priority; waiting to enter side-roads till pedestrians have finished crossing risks being</p>	<p>34. Noted. The proposed shared use path on the north side of Old Road would be unsegregated which is hoped will result in lower speeds and less territorialism</p> <p>35. The large majority of the reported accidents in the area occur at side road junctions and although there have not been any reported accidents in the past 5 years at the Latimer Road/All Saints Road junction neither have there been any accidents within the road. A number of accidents have been reported at the London Road end and given the financial constraints of the scheme it is deemed appropriate to retain a consistent approach to traffic calming i.e. at the junctions</p> <p>36. There is no evidence to suggest that 'gateways' cause more pedestrian and</p>

<p>shunted. Continuity of pedestrian access appears to promote pedestrian safety, but does not address the problem planners were asked to solve, i.e. speed + volume of rat-running through Highfield. Proposed 'gateway' Highfield Ave, Finch Close and Valentia: Highfield Ave and Finch Close have no through-traffic, so gateways & there are for pedestrians benefit, unrelated to traffic calming. A Finch Close gateway could prove dangerous due to lack of pavement and poor visibility.</p> <p>Proposed cycle by-pass Gipsy Lane to Old Road: Few cyclists take this route; wise investment of funds? Proposed zebra crossing on Old Road, immediately W of Stapleton: In theory enhances pedestrian access, but a step backwards in improving movement + safety on Old Rd. Would make traffic halt twice in quick succession, involving braking, accelerating, fumes and noise. Questionable cost-benefit given proximity of existing pelican at Lime Walk (map to be amended to show pelican). The proposed location does not fit well with driveways, or brow of hill. Recent observations indicate despite there being a crossing, many prefer to dodge traffic even quite close to it. Proposed raised table on Lime Walk + narrowings (north to south): Welcome measure, provided & alternative routes (Latimer/ All Saints;/ Bickerton/ Stapleton) receive similar treatment. They would otherwise be chosen in preference to Lime Walk which, much wider is better suited to through -traffic. Speeding in the rest of Lime Walk is not addressed. Proposed 'gateway' Lime Walk+Latimer at London Road: Planners drew parallels to the effectiveness of Abingdon Rd gateway treatments. However, those side-roads are not used for rat-running to the same extent. They are narrower and traffic has to proceed slowly. Nor is London Rd comparable to Abingdon Rd, being used by much heavier traffic + all London and airport coaches. Vehicles unable to enter side-roads due to</p>	<p>vehicular accidents. The tactile 'warning' paving present should give pedestrians warning enough of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p> <p>37. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads. This is supported by LTN 02/08 (p.57)</p> <p>38. The proposed zebra crossing on Old Road has been positioned from surveys which identified the desire lines on the Stapleton Rd/Old Road Campus pedestrian and cycle entrance. A crossing point here will help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site</p> <p>39. The proposed removal of the centre line in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s). The 1.2m advisory cycle lane is the minimum requirement in LTN 02/08 and given the width restrictions on Old Road, this is deemed appropriate</p> <p>40. Re cycle by-pass – with an abundance of trip</p>
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<p>pedestrians and cyclists being on the gateway would risk being shunted on London Rd. Cycle provision on S carriageway of Old Rd: Thankfully, the proposal of cycle provision on Old Rd N pavement from Gipsy Lane to NOC is ruled out. However, the proposed 1.2m advisory cycle lane (described by Aron Wisdom as of minimal dimensions) is inappropriate, concentrating the remaining traffic, inc double-decker buses in both directions, + E-bound cyclists in the remaining reduced space. White line removal likely to exacerbate problems here. Planners of Kennedy and NDM buildings (v DPDS Consulting Group document p. 3, paragraph 3.5) aim to enhance provision of pedestrian and cycle access. I propose a cycle path on ORC land adjacent to Old Rd, thereby making a positive contribution to the community, similar to Brookes improving communications for the public through the Brookes bus. Other: Disappointing that original aims to reduce speed+volume of through-traffic are lost. Key features of the original plan were dropped when the banned right turns were discarded. Some residents (Stapleton in particular) favoured the banned right turns. Pinch points, which work well in Richmond Rd/ Walton St seem an ideal solution, but must serve the interests of all roads in the vicinity that suffer from through-traffic. Deterrents at the N end of Latimer (contribution from the Berkeley Homes student accommodation development) could deter entry to Latimer and thereby to All Saints, Stapleton and Bickerton. Reducing speed in the middle stretches of these roads is essential; at NEAC the police announced increased monitoring of speed; this should be pursued, likewise SIDs, and painting the 20mph limit on the road surface. NB Increased traffic (service vehicles, online delivery vans, waste disposal vehicles, buses, taxis, cars, bikes, pedestrians) from likely student accommodation (Latimer/London Rd junction) +Old Rd</p>	<p>attractors in the area, Gipsy Lane is used by many cyclists and there are a number of accidents at Gipsy Lane/ Old Road so providing a by-pass for cyclists would make it safer and less intimidating</p> <p>41. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur. Calming all residential roads in the Highfield Area is not financially feasible within the scheme budget.</p>
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	Campus development suggests developers should be approached for funding to prevent further traffic problems and ongoing loss of amenity to residents.	
Latimer Road	I am pleased that the complicated no-right-turn proposals of the previous version have been dropped, but am concerned that what remains is now a very watered-down version that will not have much impact on traffic volumes and speeds though Highfield, despite considerable construction work. I still think that a simpler solution would be a single line of bollards about the middle of Latimer Road. This (i) would eliminate all incentive for rat-running through Latimer Road, Bickerton Road, Stapleton Road and All Saints' Road; (ii) would cause only limited inconvenience of access to/from all directions to residents of Latimer Road and very little at all to other residents; (iii) would have no undesirable knock-on effects on residents of New High Street, Kennet Road, etc.; (iv) would leave the majority of the budget for traffic-calming measures in Lime Walk, where they are very necessary. One point of detail on the current proposals: the design of the Lime Walk/All Saints' Road junction seems likely to create a lot of uncertainty and indeed potential for collisions.	<p>42. Road closures (All Saints Road) were proposed in the informal consultation in May 2010 and proved extremely unpopular. Similar proposals are likely to invoke a similar response</p> <p>43. The raised table at All Saints Road/Lime Walk is designed to create uncertainty, therefore reduced vehicle speeds and therefore reduce the likelihood of accidents</p>
Speedwell House	Introduction: I am responding to this consultation as the member of the Travel Choices Team, with responsibility for walking and cycling issues. I am also responding at greater length in a document with digital images that will be sent as an e-mail attachment. As the online consultation is a maximum of 5000 words, I would ask that the document version should be used 1. Proposed junction improvements at Windmill Road/Old Road/The Slade. The current junction does not work well for people on foot with long waiting times. In order to encourage walking as a stand alone mode and as the glue that binds other forms of transport together, it is vital to ensure that pedestrians	<p>44. Noted but costs limited due to section 106 funding</p> <p>45. The cycle path along the NOC would not start until after the junction meaning cycles will not be crossing at said point. An 'on-slip' arrangement will encourage this but also protect the entry from stationary vehicles.</p>

are not subjected to delays at controlled crossings. Negotiating the junction on the carriageway is also difficult for cyclists, particularly less confident ones. The proposal to install Toucan crossings on all arms is therefore welcome. 2. Proposal for a shared use pavement from the NOC entrance on Old Road to the junction with Windmill RoadShared use pavements are a controversial issue, particularly for more vulnerable users, such as older and/or disabled people on foot. As with the Slade-Horspath Driftway consultation, I take the view that pavement cycling is already taking place and that there is sufficient space on the stretch for cyclists and pedestrians to share the space. However, although most cyclists are considerate of pedestrians in shared use pavement facilities, a minority can ride in an anti-social manner, discouraging people from walking. I would therefore propose a pro-active educating cyclists component to this scheme. I suggest that road markings, signs and information should make it clear that pedestrians have priority. It is unfortunate that the current government standard signage places the cycle symbol above the pedestrian, as this implies a cycle route rather than a shared route on which pedestrians take priority. I would take the opportunity to highlight the approach to the junction with Windmill Road. Visibility is reduced at this point due to overgrown vegetation. I suggest that signage near this junction is a priority in order to alert cyclists to the need to ride considerately and be aware of people on foot. A second concern is the presence of a traffic sign on the Off Carriageway cycle lane. I suggest that that this sign be removed and replaced if necessary with a design that does not obstruct movement on the pavement. This could be linked to the signage project for pedestrians and cyclists outlined under heading 7. The images shown in the document version of this response show the NOC entrance on Old Road,

where the shared use path will commence. It would be helpful to have more details of what is planned here, as there is currently a mix of three modes with a variety of directional movements at this point.

3. Proposal for a zebra crossing west of Stapleton Road The proposal for a zebra crossing west of Stapleton Road to help pedestrian reach the Old Road campus and Churchill Hospital is welcomed.

4. Raised gateway entry treatments (various locations) The proposals for gateway entry treatments on all side roads in Old Road (apart from Girdlestone Walk) and on Lime Walk, Latimer Road are also welcomed. This form of gateway has been shown to be effective in raising driver awareness that they are entering an area of different character, which is entirely consistent and appropriate to improving pedestrian and cycling facilities in this area.

5. Footway surfaces on Old Road. As part of my review of the route on foot, I noted sections of variable and poor quality footway surfaces, such as the example above. Given that part of the aim of the scheme is to provide improved facilities for pedestrians on Old Road and assuming sufficient funding, I suggest that consideration is given to repairing and improving parts of the footway along the route - possibly in conjunction with the proposed resurfacing of the carriageway in 2011.

6. On carriageway advisory cycle lane on Old Road As part of my review of the route on a cycle, I rode the route in both directions. I welcome the proposed 1.2m advisory cycle lane in a westbound direction. The area of concern on the route is the NOC entrance on Old Road which has been highlighted above.

7. Signage project to promote walking and cycling Signage helps people get around and can influence how they decide to travel. What signage there is on the route is aimed at drivers. In order to promote cycling and walking as options for short journeys, signage indicating distance times has been shown to

	<p>be effective. Assuming funding is available, I would propose consideration of a network of attractive timed signs to encourage people to walk or cycle to key destinations in the area, such as the hospitals and the Old Road campus.</p>	
Latimer Road	<p>Thank you for this opportunity to respond. I received information about Oxfordshire County Council's revised proposals re. transport improvements to Highfield and Old Road, Headington in a letter from Ralph Green, and also at meeting in Headington attended by Arun Wisdom. This response relates to the traffic calming proposals for Highfield only, and not the Old Road cycle lane and 'road improvements'. The revised proposals made by the Highways and Transport team represent a significant 'watering down' of the package of interventions to (a) reduce traffic speed and (b) reduce traffic volume. Without the 'no right turns' intervention, Highfield residents must accept that the Council's proposed interventions will not reduce traffic volume. Unfortunately, even focusing solely on reducing traffic speed, the interventions proposed do not appear to be sufficient to have a valuable impact on speeds in Latimer Road, Bickerton Road or Stapleton Road. Traffic from Lime Walk may be redistributed to these three roads as a result of the proposed 'raised table' at the junction of All Saints Road. The most disappointing aspect of the Council's plans (and the consultation information) is the lack of discussion of the research evidence for traffic calming and speed reduction. Arun Wisdom and colleague at the consultation event in Headington acknowledged that the current proposals are based on the available resource (approx. 50% less money than was earmarked for the previous scheme) and the response to the public consultation exercise. The most important information - advice from the Council's experts on what are the most effective interventions; what are the most cost-effective; and</p>	<p>46. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur.</p> <p>47. There is no evidence to suggest that 'gateways' cause more pedestrian and vehicular accidents. The tactile 'warning' paving present should give pedestrians warning enough of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p> <p>48. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads. This is supported by LTN 02/08 (p.57)</p>

	<p>what could be done to maximise traffic speed reduction within the available resource - is lacking. It does not seem a wise use of diminishing resources for the Council to make decisions on the basis of the public's 'wants' without providing the public with evidence based and costed options. Without good information about the research evidence, individuals must rely on their perceptions, and will inevitably consider the impact of proposals from their own perspective. Examples of information that would help the public in their decision-making are: the comparative speed reductions that can be expected from the use of rumble strips, speed bumps, gateway entry schemes, and raised tables; and the 'halo' effect (the duration/distance of impact) of these features. I cannot endorse the adoption of the Highfield transport improvements scheme as it currently stands because there is no information to assure that they will be effective in achieving their aim of speed reduction, and will thus represent value for money for the whole community. I would like the Council to use their specialist knowledge and to think again, focusing on the aim of speed reduction, to provide residents with the most cost effective options for their consideration.</p>	
Stapleton Road	<p>I dislike the new proposals a lot. I live in Stapleton Road, where we have been trying to get a reduction in the amount of traffic for a long time. The previous proposal which you consulted on was addressing that problem well (I do understand that it was intended to show an array of different options and was subject to budgetary constraints, and so was unlikely to be implemented unmodified, but the spirit of it was to address the problem properly). I am alarmed at just how much the new proposals have been watered down, there are now essentially no traffic calming measures in Stapleton Road, and the prospect that the improved junction at the centre of Lime</p>	<p>49. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur.</p> <p>50. Although from previous consultations exercises local people were agreed on the need to reduce traffic and speed, it was not so clear-cut what measures would be an acceptable compromise.</p>

	<p>Walk will cause the rat-runners to choose the Latimer/Bickerton/Stapleton route is real. I feel that the proposal uses what little money is available to add cosmetic 'gateways' to the roads which are ineffective (The existing gateway at the junction between Latimer and London Road has an unnoticeable height change for cars and is expensive because of the laying of pretty brickwork). I don't like the LimeWalk/AllSaints crossroad modification without a corresponding measure to prevent that traffic from building up on Stapleton Road. Maybe the proposed gateway at the South end of Latimer Road will work, but as with the previous attempts at LimeWalk, it all depends on whether the gateway is high enough to deter the rat-runners a bit - the proposals only specify the gradient at 1:15, not the width of the strip which is at that gradient, so I can't tell whether the people in 4x4s will notice it. I attended the meeting last week. It was clearly a desire of those present to see more traffic reduction measures on all the roads. I strongly agree with this. I was dismayed to hear that the new plans seem to have been guided by regarding the preferences for the different measures as 'votes' and not addressing the main 'vote' in questions 2 and 3 which was that there was a strong desire for lower speeds and traffic reduction methods, particularly in the roads concerned. Please redirect the funds from the gateways to provide traffic reduction in Highfield.</p>	<p>51. There is no evidence to suggest that 'gateways' cause more pedestrian and vehicular accidents. The tactile 'warning' paving present should give pedestrians warning enough of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p> <p>52. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads. This is supported by LTN 02/08 (p.57)</p>
Stapleton Rd	<p>I'm delighted that you listened to concerns from residents about the right-turns in Highfield and the loss of parking spaces which would have resulted from some of the original measures. These plans are a lot more sensible. My one slight concern is that the junction avoidance for cycles at Gipsy Lane will encourage yet more cyclists to use the very narrow pavements between there and Lime Walk. Just yesterday I only managed</p>	<p>53. Re cycle by-pass – with an abundance of trip attractors in the area, Gipsy Lane is used by cyclists and there are a number of accidents at a Gipsy Lane/ Old Road so providing a by-pass for cyclists would make it safer and less intimidating. The by-pass has been designed separately from the pedestrian pavement</p>

	<p>to avoid colliding with a bicycle by a couple of inches, and this is a regular occurrence. I have only been hit once on the pavement by a bicycle, but that's once too many and would have been serious for an older person.</p>	<p>which will guide cyclists back on to the carriageway rather than continue on the pavement.</p>
Old Road	<p>I would still support the right hand ban on turning proposals as I feel they would be an effective solution to excessive traffic between Old Road and London Road. With the revised proposals I support the new Zebra crossing on Old Road, and the gateway systems proposed at street entrances, though I am not sure how much effect they will have on traffic speeds in Lime Walk. Plus the other measures posed for improving cycle facilities and slowing traffic. At the consultation meeting one resident proposed that 20 mph signs be painted on the roads and I would strongly support this on Old Road to remind drivers of the speed limit. Particularly when drivers turn into Old Road from Windmill Road/The Slade and from the Gypsy Road end, where the signs I would say do not provide an adequate reminder. Also at the beginnings of the hill between Lime Walk and Finch Close to discourage speeding - it is easy there to thoughtlessly speed up. Living on Old Road the 20mph limit does effectively reduce traffic noise when it is observed, and is much appreciated when it is observed.</p>	<p>54. The right-turn bans were extremely unpopular at informal consultation and as a result were left out of the current proposals</p> <p>55. 20mph roundels can be investigated and discussed with road safety officers regarding their effectiveness</p>
Stapleton Road	<p>The proposed scheme for reduction in speeds and volumes of traffic through the Highfield residential streets as it stands is woefully inadequate. Previous schemes have tried to address these issues but have foundered by being unpopular with people from outside the area and by residents who mainly use cars to gain access to their homes rather than cycling or walking. I have lived in Stapleton Road since 1987 and in that time have seen a heavy increase in traffic volume and speeds. Drivers increasingly use these residential streets as a cut-through when volumes of traffic are heavy on London Road</p>	<p>56. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur.</p> <p>57. The proposed zebra crossing on Old Road has been positioned from surveys which identified the desire lines on the Stapleton Rd/Old Road Campus pedestrian and cycle</p>

	<p>and Old Road. At these times drivers are at their most stressed and eager to reduce their journey time as much as possible. Unfortunately these are the same times at which children are trying to get safely to and from school, and it is only by a miracle that no fatal accidents have occurred, though several quite serious ones and many near-misses have. The clear run which drivers from outside the area perceive on entering our streets encourages them to accelerate and speeds in excess of 50 miles per hour have been frequently noted. This makes it difficult for us to cross our streets in safety, park our cars or get stuff our people in or out of them. Many elderly residents now find it impossible to cross the street to visit neighbours, and many children's parents feel it necessary to forbid them to cross the street alone to visit friends. This all contributes to neighbourhood breakdown and a loss of community cohesion. These are my answers to points about particular parts of the scheme: 1. Raised Junction at Lime Walk/All Saints - this is good and would do much to reduce speeds and enable pedestrians to cross Lime Walk more safely. It may also have the gradual effect of discouraging drivers from using this route by increasing journey times by producing tailbacks as people have to take turns to get through the junction. However, this may have the effect of increasing pollution as cars wait. 2. Raised junction at Latimer Road/ All Saints - although this is an improvement on the present situation and will encourage slower speeds on cornering, this is considerably less drastic than the Lime Walk treatment, so it is likely to have the effect of encouraging drivers to choose this route rather than Lime Walk, leading to an actual increase in traffic through Latimer, Bickerton and Stapleton Roads, against which we have been campaigning for ten years. 3. Chicane parking arrangements were suggested in previous consultations in Lime Walk,</p>	<p>entrance. A crossing point here will help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site. The approximate cost of the crossing is £20,000</p> <p>58. The proposed 1.2m advisory cycle lane is the minimum requirement in LTN 02/08 and give the width restrictions on Old Road, this is deemed appropriate</p>
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	<p>Stapleton, Latimer and Bickerton Roads. These would have had the effect of slowing traffic between the junctions and have the advantage of being cheap. I, for one, value the protection of life over the convenience of parking places; many others would well agree if presented with this as a choice. I think that these should be reinstated. 4. Zebra crossing on Old Road - though this is good in itself, it is a very expensive use of limited funds when there is a quite new crossing only 50 yards away. 5. Old Road cycle lane between Lime Walk and Gypsy Lane - this is a woefully inadequate solution to the dangerous route which cyclists have to take, many of whom are inexperienced cyclists - children travelling to and from Cheney School. Many of these cyclists will continue to use the North side pavement which is a danger to pedestrians on a steep hill with a high kerb. A much more radical solution including off-road cycleways should be sought rather than this makeshift effort. 6. Raised gateways on entries to Highfield residential streets - though these are good in themselves to reduce speed on cornering, they will do nothing to reduce speed between the junctions. They are also expensive from an engineering standpoint and so use up a large amount of the budget while achieving very little effect.</p>	
Stapleton road	<p>When these schemes were first on the table it looked as if there might be the possibility to make a real difference to the increasingly difficult and dangerous traffic situation in the Highfield area. As one might have predicted, these plans present a raft of meaningless schemes designed to fob us off and fritter away the little money there now appears to be while making no difference to pedestrians or cyclists. 1) It is naive beyond belief to assume that an advisory cycle lane on a narrow road (Old Road) will make it any safer for cyclists or alter drivers' habits. How do you honestly think that removing</p>	<p>59. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur.</p> <p>60. The proposed removal of the centreline in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass.</p>

<p>the centre line will affect drivers? They will have even more excuse for swerving about all over the road, and cyclists will neither be nor feel any safer than before. Consequently, they will continue to cycle on the narrow pavements, endangering pedestrians. 2) The off carriageway unsegregated cycle track (outside the NOC) will also make walking (and cycling) as dangerous as it is now. 3) The raised junction with road narrowing between Lime Walk and All Saints Road may help to slow traffic. Why can the other roads (Bickerton, Stapleton, Latimer) not also benefit from these? They are basic and low-tech. 4) How do these schemes make any attempt to slow down traffic which zooms down the residential roads once it has turned in and over the gateways? It doesn't. I am sick of cars accelerating manically past our house for no good reason. It will still be unsafe for the many children and old people who live in the roads to cross from one side to the other. 5) Why another zebra crossing only 100 yards from the relatively new one just east of Lime Walk? These schemes are, in nearly all respects, utterly cosmetic. You have manipulated the findings to justify measures which help nobody. You are simply afraid of alienating motorists and continue to give them carte blanche to drive as they like without considering anybody else. You will doubtless proudly say Look at all this money we've spent. Look at these lovely raised tables we've installed. Look at the nice dotted lines we've given the cyclists. We've been trying to get something done here for 10 years, but we're presented with the usual smoke and mirrors business.</p>	<p>Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s). The 1.2m advisory cycle lane is the minimum requirement in LTN 02/08 and give the width restrictions on Old Road, this is deemed appropriate</p> <p>61. The proposed shared use cycle path is more than adequate width especially given the relatively low pedestrian footfall. Access to the Windmill Road junction can prove problematical for cyclist due to queuing traffic. It will also provide a useful by-pass function to avoid the lights and junction which has a cluster of reported accidents, therefore making it safer.</p> <p>62. The proposed zebra crossing on Old Road has been positioned from surveys which identified the desire lines on the Stapleton Rd/Old Road Campus pedestrian and cycle entrance. A crossing point here will help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site. It is approximately 110 metres from the exiting pelican crossing at Lime Walk</p>
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Lime Walk	<p>HIGHFIELD The proposal to create a single vehicle pass at the junction of Lime Walk and All Saints Road is to be applauded and will dramatically improve pedestrian and cycle safety which is long overdue at this hazardous and difficult to cross junction. The proposal for a raised entry at the junction of Latimer Road and All Saints Road should revert to the earlier proposal of a single vehicle pass as this is the only way to enforce slower speeds on a corner where vehicles can be regularly observed travelling at speed on the wrong side of the road. The raised entry treatments into the area will have dubious benefit as there is no data to support their effectiveness in lowering speeds in a sustainable way after they have been crossed. Observations and traffic data show that speeds significantly increase as traffic travels through the area. It is imperative that the measures proposed earlier in the consultation are reinstated to reduce speeds and intimidation by traffic. This should be carried out if necessary at the expense of the raised entry treatments. A selection of measures and devices should be used in a considered and economic way including repositioning parking spaces, raised areas and physical obstacles to achieve one of the principle aims of the scheme; To reduce speeds 'IN' the area.</p> <p>OLD ROAD This is a difficult area for cyclists and the scheme struggles to provide any substantial improvement for the inexperienced cyclist. The off road, shared pedestrian and cycle areas are a help but are often subject to conflict of interests as there is inconsistency in their legitimacy. The advisory on road cycle lane is effectively no different than it is now for the cyclist and motorist in this narrow road. The car as now will have to give way to the cyclist unless the road is clear to pass. I consider this proposal as ineffective and little more than window dressing as it affords no additional protection for the inexperienced cyclist. There are no measures to enforce</p>	<p>63. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur</p> <p>64. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads. This is supported by LTN 02/08 (p.57)</p> <p>65. There is no evidence to suggest that 'gateways' cause more pedestrian and vehicular accidents. The tactile 'warning' paving should be sufficient to give pedestrians enough warning of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p> <p>66. The proposed removal of the centreline in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s). The 1.2m advisory cycle lane is the minimum requirement in LTN 02/08 and give the width restrictions on Old Road, this is deemed appropriate</p> <p>67. The land suggested for off-road cycle path on the south side is University land and not highway. Even if the land was highway it</p>
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	<p>traffic speeds on the narrow hill section of this road. The scheme makes no attempt to create an off road cycle facility on the southern side of Old Road either by planning for one or making partial provision for one in this scheme. This is disappointing and short sighted as opportunities will present themselves as the University and Churchill site are developed over the coming years.</p>	<p>would be difficult to achieve due to high costs associated – it would require substantial tree felling due to widening, a bridge over the culvert and substantial lighting. Even with all of this, a route behind a hedge/fence does not have good ‘natural surveillance which could be a deterrent to some user groups. The suggested option does not continue for the length of Old Rd so cyclists would be forced to use the carriageway at some stage.</p>
Lime Walk	<p>After several years of campaigning by the residents for traffic calming and traffic reduction in the Highfield area these proposals only tinker at the edges of the problem. We are being asked to accept a reduced traffic management scheme because of the economic climate. But a huge amount of development has taken place around us - on all sides - over the past ten years, all adding to the volume of through traffic in our area. Where is the developer funding that should help compensate for the negative effects these developments have on our neighbourhood? Surely the council has a duty to ensure that communities and their streets are not trashed by the expansion projects undertaken by the universities and hospitals surrounding us? In my opinion this scheme does not go far enough. At the very least the traffic calming measures from the earlier proposals in this consultation should be reinstated, ie. staggered parking in Stapleton Rd, pinch points on Lime Walk and elsewhere.</p>	<p>68. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur</p>
Bickerton Road	<p>Having read the papers and attended the public meeting, I am disappointed that the revised proposals do not appear to reduce the volume or speed of traffic passing through the area.</p>	<p>69. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals</p>

	<p>The feedback from the last consultation showed that the majority of residents want through traffic - and speeds, to be reduced. It is inevitable that some people will object, if asked, to the finer details of the various traffic calming approaches presented. Therefore I feel that the council should work with the HRA to develop a set of measures which meet the overriding vision and objectives for the area expressed by local residents and the HRA, rather than get drawn into trying to meet everyone's specific objections and thereby diluting the scheme. I would like to see the sum of money being allocated to the junction treatments put into measures on the streets themselves, especially Lime Walk, which suffers the most severe problems.</p>	<p>concentrate on more popular elements of previous consultations and where most accidents occur</p>
Finch Close	<p>Highfield Traffic Calming: It is not likely the measures proposed will meet the objectives agreed in the through routes Latimer/Lime/Bickerton/Stapleton ie. (a) reduce the volume and, (b) reduce the speed of traffic. Gateways will not control the volume of traffic, & will not reduce speed along the length of these roads. Gateways may give pedestrians a false sense of security to step out into the path of unsighted traffic. Finch Close/Highfield Ave are cul-de-sacs where there is limited traffic. It is difficult to see justification for a raised gateway in these no-through routes, but road/kerb & gully maintenance is desperately needed (particularly Highfield Ave at the junction with Old Rd). Aron has details to show the drawing of Finch Close junction is incorrect: there is no footway on the east side of the close. This means that sightlines are limited by the proximity of the wall (No. 17). Drivers are aware of the restricted view & drive cautiously to the junction but pedestrians/cyclists are less so. A gateway will increase footway user confidence to proceed without taking care. Drivers will still need to negotiate a new ramp before having</p>	<p>70. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur</p> <p>71. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads. This is supported by LTN 02/08 (p.57)</p> <p>72. There is no evidence to suggest that 'gateways' cause more pedestrian and vehicular accidents. The tactile 'warning' paving present should give pedestrians warning enough of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p> <p>73. The strategic route for cyclists is from Headington/Wood Farm area to the</p>

<p>sight of the path. The rise out of Finch Close is difficult to negotiate in ice & snow - a gateway ramp will increase the traction problem at the junction with Old Rd. The existing table; in Lime Walk is effective in reducing speed, but a one-way constriction is likely to lead to delays in both directions. Consequently traffic may divert to Latimer/Stapleton/Bickerton routes - thus creating a new problem for these roads. Consequently I object to gateways & pinch point on Lime Walk on cost-benefit grounds. Old Road Cycleways It is not clear what the strategic route that is being linked to or developed by this scheme which appears to be a number of engineering features along Old Rd. Consequently it is difficult to understand how the measures achieve the aspirations of LTP3 paras 12.28 & 12.29. There is a well used route through Girdlestone Rd/Massey Close to the Churchill. There are safer alternatives to & from Brookes/London Rd through Grays Rd/Valentia avoiding the Old Rd/Gipsy Lane junction the need for a bypass. There is scope for a cycleway through the NOC avoiding the Windmill Rd/Old Rd junction. LTP3 includes schemes on Windmill Rd & Warneford Meadow but these are not put into strategic context here. For well known reasons the main risk is on the hill adjacent the University campus (which cannot be easily bypassed) but the on-road cycle-lanes markings will not create a safer option. To compound the risk removing the centre line will take away an important reference on such a narrow road approaching the bend. It is disappointing that County have dismissed the idea of an off-road cycleway at this stretch of Old Rd especially as the University may be willing to assist with the creation of such a cycleway as part of new campus developments. The project is to be discussed with residents this week. It is also disappointing to hear that County were not aware that NOC</p>	<p>destinations within the vicinity but also into the town centre via Morrell Avenue. It will also form a cycle link from Cowley in conjunction with the proposed cycle improvements on The Slade and Horspath Driftway. Cyclists do use Old Road as this is more direct route than the alternative suggested (although this may be chosen by some). This suggested route also involves private land for which the county council has limited control and therefore difficult to promote.</p> <p>74. The proposed removal of the centreline in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s)</p> <p>75. The land suggested for off-road cycle path on the south side is University land and not highway. Even if the land was highway it would be difficult to achieve due to high costs associated – it would require substantial tree felling due to widening, a bridge over the culvert and substantial lighting. Even with all of this, a route behind a hedge/fence does not have a good ‘natural surveillance which could be a deterrent to some user groups. The suggested option</p>
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	<p>had offered land for a cycle-way during redevelopment avoiding the need for shared footways. There are concerns at the proposition of shared footways (echoed in LTP3 12.23/12.24) cyclists are aggressive users intolerant of pedestrians who stray. The minutes of NEAC Meeting confirmed these issues as follows: To note that there were concerns regarding the segregation of pedestrians and cyclists on shared use pavements, traffic speeds and the lack of speed reduction measures in the Highfield proposals and narrow carriageways in Old Road. I believe the cycleway scheme should be separated from the traffic calming measures & reconsidereed on a more strategic route foundation in conjunction with employment sites/ schools etc.</p>	<p>does not continue for the length of Old Rd so cyclists would be forced to use the carriageway at some stage.</p> <p>76. The proposed shared use cycle path is more than adequate width especially given the relatively low pedestrian footfall. Access to the Windmill Road junction can prove problematical for cyclist due to queuing traffic. It will also provide a useful by-pass function to avoid the lights and junction which has a cluster of reported accidents, therefore making it safer.</p>
Page 85	<p>I cycle along Old Road to Somerville College, from The Slade towards Morrell Avenue and the town.</p> <p>Old Road is very unsafe for cyclists. Often we have to get off and walk, or cycle a short way on the pavement, because traffic travels so fast and ignores cyclists.</p> <p>I fully support the scheme.</p> <p>Thank you very much for doing it!</p>	<p>77. Noted</p>
	<p>Dear Mr Green, thank you for your letter of December 7th. I would like to point out that there is no ramped pavement at the junction of Old Road and Girdlestone Road on the east side. There is a ramp on the west side and this inconsistency is annoying for disabled people like myself who use a wheelchair or mobility scooter. Since I moved here in September I have</p>	<p>78. Noted and this will be investigated</p>

	<p>noticed several disabled people live in the vicinity, and I trust that you can remedy this situation as part of the proposed improvements.</p>	
	<p>We see no point in spending money on a zebra crossing on Old Road near Stapleton Road. It is in our experience quite easy to cross safely at this point with little delay, and anyway there is a safe pelican crossing 50 yards away near Churchill Drive.</p> <p>The flashing lights, even if shaded, are bound to some extent to be obtrusive to nearby properties, and the positioning of the crossing will make it extremely difficult for the occupants of 69 Old Road to exit by car from their property.</p> <p>We would have thought that in these stringent times there must be far more useful and important schemes to spend money on.</p>	<p>79. The proposed zebra crossing on Old Road has been positioned from surveys which identified the desire lines on the Stapleton Rd/Old Road Campus pedestrian and cycle entrance. A crossing point here will help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site. It is approximately 110 metres from the existing pelican crossing at Lime Walk</p> <p>80. Old Road is an important part of the city's road network, and an important bus route, providing a key link to two major hospitals, a secondary school and two university campuses. There is significant scope to increase the number of journeys made by cycle or on foot in the area, and the scheme would help to encourage these.</p>
	<p>I cycle along Old Road to work each weekday, from The Slade towards Morrell Avenue and the town.</p> <p>Old Road is very unsafe for cyclists. Often we have to get off and walk, or cycle a short way on the pavement, because traffic travels so fast and ignores cyclists (even though I always wear a luminous jacket). I have persuaded my own teenage sons</p>	<p>81. At informal consultation on the Old Rd scheme in March 2010 three options were presented, ranging from minimal infrastructure involving a cycle lane and short stretch of cycle path (as presented in the latest drawings) to a more comprehensive arrangement with cycle by-passes but also a</p>

<p>not to cycle because it is too dangerous - it is sad that it has come to this.</p> <p>I fully support the scheme.</p> <p>I urge you to please hurry to go ahead with the scheme, but I hope you will also consider:</p> <ol style="list-style-type: none"> 1. In Old Road/Warneford Lane, there is Council-owned land where a cycle path could divert to, opposite Highfield Avenue, where the road becomes a cutting - please consider using this rather than forcing us into the narrow road. The road is very unsafe to cycle on and we should not have to wait for a serious accident involving a cyclist before improvements are made. 2. Improve the proposed scheme at the Old ROad/ The Slade junction where, if I understand it correctly, your scheme forces cyclists into the road just for that very unsafe junction. Why not widen the pavement into the road to enable cyclists to stay on the pavement? Why always favour cars and often smug drivers polluting the atmosphere and treating cyclists as if they don't exist, giving them all the lanes they need to race round that corner endangering us?! 3. Reduce the speed limit in The Slade to 20 mph, or put in speed bumps (though these might interfere with the fire engines and ambulances) - anything to stop the huge volume of heavy, noisy traffic continually racing along this road to the detriment of cyclists and pedestrians. 	<p>full length cycle path on the footway from Gipsy Lane to Windmill Rd. However, this option was not very popular and there were stretches of the footway that were possibly too constrained, particularly when combined with the gradient. It would have also meant a much higher cost, which the current scheme allocation could not cover.</p> <ol style="list-style-type: none"> 1. The land alongside Old Rd Campus and Warneford/Churchill Hospital unfortunately is not council owned land – even if it was available, the cost of providing a route through it to the required standard (including bridging culverts, removal of trees, complete resurfacing and lighting) would be prohibitive, and in any case at some point cyclists would need to rejoin the carriageway. 2. We are proposing to toucanise all arms of the junction except the Old Rd arm to allow cyclists to cross this junction safely. We are adding cycling infrastructure on each toucan to allow for this. A pedestrian phase will still exist on the Old Rd arm where cyclists will be expected to dismount and the advanced stop line will remain to allow cyclists to move into The Slade ahead of traffic. 3. In conjunction with the Highfield/Old Rd Scheme we are also proposing extensive
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		<p>cycle/pedestrian provision on The Slade and Horspath Driftway. This includes a mixture of on and off-carriageway measures (at times with the choice of both) which, coupled with removal of centre line and turning lanes, would narrow the carriageway and hopefully impact vehicle speeds and driver behaviour. However, there are currently no plans to change the speed limit in the Slade, which was determined as a suitable route to maintain the 30mph limit. However, this may be reviewed in the future.</p> <p>:</p>
Highfield Residents' Association	<p>CONSULTATION ON THE HIGHFIELD TRAFFIC MANAGEMENT SCHEME (01/2011) RESPONSE BY THE HIGHFIELD RESIDENTS ASSOCIATION</p> <p>1/3</p> <p>Preamble</p> <p>For over ten years Highfield residents have worked very actively for a traffic management scheme for this area. Despite our willingness always to cooperate fully with the County Council we have been subjected to a series of very considerable disappointments, to the extent that, despite ten years of real effort, we are now being offered what amounts no more than a single junction improvement as a traffic management solution. This despite a very clear commitment made by the Council to residents in 2007 to deliver a comprehensive traffic management scheme – “The scheme will</p>	<p>82. During this time, the council has listened to the Highfield Residents' Association and considered their suggestions, some of which were found not to be suitable due to their impact on the emergency services, the surrounding road network, inconvenience for residents or practical difficulties and ongoing cost in implementation.</p>

<p>be designed to address the concerns [of residents] over traffic speeds and volumes" and "funding has already been identified to deliver a traffic management scheme [for Highfield]."¹ We remain probably the only part of Headington which has not had any traffic management improvements while we are surrounded by traffic generating developments which have contributed substantial sums to fund such improvements. Yet now what was clearly committed funding for a Highfield scheme has, without any discussion, been halved. We consider that, as local citizens and customers of the County Council we deserve better treatment and we would remind the Council of their declared values for the conduct of their relationship with local people. Our response (below) to the present consultation should be considered in this context.</p> <p>1. Through traffic is a major problem for Highfield residents.</p> <p>1.1 The extraordinary scale of the development of the major institutions on land adjacent to Highfield has greatly increased the volume of through traffic on local streets.² Figures supplied by the County Council ("the Council") confirm that 70% of traffic in Highfield is through traffic. "Traffic has increased in the area in recent years due to developments at the Churchill Hospital site" (OCC report 7/1/2010). As a consequence pedestrians and cyclists are placed at risk and the local environment in general has deteriorated below the standard appropriate for a suburban residential area.</p> <p>2. The County Council has made a clear commitment to</p>	<p>83. The terms of the S106 agreements from which money had been allocated to the scheme are flexible and not restricted to traffic management within the Highfield area. The funding available to the council for transport schemes has been significantly reduced, so flexible S106 funding is being targeted towards achieving the council's strategic transport priorities.</p> <p>84. Noted, but what defines this standard? Do we want to say something about recent traffic counts?</p> <p>85. It is not uncommon for schemes to be cancelled or changed in response to changes in funding situation, consultation</p>
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¹ Letter from the Director of Environment (Richard Dudding) to Andrew Smith MP 15/1/2007

² The impact of the expanding institutions has been recognised in the formation of the "Headington Forward" initiative which has the strong support of the County Council.

<p>Highfield residents which it has not yet delivered.</p> <p>2.1 For the past 12 years local residents have been actively pressing the County Council for measures to reduce the impact of through traffic in Highfield. In recognition of the problem the Council proposed a Home Zone for part of the Highfield area as part of the first Local Transport Plan (2001-2006). However the Council later withdrew the proposal without consultation to the great disappointment of local residents. In response to further pressure the Council made a commitment in January 2007 to bring forward proposals to reduce the speed and volume of through traffic in Highfield using developer funding.³ A project was set up in February 2007 with a brief to deliver a scheme to reduce through traffic volumes and speeds. The Highfield Traffic Group were part of the project and since its inception has worked with Council officers to deliver a suitable scheme.</p> <p>2.2 In August 2009 the Council proposed to carry out trial road closures to provide the information necessary for the design of a scheme. However the proposal was withdrawn later in the year without prior consultation. In January 2010 the Council agreed to bring forward options for consultation which would include a wide range of measures to reduce traffic speeds and turning bans to limit through traffic.⁴ In May 2010 the Council brought forward proposals for consultation. These proposals represented the officers' expert technical solution to Highfield's acknowledged traffic problems. The speed reduction measures were welcomed by the community but the turning bans which were included to reduce through traffic had only limited</p>	<p>response, or other feasibility issues.</p> <p>86. The Home Zone was abandoned as a result of changed government guidance on LTP priorities.</p> <p>87. Officers carried out informal stakeholder consultation on the proposal, which resulted in the idea being withdrawn.</p>
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³ Letter from the Director of Environment (Richard Dudding) to Andrew Smith MP 15/1/2007

⁴ Report to Traffic Decisions Committee 7th January 2010. Possible measures suggested included "raised entry treatments, raised table junctions, pedestrian crossings, narrowings, speed cushions, minor rearrangements of street parking".

	<p>community support. A revised proposal was brought forward by the Council for consultation in December 2010. This proposal omits the turning bans and the speed reduction measures have been reduced to the provision of two junction treatments. The measures proposed (June 2010) for Stapleton Road, Latimer Road and Bickerton Road have been withdrawn yet the original commitment made by Richard Dudding refers to measures on all the streets in Highfield. <i>We are particularly concerned that the scheme funding had been reduced by 50%.</i></p> <p>3. The County Council should adhere to their values and provide a scheme which fulfils their original commitment.⁵</p> <p>3.1 While we welcome their declared commitment we must point out that, in our view, the Council has failed to demonstrate that regard for the proper concerns of the local community which accords with their stated value of “putting our customers first”. The Home Zone Scheme was withdrawn without prior consultation. The trial road closures were abandoned without prior consultation. The June 2010 proposals have been greatly reduced. The project budget has been cut by 50% despite the clear commitment to fund the scheme in full.</p> <p>3.2 The Director of the Environment confirmed that the scheme would be funded through S106 agreements “funding has already been identified to deliver a traffic management and</p>	<p>88. See comments above.</p> <p>89. See comments above</p> <p>90. The council needs to consider the wider local community as well as its strategic transport priorities.</p> <p>91. There was consultation on LTP2 – this did not include the home zone.</p>
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⁵ OCC Corporate Plan 2010 – 2015 Our Values – “putting the needs of our customers first” “seeing problems and issues as opportunities and looking for solutions”

	<p>calming scheme for Lime Walk, Stapleton Road, Bickerton Road, All Saints Road and Latimer Road".⁶ The project brief stated that "the scheme is exclusively funded by Section 106 contributions, which the County Council has secured to mitigate the impacts of development in the area. The successful implementation of this scheme will undoubtedly help to do that." In January 2010 officers confirmed that "developer funding of £131,305 is secured and has been allocated for this scheme. There is no time limit by which this must be spent".⁷ On 11th August OCC (Steve Howell) wrote to Andrew Smith MP confirming that "the proposed traffic management scheme, should it go forward, is to be funded by two amounts of S106 money" and attached a table showing the amounts totalled at £142k.⁸</p> <p>3.3 As a consequence of the withdrawal of funding the present proposal does not fulfil the project objectives and the Council's long standing commitment to reduce through traffic volumes and speeds in Highfield.</p> <p>4. We urge the County Council to reinstate their proposed speed reduction measures (June 2010 Scheme).</p> <p>4.1 Local residents strongly support a set of comprehensive measures to reduce the speed and volume of through traffic in Highfield. Officers have indicated that comprehensive speed reduction measures will contribute to some reduction in through traffic volumes. This volume reduction, which was originally to be achieved by turning restrictions, remains a key objective of</p>	<p>92. See previous comments. The S106 legal agreements are not restricted to spending on this scheme.</p> <p>93. The proposed Highfield elements of the scheme would contribute to reductions in speed, particularly at junctions, and would improve conditions for pedestrians and cyclists. Although the impact on speed would be less than the previous proposals, the Highfield elements of the scheme would still be of benefit, slowing traffic as it turns corners, and causing traffic to slow down in Lime Walk. The 'Gateways' would also indicate to motorists that they are entering a residential area and should help to alter their speed and behaviour.</p>
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⁶ Letter from the Director of Environment (Richard Dudding) to Andrew Smith MP 15/1/2007

⁷ Report to the Traffic Decisions Committee 7 Jan 2010.

⁸ Letter to Andrew Smith MP 11/8/2010 ref SPH/PEM343359/H

<p>the scheme. At the recent residents meeting, attended by 70 residents, there was unanimous support for reinstatement of the original speed reduction measures.</p> <p>4.2 It is clear that the primary reason for reducing the proposed measures is the recent withdrawal of part of the allocated developer funding. In our view there is no justification for reducing the allocated funding which has been agreed and regularly confirmed by the Council to local residents over the past four years – this is a clear and long standing commitment of funds. The cost of reinstatement is very limited - we estimate that the cost of these measures (4 narrowings on Lime Walk and parking rearrangement on Stapleton Road, Bickerton Road and Latimer Road) would be no more than £30k. In addition we request that the narrowing of the Latimer/All Saints Road junction to a single vehicle width to ensure parity with the Lime Walk raised table. All this together would produce a scheme which to a considerable extent meets the project objectives, delivers a substantial part of the Council's commitment and would have strong support within the local community.</p> <p>4.3 Nonetheless the problem of excessive volumes of through traffic will remain. We urge the Council to ensure the allocation of further development funding in the future from the continuing development of the Churchill site for the reduction of through traffic in the Highfield area.</p> <p>5. Next steps</p> <p>5.1 We are keen to continue to work with the Council to deliver a comprehensive traffic management scheme to meet the needs of local residents. We request that we are kept closely in</p>	<p>94. Noted.</p> <p>95. See previous comments re funding.</p> <p>96. The narrowing at Latimer Rd was supported by fewer respondents than those opposing in the informal consultation (Annex 5).</p> <p>97. This is not borne out by cost estimates carried out by officers.</p> <p>98. The county council's draft Area Strategy for Oxford stresses the importance of reducing car travel in the Eastern Arc of Oxford (which encompasses the Highfield area) through a number of strategic measures.</p> <p>99. Noted.</p> <p>100. Local residents were consulted as part of the informal consultation (Annex 5) and the</p>
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	<p>touch with the progress of the scheme which will, hopefully, incorporate the amendments which we have requested above.</p> <p style="text-align: right;"><i>Chairman (for HRA) 19th January 2011</i></p>	<p>county council received 353 responses and there was no consensus on measures to tackle volume and speed of traffic.</p>
Thames Valley Police	<p>I refer to your letter dated February 7th 2011 inviting comments to the proposed zebra crossing near to the junction of Old Road and Stapleton Road in Oxford.</p> <p>Thames Valley Police has no objection to the proposals, but I do have a concern about the placing of another pedestrian crossing so close to the existing lights controlled crossing where drivers may not be expecting to find one so soon after the other, especially as this one is not controlled by traffic signals.</p> <p>The only personal injury collision near to the site in the three years to November 30th 2010 was at the existing crossing involving pedestrians and an ambulance. Since there is a higher than usual amount of emergency vehicle activity in the area due to the presence of the medical facilities nearby, I am also concerned that there is a potential for a conflict of assumed priorities between a pedestrian using a zebra crossing and an ambulance under blue lights on an emergency run.</p>	<p>101. Support noted.</p> <p>102. There are other locations with crossings similarly close to one another. Old Road is in a 20mph zone and visibility is adequate.</p> <p>103. Officers would argue that this potential is no greater for a zebra crossing than a pelican crossing. Pedestrians are probably more likely to exercise caution at a zebra crossing than when they have a green man signal at a pelican crossing.</p>

	<p>Please feel free to contact me should you have any need to discuss further.</p>	
Cyclox	<p>Old Road / Highfield</p> <p>Drawing 1. We want to see both Old Road and Lime Walk calmed, to make them genuinely 20mph, and make Old Road in particular viable for Cheney pupils (the older ones anyway). So in general terms:</p> <p>There's quite a lot of slowing people turning into side roads – good. Something similar at the entrance to Churchill Drive (tightening the radii) would be a distinct improvement.</p> <p>Maybe not enough calming on Lime Walk (we would suggest buildouts on corners, particularly the two modern cul-de-sacs, so the road is perceived as narrower)</p> <p>Cycle lane and absence of centre line – good. We would prefer an uphill cycle lane from Gipsy Lane to Stapleton Road, because the speed differential is greater uphill, and there are a number of alternatives, both current and potential (eg a cut-through to Mileway Gardens), which work better in the other direction. We support the westbound cycle lane, particularly across the mouth of Churchill Drive.</p> <p>Cycle track outside NOC. We still don't much like this, but accept it probably has value when traffic is queuing. We would prefer some detailed changes to minimise its use by overly-fast cyclists.</p> <p>Toucan crossings. We suspect that these are relatively costly for the benefit they provide. The two east-west crossings probably have the greater value.</p> <p>Lack of improvements to alternatives – in particular removing the barriers and kerb on the footway between New High St and Perrin Street / Wilberforce Street</p> <p>Bypass – interesting, though we're not entirely convinced of its</p>	<p>104. The scheme proposals include features designed to reduce traffic speeds.</p> <p>105. The potential to achieve this would be restricted by the highway boundary (Churchill Drive is not public highway), and its use as a bus route.</p> <p>106. Narrowings in Lime Walk have been removed from the proposals as a result of consultation response and restrictions in funding.</p> <p>107. Support noted. The preference would be to have cycle lanes on both sides however, given the volume of traffic and width of the road, this is not possible. The uphill cycle lane may encourage vehicles to pass on the advisory line where it could be better with slower cyclist to encourage a proper overtaking manoeuvre.</p> <p>108. The signals would be upgraded to MOVA as part of the scheme so it provides an opportunity to convert to toucans making it much more cost-effective. The toucan crossings would help less confident and child cyclists negotiate this very busy and</p>

<p>function. It is likely to be used two-way, and should be planned as such.</p> <p>Drawing 2. We would suggest an even longer dropped kerb at the end of the cycle track on Old Road, extending to the ASL. We would agree it needs to start back before the ASL, at the start of the lead-in lane. We would omit the cycle logo and arrow (there are enough other clues that cycling is permitted either way).</p> <p>In general we would place dropped kerbs at each ASL (to allow cyclists to leave the carriageway), and opposite each ASL (to turn back onto the road, and before the pavement narrows)</p> <p>Drawing 3. We're still not at all enthusiastic about putting cyclists on the pavement, but we can accept it given the queuing traffic, if there are reasonable cues to cyclists to behave themselves – so we support the unsegregated nature of the provision. Dispense with ladder paving on footway if possible, since meaning will not be clear. Provide some dropped (flush) kerbs at intervals so that faster cyclists only go onto the pavement when the queue starts (and can go back onto the road if there are pedestrians).</p> <p>Drawing 4. We would prefer the entrance to Lime Walk was narrowed, so that the crossing is closer to the pedestrian desire line, and turning speed reduced.</p> <p>Drawing 5. No Comment</p> <p>Drawing 6. It would be better if the two sections of cycle track were aligned with one another. You do not need the left turn arrow and logo on Gipsy Lane. Keep Clear markings in Gipsy Lane might be helpful, to improve visibility for a cyclist using the bypass in the “wrong” direction. A central median strip in Old Road would be useful, as a waiting space for cyclists about to turn onto the bypass.</p> <p>Drawing 7. Fine. Thankyou for moving it closer to Stapleton</p>	<p>daunting junction.</p> <p>109. The alternative route suggestion, although very narrow with high sided walls, can be looked at as part of the dual network to offer choice and currently used as such although it is not possible as part of this scheme.</p> <p>110. ASLs and dropped kerbs noted and will amend if scheme given approval.</p> <p>111. The by-pass is to enable cyclists to avoid the signals and thus enhancing safety and convenience. The design is for one-way but accepted that two-way cycling is likely. Although the design should accommodate this, without encouraging, it can be looked at in more detail if the scheme is approved.</p> <p>112. Support noted re cycle path. The path is wide enough for cycles and pedestrians to share comfortably given the nature of the area and footfall so would not be necessary to provide many dropped kerbs which can have an impact of drainage causing pooling. Ladder (corduroy) paving is a design requirement.</p> <p>113. Will investigate the narrowing of Lime Walk and how this impacts on the limited funds available for the scheme</p>
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	<p>Road.</p> <p>Drawing 8. We would prefer tighter radii (2m), and narrowing of All Saints Road to no more than 6m. We would be happy with buildouts on both sides rather than all on one side – it gives better pedestrian alignments, and the narrowing will probably be as effective as the chicane.</p> <p>Drawing 9. Again, we would prefer Lime Walk to be narrowed to preferably no more than 6m at the junction, and the eastern radius, in particular, tightened.</p> <p>Drawing 10. No comment</p> <p>Cyclox, 16/1/2011</p>	<p>114. The principle of the raised table and chicane is to create caution and also break the straight sightline of Lime Walk to help reduce speeds on the arms that take the large volume of traffic. It is not deemed necessary to narrow all arms and this may lead to congestion in the junction leading to too many reversing movements</p>
	<p>have a few comments on these two consultations, both as an Old Road resident and as a safety professional.</p> <p>Generally, I welcome the measures to improve provision for cyclists in the area, and especially along Old Road, which is my son's direct cycle route to school. However, the following areas may need improvements in detail to avoid creation of new hazards or to take the opportunity to deal with existing ones.</p> <ol style="list-style-type: none"> 1. <u>Relocate traffic lights at the Windmill Drive junction (Ref. dwgs 0931, 0932)</u> In the morning rush-hour, traffic queues often stretch back across this junction from the Churchill Drive / NOC / Lime Walk cluster of junctions . Besides obstructing entry to the junction for Windmill Road / The Slade traffic, this is a hazard due to the position of traffic lights, which are not visible to traffic already on the junction. The second row of lights controlling each entry should be relocated from their current positions (immediately beyond the pedestrian 	<p>115. Support noted</p> <p>116. The detailed design of the signals at this junction will take safety factors into account.</p> <p>117. A yellow box junction would be installed at Churchill Drive</p>

	<p>crossings at the entry) to the opposite side of the junction. Otherwise, I anticipate accidents due to vehicles that have been delayed by the queues after they have passed the lights, which then complete crossing the junction after the lights have changed against them. Currently, they have no way of knowing that this has happened and that they no longer have priority. (It would also be worth considering yellow boxes at this junction.)</p> <ol style="list-style-type: none">2. <u>Introduce traffic light controls at the Churchill Drive / NOC / Lime Walk cluster (Ref. dwgs 0931, 0933)</u> The westbound cycle lane along Old Road is interrupted at this cluster rather than continuing through it. Due to the volume of traffic moving and turning in different directions, this is the most dangerous stretch of Old Road. I believe it would be safer to introduce traffic light controls here (replacing the existing pedestrian lights), so that traffic movements are more predictable. It may be possible to link the timing of these lights with those at the Windmill Road junction, so as to reduce the previous hazard.3. <u>Modify junctions with double "give way" lines on The Slade, (Ref. dwgs 001, 002 - Detail A)</u> My experience of this type of junction is that it is very dangerous to cyclists, due to ambiguity as to who has priority. It is especially hazardous if traffic approaching on the side road has to pull forward across the cycle lane in order to see if it is safe to enter the main road. Cyclists who expect to have priority are then forced to choose quickly whether to pass behind that vehicle (which may entail	<p>118. Signalisation of this staggered junction would be likely to cause significant delays to traffic.</p> <p>119. Each junction entry treatment has been designed with safety and visibility taken into consideration. Double give way lines are already in use in other parts of Oxford and work well, with common sense exercised by drivers and cyclists.</p>
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	<p>some tight turns if the road is narrow or if vehicles are queuing on it) or in front of it (which means not only entering the main traffic stream but also crossing the turning vehicle's path from an unexpected direction). It is imperative that visibility from the first "give way" line should be confirmed positively, and if it permits, this should become the only "give way" line. Otherwise, the cycle lane should be interrupted and cyclists should cede priority.</p> <p>I hope you find my suggestions helpful, and will be happy to clarify them if they are hard to understand.</p>	
Lime Walk	<p><i>Emailed received 17/12/2010 in response to telephone call and site visit (17/12/2010) with scheme engineer.</i></p> <p>Dear Ralph</p> <p>Thank you for your speedy reply and for meeting with me to discuss my obvious concerns about these road alterations to the junction of All Saints Rd & Lime walk, which without a doubt will have a horrendous effect on how I enter and exit my drive. I do have some further comments and queries regarding your email, they are as follows:</p> <p>1. Your auto track cad is showing a 'Standard Vehicle (private)'. My vehicle is a Ford Ranger pickup, the turning circle (kerb to kerb) is 12.6m and the overall length is 5.080m, so could you adjust your cad to accommodate these dimensions please, as I am sure this scheme would not expect me to change my vehicle</p>	<p>120. Scheme engineer (Ralph Green) met with resident on site and confirms that although the current reversing manoeuvre could not be made the property could be accessed by a different manoeuvre. However, the raised table can be modified during detailed design</p>

	<p>to suit it.</p> <p>Option 1</p> <p>3 Is the parking space outside my property being removed and replaced with yellow lines?</p> <p>If this is the case then I would possibly be able to make this manoeuvre dependant on your new cad details. But I would have to wait a lot longer to make this manoeuvre as twice as much traffic will be funnelled into one lane in front of my drive.</p> <p>Option 2</p> <p>I don't think having to park my van further down the road (as to not block the traffic), then return to remove the bollard so as I can enter my drive is neither a reasonable or feasible option.</p> <p>Option 3</p> <p>As per your 1.pdf – is there going to be double yellow lines outside the church (on that side). If there are no parking restrictions then it would be totally impossible to reverse into my drive as shown on 1.pdf.</p> <p>Is the disabled parking space being removed from outside number 70 Lime Walk as this is very much still required by my neighbour?</p> <p>Can I also bring to your attention, that as we all know, disabled drivers can park on double yellow lines and they may not realise they will be impeding the entrance to my drive. There are a number of blue badge holders who visit the church and also both of my parents who frequently visit me are both also disabled blue badge holders, for whom I am very concerned for their welfare.</p>	<p>to accommodate this current movement, if the scheme is approved and subject to safety audit.</p> <p>121. No parking is being removed but please see comment above</p> <p>122. This is no real change to the current situation whereby a suitable gap in traffic is necessary to access the property. Please see response 121</p> <p>123. The recommendation is to construct the raised table as designed. Please see response 121</p>
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	<p>I can see what is trying to be achieved with this scheme but this proposal is going to make my day to day activities unbearable.</p> <p>I really do not understand why forming just a raised table on the junction itself, with a 4 way stop, with no priority would surely have the desired effect. And with a reduced cost this must be beneficial to the community but adequate signage would be essential.</p> <p>Option 5</p> <p>Being a resident in Lime Walk (and Latimer Road) for over 25 years, when Oxford United used to play at The Manor at the top of this road, the traffic used to be quite challenging but now it is like living in the country in comparison to then.</p> <p>So I would be happy for the Council to save the expenditure of the raised table and associated work which must amount to £40-50k? and use it on something more worthwhile.</p> <p>May I also add that I cannot understand why a minority of people buy or rent a property in Lime walk, Latimer Road, Stapleton Road, or Bickerton Road knowing that these are through roads and then try to change them into cul de sacs.</p> <p>Can I also suggest that this proposed raised table and chicane, at the junction of All Saints Road, should be temporarily set out with cones, including signage and a telephone number where people who actually use these roads can have an input, as your web site is not at all easy to navigate and leave comments.</p>	<p>124. The raised table has received good support during formal consultation. It would help to reduce speeds on Lime Walk and All Saints Rd by creating a raised area and uncertainty by not providing priority but narrowing the carriageway. This would also have significant benefits to pedestrians by making it easier to cross</p> <p>125. Noted</p> <p>126. Noted</p> <p>127. Noted</p>
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	<p>We are very concerned over the proposed siting of the above. We are at a loss to understand why this particular spot was chosen. Our thoughts concern the amount of 'stops/starts' that such a crossing would involve owing to the amount of traffic that Old Road generates during certain times of the week-days and this, immediately outside the frontages of Nos. 71 and 69, and subsequently back to Nos. 67, us at 65 and 63. Surely it would be more practical to site a Zebra crossing somewhere between Highfield Avenue and Bickerton Road, particularly if you take into account that all the frontages (except one) have no direct access to off-street parking and most of these properties stand way back from the road. There is already access into the Oxford University/hospital grounds in that area (and is closer to the bus stop just outside Finch Close). As there are already 3 access points, i.e., through into Little Oxford, the area just pointed out (just down from Bickerton Road) and the one immediately opposite Stapleton Road, is there really a vital need for the Zebra crossing? Surely not! Pedestrians will cross the road at whichever place they choose, with or without the proposed Zebra crossing and the existing controlled crossing is well used.</p> <p>In addition, we would like point out a regular hazard (and which has already happened today) and that is that it is quite difficult accessing our drive due to the volume and speed at which cars drive up and down Old Road. No matter at what point we use our indicator many drivers assume we are turning in to either Bickerton or Stapleton Roads leaving us no option but to almost stop at our entrance in order to negotiate access. It is only a matter of time before an accident happens. On speaking to our neighbours they also experience the same problem. We</p>	<p>128. The proposed zebra crossing on Old Road has been positioned from surveys which identified the desire lines on the Stapleton Rd/Old Road Campus pedestrian and cycle entrance. A crossing point here will help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site. It is approximately 110 metres from the exiting pelican crossing at Lime Walk</p> <p>129. Noted, but if anything, the presence of</p>
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	<p>fear the proposed Zebra crossing will only exacerbate this. We would be more than happy for any member of your staff to carry out such an exercise, using our driveway, to understand just how difficult it is.</p>	<p>the zebra crossing is likely to make drivers more cautious in the area, allowing time to stop safely behind vehicles waiting to turn.</p>
	<p>Further to our conversation I am putting my experience in writing to you.</p> <p>I have lived at Old Road for over 7 years now and during that period have been having coffee in my kitchen and witness two motorbike accidents in front of my gate at 56 Old Road and the entrance of the Nuffield Orthopaedic Hospital. I ended up calling the council to sweep up the glass and bits that had been scattered around the road and also stopped the traffic to do it myself when the council took too long to come. The reason was there are lots of patients, hospital staff, students and more importantly Ambulances turning that corner and driving along Old Road so I didn't want their tyres damaged and the glass spread. The police will have details of these accidents logged if you need to add this to your report. Also during this period of my living there I have also witnessed many near misses and heard the skidding sounds of cars. Many cars drive up very quickly not realising that the entrances to Churchill Drive and the Orthopaedic hospital entrance are closer than they think as the trees and view of the long drive of Old Road can be misleading.</p> <p>Further down Old Road before Girdlestone Road are some wooden poles with red reflector circles on them which I feel are useful as they catch my attention and separate you from the</p>	<p>130. Noted, but officers cannot see how this is relevant to the scheme proposals.</p>

	<p>pavement. It is a safe design for cyclists if a car comes off the road and also feel that it should be all along old road. They are tidy and safe. If you remember there was a hit and run a few years back when a car hit a woman and left her to die at the road side up there but those posts may in future lessen or stop an impact of a stray car.</p> <p>The road is narrow and the idea of a cycle path is vital as to overtake the cyclist leaves little space for the cars to pass in the opposite direction.</p> <p>As you approach any entrances to Churchill Drive that leads to the hospital then I would advise a few good clear signs that would ask the drivers to 1. inform them that the entrance is near 2. slow down for turning into and out of these entrances.</p> <p>I hope that this will help your action on improving this area. As mentioned I have a lovely little boy of 2 years of whom I adore and he often for some reason like to run straight towards the exit gate to look at the cars so for his sake as well it would be good to have traffic safety signs and warnings on speed.</p>	131. These reflectors are not designed to stop a vehicle mounting the footway and including more of them would merely add to clutter.
		132. Noted
		133. The signage is considered to be adequate but this can be checked.
		134. See comment above.

Summary of responses:

- 41 responses were received in total
- 5 respondents fully supported the proposals - 1 respondent thought more should be provided on Latimer Rd and another expressed relief that we listened to the informal consultation and the proposals were very sensible (Stapleton Rd).
- 5 Respondents specifically supported the Old Road proposals in particular the cycling elements.
- 4 respondents thought the Old Rd cycling proposals did not go far enough and thought more off-road provision was required.
- 18 respondents thought the proposals did not go far enough (1 objection due to VFM). 10 of those respondents opposed the gateway features (especially on Highfield Ave and Finch Close – 2) either because they were not effective in isolation, “dangerous” or would like to swap these features for calming along the length of streets.
- 2 respondents thought that calming measures were required on surrounding streets and not just Lime Walk.
- 4 respondents objected to the zebra (no requirement); 3 specifically supported.
- 2 respondents thought removing the centreline on Old Road might be “dangerous”.
- 1 respondent had mixed views on Old Rd – did not like the zebra or cycle by-pass but supported the cycle lane/path.

Annex 7: Equalities and Inclusion

The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation. However, the shared use cycle tracks on the footway may have the potential to affect people differently according to their age and disability.

There may be a negative impact on older pedestrians with age related disabilities or reduced mobility, as a result of the shared use cycle tracks on the footway. Older people can be more fearful of conflict with cyclists. They may see or hear the cyclist approaching later than younger people; they may suffer from poor balance and the consequences of falling are generally more severe for older people. One person's perception of a near miss will be different from another's, but fear can affect people's willingness to venture out, thus reducing their independence.

However, there will be positive impacts on older pedestrians, in particular from the introduction of the new pedestrian crossing on Old Road, which will make it very much easier to cross the road there. Additionally the side road entry treatments, which provide a shorter, more level crossing of side roads and slow turning traffic, will particularly benefit older pedestrians. Wheelchair and scooter users will particularly benefit from the raised side road entry treatments. The raised table on Lime Walk will also aid older people and those with mobility impairments cross the road.

Disability: The same potential negative and positive impacts apply to disabled people of all ages, as they do for people with age related disability. However, they may be more pronounced, particularly in the case of blind or profoundly deaf people, who may not be able to detect an approaching cyclists at all.

Officers have carefully considered the advantages and disadvantages of shared use footways and have retained them in the proposals because of their benefit in providing safe cycle routes for all users, including children and less confident adult cyclists. The overall benefits of the scheme are discussed earlier in this report.

Pedestrian and cycle counts were carried out, and showed that the flows were lower for both than in other Oxford locations where shared use cycle tracks have been successfully implemented, e.g. on London Road.

The footway widths conform to the recommended Department for Transport guideline standards for shared use facilities. Street furniture would be moved as necessary to remove obstacles. Appropriate signage, tactile paving and footway markings would be used, in accordance with guidelines. Kerbline changes at some junctions will improve visibility. A safety audit has been carried out on the preliminary design, which did not highlight any inherent problems with a shared use facility at this location.

Division(s): Barton & Churchill; Leys & Lye

CABINET MEMBER FOR TRANSPORT - 24 MARCH 2011

OXFORD, THE SLADE AND HORSPATH DRIFTWAY, CYCLE AND PEDESTRIAN IMPROVEMENTS

Report by Deputy Director of Environment & Economy – Highways & Transport

Introduction

1. This report provides information on a scheme of cycle and pedestrian improvements for The Slade and Horspath Driftway in Oxford and recommends the Cabinet Member for Transport to authorise officers to implement the scheme.
2. Officers have been developing the scheme following receipt of a Section 106 (S106) contribution associated with Slade Park in Horspath Driftway, a development of housing and a student accommodation block that has now been completed. In accordance with the terms of the S106 agreement, the scheme would provide a safe cycle route between the development and Oxford Brookes University campus at Gipsy Lane. However, the scheme would have much wider benefits and fits well with the county council's overall transport strategy.

Background

3. The Slade forms part of the B4495, linking Summertown in the north with Abingdon Road in the south and passing through the centre of Headington and Cowley. Horspath Driftway links The Slade to the Eastern Bypass. Both Horspath Driftway and The Slade are heavily trafficked (PM peak hour flow of 1844 vehicles in Horspath Driftway and 1625 in The Slade south of Cinnaminta Road).
4. At the junction of Horspath Driftway with The Slade there is a mini roundabout, which carries over 20,000 vehicle turning movements per day (12hr flow). The speed limit on both roads is 30mph and both are on bus routes.
5. There are currently no cycle facilities in the Slade. A parallel route is available via Bulan Road which benefits cyclists approaching from Hollow Way, but cyclists from Horspath Driftway would need to make an awkward detour to reach it, involving negotiating the mini roundabout. The Slade and in particular the mini roundabout are daunting to cyclists due to traffic conditions. Over the last five years there have been 28 injury accidents in The Slade and the northern part of Horspath Driftway (from East Field Close northwards). Fifteen of these involved only motor vehicles, 12 involved cyclists and one a pedestrian. Three of the cycle accidents occurred on the mini roundabout.
6. A recent Oxfordshire County Council travel survey has shown that there are many short car journeys to work between the Headington and Cowley areas. Because of their short distance (less than 5km) a significant proportion of

these have the potential to convert to cycle trips. There is also the potential for further cycle trips to be made as a result of new housing and employment developments in the area.

7. Annex 1 illustrates the importance of The Slade in the context of nearby workplaces and places of study, as well as existing cycle links, showing the potential for the facilities to be well used and encourage cycling for journeys to work or school, potentially reducing the number of car trips in the area and contributing to a reduction in congestion.
8. A signalised crossing on Horspath Driftway, near the junction with Blackstock Close, is due to be installed in early summer 2011. This is also to be funded from developer contribution associated with Slade Park. Consultation took place in November 2010 and no objections were received. As a result, the Assistant Director of Environment & Economy (Highways & Transportt), under his delegated powers, instructed officers to implement the crossing. This crossing will be of great benefit to residents of Slade Park as well as many other nearby residents and will help pedestrians gain access to the bus stops in Hollow Way.

Description of the proposed scheme

9. A plan showing the main features of the scheme on which officers carried out formal consultation is included at Annex 2. The consultation plans are in the background documents. The proposals include on and off-carriageway cycle facilities along The Slade and the northern part of Horspath Driftway and the conversion of two existing pelican crossings to toucan crossings. The scheme is described more fully at Annex 3.

Consultation on the scheme

Informal consultation

10. Informal stakeholder consultation was carried out in summer 2010 involving local councillors, residents' associations, organisations based in Horspath Driftway and representatives of disabled people. These original proposals were similar to the current proposals but did not include the part of the shared use cycle track on the east side footway north of Slade Close, conversion of the pelican crossing at Girdlestone Road to a toucan crossing or any on-road cycle lanes.
11. Local residents and councillors expressed some reservations about the shared use cycle track and the potential impact on pedestrian safety and perceived safety, although most accepted that traffic conditions meant off-carriageway cycle facilities were important to encourage people to cycle, due to the traffic conditions. Oxford Pedestrians Association accepted the shared use facility on the east side of the Slade but did not like the part on the west side, due to the number of driveways and the larger number of pedestrians here. The cycling lobby group, CycloX, requested that officers consider on-carriageway cycle lanes and investigate an alternative route via Leiden Road.

12. As a result of informal consultation, the design was revisited and some on-carriageway cycle lanes incorporated, as well as changes to road markings at the mini roundabout. Changes were made at the northern end of The Slade to better link to proposed cycle facilities in Old Road. An alternative route via Leiden Road was investigated, but this was not pursued because it would have involved access through a city council car park and an alleyway onto the Slade that is too narrow for cycling. It was also thought to be of less overall benefit to cyclists, who generally prefer to follow the main or more direct routes.

Formal consultation

13. Formal consultation on the most recent proposals was carried out between 3 December 2010 and 10 January 2011. All properties fronting the cycle route were consulted, as well as the emergency services and the group of stakeholders consulted at the informal stage. Frontagers near to the pelican crossings on The Slade were sent a copy of the formal street notice advertising their conversion to toucan crossings. The proposals were advertised on the county council's consultation website and an on-line form was provided for responses. A total of 16 responses was received.

14. The responses are summarised at Annex 4 together with officer comments. There were no objections to the conversion of the pelican crossings.

15. Some people warmly welcomed the scheme but there were some objections to the shared use footways and the removal of the right turn lanes. Notably, Unlimited (the consultee group representing physically disabled people) was very much against shared use footways on the grounds of the risk of conflict between cyclists and pedestrians and disabled people in particular. There was particular concern about the impact of shared use cycle tracks on partially sighted people.

Policy and strategy

16. The scheme would make a positive contribution to achieving the following of the five strategic objectives under the current Local Transport Plan (LTP2)

- Tackling congestion: by encouraging more people to switch from car travel to cycling
- Safer roads: by providing safe cycle facilities
- Better air quality: by reducing congestion

17. The scheme fits well with the draft Oxford Area Strategy, which forms part of the Draft LTP3. It forms an important cycle link between areas of employment and housing in the Eastern Arc of Oxford, where there is greatest potential to convert car journeys to other modes.

Financial and staffing implications

The total cost of the cycle and pedestrian improvements, together with the crossing on Horspath Driftway, is currently estimated at £200,765. A further £10,000 is required to improve Footpath 121, which links the north east of the Slade Park development to the bypass cycle route – this is also part of the

S106 agreement relating to the development. Altogether this is £30,765 in excess of the capital programme figure of £180,000, which is funded from S106 agreements. Officers will seek to reduce costs to fit within the budget and may need to amend some specific measures.

Equality and inclusion

18. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation. However, the shared use cycle tracks on the footway may have the potential to affect people differently according to their age and disability. Annex 5 provides more detail on this and shows that officers have considered equality issues carefully before reaching conclusions about the scheme.

Conclusions

19. On the basis of the consultation response and the contribution the scheme would make to the county council's transport objectives and strategy, officers consider that no changes are required to the scheme proposals.

RECOMMENDATION

20. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **approve implementation of the Slade and Horspath Driftway Cycle and Pedestrian Improvements as shown on Drawing Nos HQ14876/CON/002 and HQ14876/CON/003 and Annex 2 to this report; and**
 - (b) **approve that the lengths of footway indicated in Annex 2 to this report as shared use footway be removed under the powers in Section 66(4) of the Highways Act 1980 and a cycle track constructed under Section 65(1).**
 - (c) **authorise the Deputy Director of Environment & Economy - Highways & Transport, in consultation with the Cabinet Member for Transport, to make a final decision on the scheme elements to be removed from the design in the event that the costs need to be reduced in order to match the available funding resource.**

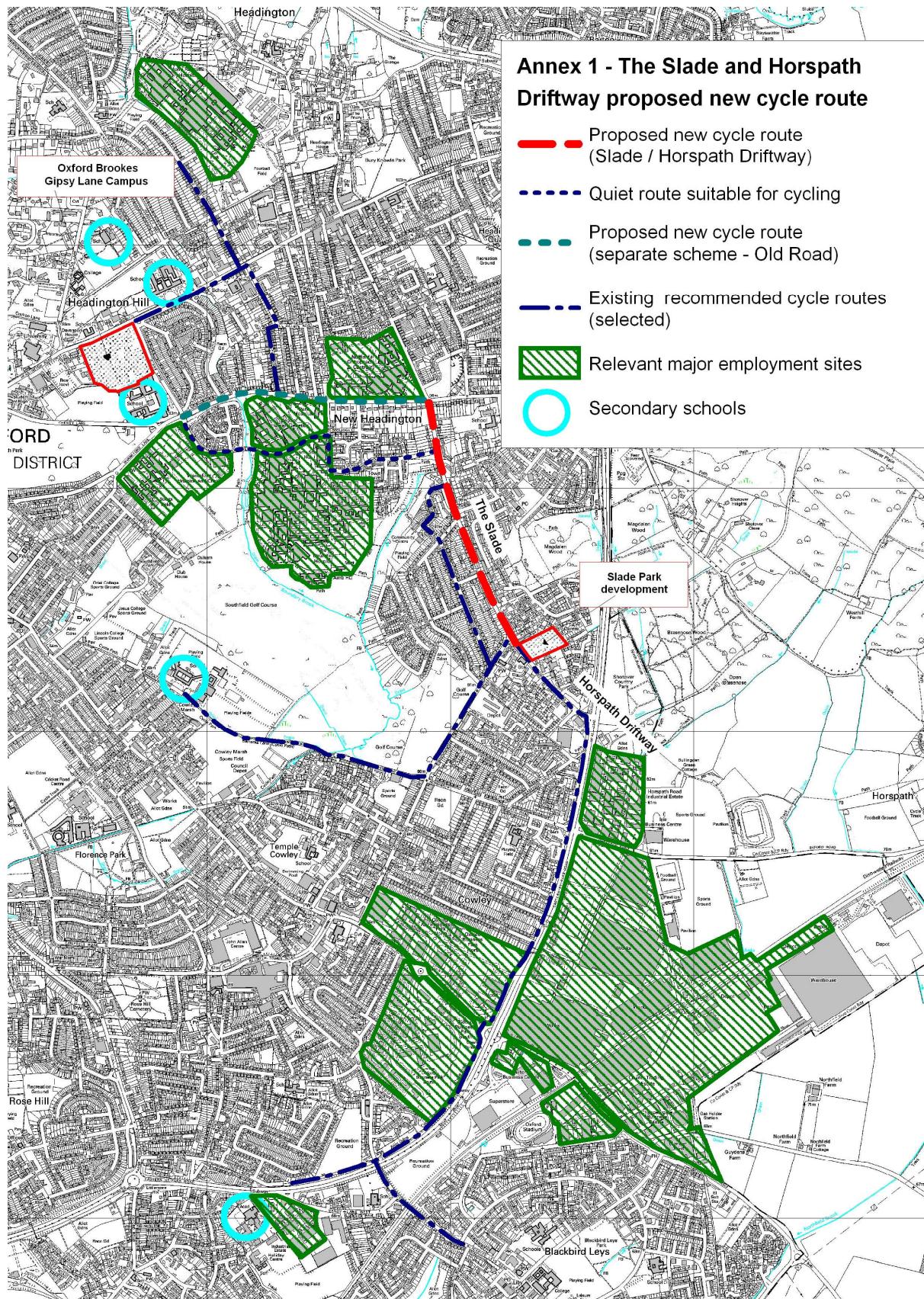
STEVE HOWELL
Deputy Director – Highways & Transport

Background papers: Public consultation layout drawings
HQ14876/CON/002 and /003

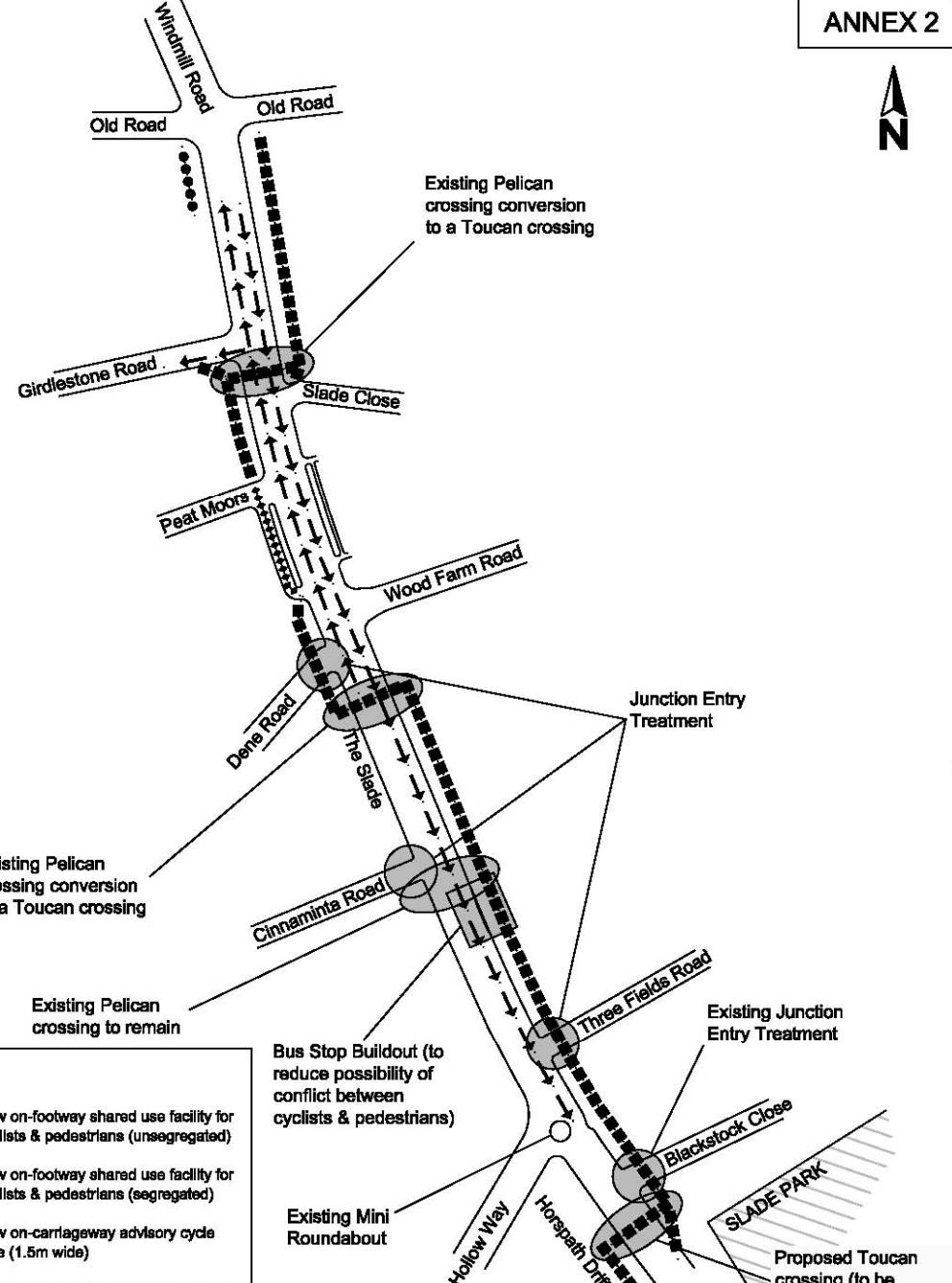
Consultation letters
Consultation responses received by email

Contact Officer: Joy White, Senior Transport Planner

March 2011



ANNEX 2



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Project title	Scale @ A4	Drawn by SAC	Checked by EA
The Slade / Horspath Drifway Cycle & Pedestrian Improvements	Not to scale	Date drawn 14.2.11	Date checked 17.2.11
Drawing title	Project No. & File Ref.		
Key Features	Drawing No. S-000248B/Annex2		

ANNEX 2

ANNEX 3**DESCRIPTION OF THE SCHEME**

As illustrated in Annex 2 the scheme would include the following features:

- A shared use cycle track between Slade Park and Girdlestone Road, crossing from the east to west side of The Slade at the signalised crossing near Dene Road. This would allow cyclists from Horspath Driftway heading north along the Slade, to avoid the mini roundabout and continue their journey towards Gipsy Lane via Girdlestone Road.
- An on-carriageway advisory cycle lane (1.5m wide) northbound on The Slade between Dene Road and Old Road, with a short section on the footway approaching the traffic signals at Old Road. This would cater for cyclists continuing their northbound journey towards central Headington, and allow them to bypass queueing traffic at the signals, if necessary.
- An on-carriageway advisory cycle lane (1.5m wide) southbound on The Slade for its full length. This would benefit faster and more confident cyclists using the Slade as part of a longer journey.
- Removal of central white lines and right turn lanes, making it possible to accommodate cycle lanes on the carriageway for much of The Slade. Removal of the centre line markings and marking of cycle lanes at either side is also aimed at changing drivers' perception of the road, helping to reduce vehicle speeds.
- A shared use cycle track on the east side footway of The Slade between Old Road and Slade Close. This would enable less confident cyclists to cycle safely off carriageway from Old Road to the signalised crossing at Girdlestone Road, where they could then proceed on the off-carriageway track on the west side of The Slade to Peat Moors and on towards Hollow Way via Bulan Road, or as far as Dene Road, where they could again cross using the signalised crossing and continue their journey southbound on the footway cycle track on the east side of The Slade.
- Conversion of the existing pelican crossings at Dene Road and Girdlestone Road to toucan crossings, which allow cyclists to cross without dismounting.
- Improvements of side road junctions, tightening up the corners (thereby reducing crossing distances and improving visibility of pedestrians and cyclists waiting to cross), and providing a raised platform across the junction mouth to enable a more level crossing. These changes would also slow turning traffic and make the junctions safer for pedestrians and cyclists, and are similar to junction entry treatments on Abingdon Road.
- With the exception of the short section of cycle track approaching the Old Road signals, all shared use cycle track is proposed to be **unsegregated**. i.e. with no line separating pedestrians and cyclists.

HORSPATH DRIFTWAY / THE SLADE CYCLE AND PEDESTRIAN IMPROVEMENTS: SUMMARY OF FORMAL CONSULTATION RESPONSES, WITH OFFICER RESPONSES

Ref:	Description	Address	Comments	Officer response
1	Local resident	The Slade	<p>1. In the opinion of the respondent, '<i>The Slade is unsafe for cyclists, and cyclists [currently] have to get off and walk or cycle on the pavement due to the speed of vehicles</i>'.</p> <p>2. The respondent commented that 'the scheme will help to stop cars parking on the pavements and forcing pedestrians into the road outside number 195 The Slade'.</p> <p>3. The respondent suggested that the scheme should '<i>extend to Old Road heading towards the city centre and Morrell Avenue - [these routes are] wide roads with wide pavements but the roads are very unsafe to cycle on and [road users] should not have to wait for a serious accident involving a cyclist before improvements are made</i>'.</p> <p>4. A further comment was made concerning the speed of traffic on The Slade and suggested '[reducing] the speed limit on The Slade to 20 mph, or put in speed bumps' (but queried the affect on fire engines and ambulances).</p>	<p>The scheme would address this by providing safe cycle routes.</p> <p>Noted.</p> <p>The proposals extend to Old Road, and there are separate proposals for a cycle route in Old Road.</p> <p>When 20mph limits were introduced across much of Oxford in 2009, The Slade was determined to be suitable for the existing 30mph speed limit to be retained. There are no plans to review this. Vertical deflections on The Slade itself have not been considered as part of this scheme, but the proposals include raised crossings of some side roads, which</p>

Ref:	Description	Address	Comments	Officer response
				would slow turning traffic. Removal of central white line markings and introduction of advisory cycle lanes would visually narrow the road and give drivers a less defined path, with the aim of changing driver perceptions and causing them to moderate their speed.
2	Local residents (2)	The Slade	1. The respondent commented that the ' <i>proposed scheme looks great, is well overdue and has our full support</i> '.	Support noted
3	Local resident	Leiden Road	<p>1. The respondent expressed concern over the removal of the right turn lanes into Three Fields and Wood Farm Road, explaining that '<i>traffic gets very congested in that area as there is a lot of parking blocking the left hand lane, therefore removal [of the right turn lane] will increase congestion</i>'.</p> <p>2. The respondent suggested '<i>double yellow lines should be provided at the junction to Three Fields to stop vehicles parking to close to the junction.....and the current proposals make [the situation] worse</i>'.</p> <p>3. Commenting on the proposed raised junction treatment at the Three Fields junction, the respondent said '<i>the raised junction could make [the situation] more dangerous without double yellow lines</i>'.</p>	<p>The scheme proposals would not reduce the overall carriageway width and the centre line would be removed, so when drivers position themselves centrally to turn right, it is likely that vehicles going straight ahead would be able to pass them. The cycle lane is mandatory so drivers could over-run it when a cyclist is not present (as is the case with most other on-carriageway cycle lanes in Oxford).</p> <p>The situation relative to the parking would not be made any worse as a result of this scheme.</p> <p>The proposed change to the junction geometry is more likely to reduce the likelihood of people parking at the junction in Three Fields. Although it could make it easier to park nearer to the junction on the east side of The Slade, parking does not tend to occur on this side.</p>

Ref:	Description	Address	Comments	Officer response
			<p>4. The respondent suggested that the half width yellow box junction across the Three Fields junction should be extended across the full width of The Slade <i>'to encourage drivers to let right-turners into Three Fields'</i>.</p> <p>5. The respondent commented that they had <i>'not seen a great increase in number of cyclists, perhaps not out at the times leaving for lectures'</i>. Respondent asked if a survey to see how volumes have increased has been considered.</p> <p>6. The respondent disagrees in principle with the idea of cyclists and pedestrians sharing the pavements as <i>'many cyclists are inconsiderate to pedestrians'</i>. Commented that <i>'students are adults and should be able to cycle in the road'</i>.</p>	<p>We would monitor the situation and consider introducing parking controls in the future if necessary. The proposals allow for a yellow box across the whole of the junction mouth, to allow clear entry and exit to Three Fields.</p> <p>A cycle count was carried out but a comparison of the situation before and after the development has not been made. If there has not been a significant noticeable increase this would not be a reason not to create the cycle route – part of its purpose is to encourage more cycling.</p> <p>It is true that a small minority of cyclists are inconsiderate to pedestrians, but accidents between cyclists and pedestrians are thankfully very rare. Officers consider that the risk of conflict is very low and does not outweigh the overall benefits of the scheme.</p>
4	Local resident	The Slade	<p>1. The respondent cycles along The Slade to Somerville College most days and considers The Slade to be <i>'very unsafe for cyclists'</i>. The respondent commented that they <i>'often have to get off and walk, or cycle a short way on the pavement, because traffic travels so fast and ignores cyclists'</i>.</p> <p>2. The respondent expressed their <i>'full support for the scheme'</i>.</p>	<p>The scheme would address this by providing safe cycle routes.</p> <p>Support noted.</p>

Ref:	Description	Address	Comments	Officer response
5	Local resident	Inott Furze	<p>1. The respondent objects to the removal of the right-turn lanes along The Slade explaining that 'they are of great benefit to cyclists who need to turn right across the traffic, the alternative is blocking the traffic behind till the other side of the road clears and motorists get impatient'. Made reference to the existing right turn lane at Peat Moors 'at the top of a short hill and removing it would obviously make turning right difficult.'</p> <p>2. The respondent considers the right turn lanes as <i>'more important safety features than anything contained in the proposal'</i> and was <i>'amazed to read they 'are not considered essential in safety terms'</i></p> <p>3. The respondent commented that <i>'there is not room on the pavement for safe sharing with cyclists, allowing cyclists to ride on pavements is just a way of getting them off the road at the expense of pedestrians, safe sharing means pedestrians getting out of the way of bikes, often by stepping off the kerb which bikes can't do once committed to the pavement'</i>.</p> <p>4. The respondent considers <i>'pavement cycle ways also cause problems for on</i></p>	<p>The scheme proposals would not reduce the overall carriageway width so when cyclists position themselves to turn right, vehicles going straight ahead will still be able to pass them.</p> <p>If right turn lanes were considered essential they would need to be introduced at every junction, and this is clearly not the case. In fact there are many busy junctions on urban roads without them.</p> <p>The available footway widths are above the Department for Transport recommended minimum widths for shared use cycle paths. It is not our purpose to remove cyclists from the road if they wish to cycle on the road. This is demonstrated by the introduction of on-carriageway cycle lanes for the more confident cyclist. Pedestrians still have priority on the footway and most cyclists will slow down and give way to pedestrians, not wanting to risk a collision. The footway widths allow pedestrians and cyclists to safely avoid one another.</p> <p>In this situation the cyclist on the road would have overtaken the cyclist on the footway and so would be</p>

Ref:	Description	Address	Comments	Officer response
			<p><i>road cyclists who have to try and check behind their shoulder for pavement cyclists speeding up the inside before they can turn left'.</i></p> <p>5. Pavement cyclists are not necessarily slower and, as less experienced cyclists, they often have no concept of when to watch out for and give way to road cyclists and traffic.</p> <p>6. The respondent suggested a cycle route through the residential streets of the new Eastfield Estate to Holloway could be promoted for 'less experienced cyclists'.</p> <p>7. However, the respondent does agree with the provision of the crossing [on Horspath Driftway?].</p>	<p>aware of the risk. In any case, turning cyclists should always check for pedestrians on the footway and would be unlikely not to notice a cyclist about to cross.</p> <p>See above comment – it is assumed that cyclists on the road would be more experienced and look out for them.</p> <p>There is no available link between East Field Close and Hollow Way.</p> <p>Noted.</p>
6	Local resident	The Slade	<p>1. The respondent supported the new Toucan crossing and bus stop markings on Horspath Driftway.</p> <p>2. Concern was expressed regarding the <i>'removal of [right turn lane] road markings on The Slade as a lot of traffic turns right at the Wood Farm Road'</i>. The respondent is of the opinion that if the existing right turn lane were to be removed to accommodate the proposed cycle</p>	<p>Noted.</p> <p>The scheme proposals would not reduce the overall carriageway width and the centre line would be removed, so when drivers position themselves centrally to turn right, it is likely that vehicles going straight ahead would be able to pass them. The cycle lane is mandatory so drivers could over-run it when a cyclist is not present (as is the case with most other on-carriageway cycle lanes in Oxford).</p>

Ref:	Description	Address	Comments	Officer response
			<p>lanes '<i>any vehicle turning will hold up the traffic behind it until a vehicle coming in the opposite direction allows it to cross at many hours of the day there is no break in the traffic</i>'.</p> <p>3. The respondent commented that by providing cycle lanes '<i>there is a great danger of cyclists coming fast up the inside and being invisible to turning traffic</i>'.</p> <p>4. The respondent commented that he thought the localised footway build out at the junction between The Slade and Peat Moors service road was '<i>a large expense for an occasional problem</i>'. The respondent queried whether road markings could be used instead to achieve the same result.</p> <p>5. The respondent was unconvinced by the '<i>expense of raised entries, where vehicles lurch as they find it difficult to get the right acceleration when they have to cross them and make the road/path less safe for pedestrians</i>'.</p> <p>6. The respondent questioned the gap between the proposed bollards at the alley way cut throughs on the east side of The Slade, making particular reference to '<i>sufficient [width] for</i></p>	<p>(3) This is a risk at junctions, but one that most cyclists are aware of, particularly when passing queuing traffic. At junctions without yellow boxes the cycle lane is marked across the junction mouth, making drivers aware of the cycle lane as they turn. The yellow box junction with Wood Farm Road has a wide mouth and therefore good visibility between oncoming cyclists and right turning cyclists. The yellow box junction at Three Fields could be extended to improve visibility, but the raised entry treatment would in any case slow turning traffic.</p> <p>(4) There is a high level of parking demand in this service road, with vehicles frequently parking on the corner. A build out would physically prevent this and allow cyclists space to enter the service road from the footway.</p> <p>(5) The gradient of the raised entry treatment would not be steep enough to cause this to happen.</p> <p>Widths have been checked and are in accordance with the Department for Transport's 'Inclusive Mobility' guidance document.</p>

Ref:	Description	Address	Comments	Officer response
			<p><i>unmounted bicycles and electric scooters as this route can be used instead of the main road?</i></p> <p>7. The respondent questioned the business case for progressing with the scheme [Section 106 money].</p> <p>8. Questioned if OCC were going to liaise with Oxford Brookes University to promote cycling when the scheme is Implemented.</p>	<p>The relevant S106 contribution is restricted to providing a safe cycle route between Slade Park and Oxford Brookes University Campus. The scheme is fully funded from developer contributions thus does not place a burden on other funding sources or detract from the council's ability to spend on other items. Oxford Brookes University does promote cycling, and the county council supports them in this.</p>
7	Relative of local resident		<p>1. Sent in on behalf of the respondent's father. The respondent expressed concern regarding the two sections of proposed unsegregated footway/cycle route near Girdlestone Road and Dene Road <i>'as it will put the most vulnerable pedestrians at risk from cyclists'</i>. The respondent's father is blind and walks from The Slade to Old Road on a daily basis. According to the respondent, the proposals will <i>'cause [her father] difficulty and increased stress'</i>.</p> <p>2. The respondent finds the shared facilities <i>'stressful due to the high speed of cyclists'</i>. The respondent commented that <i>'the visually impaired do not have the luxury of walking in the road or moving to allow cyclists to pass. Other vulnerable people such as</i></p>	<p>Officers accept that there is a risk that shared use cycle tracks can be intimidating for blind people and those with low vision. However, the scheme has been carefully designed, following Department for Transport Guidelines, to ensure adequate footway widths and visibility (in this case the cyclist being able to see the pedestrian). This issue is further discussed in Annex 5 of this report.</p> <p>Officers also recognise the potential impact on elderly and disabled people. Again, this is further discussed in Annex 5 of this report.</p>

Ref:	Description	Address	Comments	Officer response
			<i>the elderly, people with buggies and people with disabilities will be at greater risk from being hit and will also feel intimidate by cyclists'.</i>	
8	Relative of local resident		<p>1. Sent in on behalf of the respondent's ex-husband. The respondent expressed concern about the two proposed unsegregated cycle routes on the pavement near Girdlestone Road and Dene Road as '<i>they will put the most vulnerable pedestrians at risk from cyclists</i>'.</p> <p>2. The respondent commented that her ex husband is blind and walks from The Slade to Headington daily, a journey which '<i>he already finds difficult, due to parked cars blocking footways, abusive cyclists who already use the pavement and other similar obstacles</i>'. In the respondent opinion '<i>the elderly and mothers with young children experience similar problems</i>'.</p> <p>3. The respondent's view is that '<i>cycle paths should not be [provided] at the expense of the pedestrian. The designation of parts of a pavement as unsegregated cycle/pedestrian routes will prevent the vulnerable.....from using these footpaths as they will lack the confidence to use them</i>'.</p>	<p>Officers accept that there is a risk that shared use cycle tracks can be intimidating for blind people and those with low vision. However, the scheme has been carefully designed, following Department for Transport Guidelines, to ensure adequate footway widths and visibility (in this case the cyclist being able to see the pedestrian). This issue is further discussed in Annex 5 of this report.</p> <p>Officers also recognise the potential impact on elderly and disabled people. Again, this is further discussed in Annex 5 of this report.</p>

Ref:	Description	Address	Comments	Officer response
9	Oxford resident	Church Cowley Road	<p>1. The respondent commented that '<i>as a cyclist I will not use shared-use pavements, because they have to give way to everything and are therefore slower. They also encourage drivers to think cyclists have no right to be on the road.....and are dangerous for pedestrians</i>'.</p> <p>2. The respondent expressed concern that shared use footways would be open to use by all cyclists and not just the less confident ones and concluded that '<i>shared use pavements are also likely to make the problem of illegal pavement cycling worse</i>'.</p>	<p>Cycle routes on the footway are intended for less confident and slower cyclists. The scheme would provide on-carriageway cycle lanes for more confident cyclists along much of The Slade.</p> <p>It is true that the facilities would be open to use by all cyclists but cyclists wishing to go fast are likely to choose the on-carriageway lane. Officers do not believe there is strong evidence that clearly marked, official shared use footways encourage more illegal footway cycling elsewhere.</p>
10	Manager of Oxford Options Resource and Wellbeing Centre		<p>1. The respondent expressed full support for the provision of cycle lanes. The remainder of the respondent's comments related to the installation of a bus stop on Horspath Driftway and suggested it could have been located closer to the Oxford Options Resource and Wellbeing Centre located on Agwar Stone Road.</p>	<p>Comments noted. The bus stop has been positioned where there is the greatest demand for the service.</p>
11	Cyclox		<p>1. Responding on behalf of Cyclox, the respondent stated that '<i>in principle, we are glad to see cycle lanes, and a general use of unsegregated footway</i>'.</p> <p>2. The respondent also stated general support for the introduction of the section of segregated footway at the</p>	<p>Noted.</p> <p>Noted</p>

Ref:	Description	Address	Comments	Officer response
			<p>Windmill Road / Old Road signal controlled junction.</p> <p>3. Support was also given for the new road markings at the Hollow Way roundabout (Slade approach), but was qualified with the suggestion of '<i>marking cycle lanes on the other two corners [of the roundabout]. There can be a cycle lane from the roundabout to just past Three Fields - there is little demand for parking on this stretch</i>'. [east side of The Slade].</p> <p>4. Further suggestions were made by the respondent as follows:</p> <ul style="list-style-type: none"> • dropped kerbs at the ASL located on The Slade (Windmill Road junction) should extend across the full length of the lead-in lane and the full length of the ASL. • Large cycle logos in the left hand on the road '<i>to encourage appropriate motorists.....and to encourage cyclists to take the lane</i>' 	<p>Informal, daytime parking on this stretch does present a problem. For cyclists coming from Hollow Way, there is an alternative, parallel route via Bulan Road. Cyclists coming from Horspath Driftway can use the new Toucan crossing and the off-carriageway facility.</p> <p>Dropped kerbs will cover the length of the lead-in taper and just over half the length of the ASL, an overall length of 6.00 metres. This provides a generous length of dropped (flush) kerbs for cyclists using the off-carriageway facility to drop back into the ASL, including situations when cars are stopped for the traffic signals. Providing a longer length of dropped (flush) kerb would require additional road drainage gullies.</p> <p>Queueing traffic would cover the markings when they would be most useful. They would increase road marking clutter. The symbols may also give the impression that the left turn filter lane was intended for cyclists only (because this lane is only 2.50 m wide).</p>

Ref:	Description	Address	Comments	Officer response
			<ul style="list-style-type: none"> Removal of the kink in the alleyway (adjacent Dene Road) through to Leiden Road to 'provide a clear link from those roads to the new cycle route' A cycle lane across the mouth of Cinnaminta Road (from the start of the double yellow lines opposite the bus stop to the bus stop) Consider marking a '<i>cycle lane despite the parking on the south side [of The Slade] perhaps a 2m [wide] cycle lane with 1m painted build outs or [access protection] bars across driveways'</i> 	<p>This alleyway is not sufficiently wide to allow safe cycling.</p> <p>See response to point 3 above. There is also a bus stop immediately adjacent to Cinnaminta Road.</p> <p>If the purpose of this is to provide a cycle lane past parked cars, it assumes they are parking on the footway (which we would not want to encourage) and even if they are, it is questionable whether there would be sufficient safe space for cycles. In any case, cyclists may want to be well out into the road, away from opening doors. Drivers can often wrongly expect cyclists to stay in their lane, which can be intimidating for cyclists wanting to take a position further out into the road.</p>
12	Oxford resident		<ol style="list-style-type: none"> The respondent objected to the removal of the right turn lanes on The Slade on the basis that '<i>traffic will not have a marker for the correct positioning to allow traffic to pass besides them, to leave room for all traffic approaching</i>'. The respondent commented specifically about Cinnaminta Road '<i>where traffic is over the centre line in order to pass parked cars</i>'. On the 	<p>Most drivers would be able to judge the suitable road position, particularly when they became accustomed to the route.</p> <p>Parking less than 10m from a junction is contrary to the Highway Code. Removing guard rail would make it easier for someone to park so as to cause an obstruction, but the risk would be outweighed by the</p>

Ref:	Description	Address	Comments	Officer response
			<p>removal of the pedestrian guard railing at Cinnaminta Road, the respondent commented '<i>by removing the railings how will [the] scheme prevent more obstructive parking [at this location]?</i>'. The respondent observed that '<i>parking at the corner of Cinnaminta Road / The Slade is a significant hazard even though the railings are meant to preclude this</i>'.</p> <p>3. The respondent expressed his general concern with the removal of the centre lines on The Slade as in the opinion of the respondent they assist with correct positioning for turning traffic.</p> <p>4. Commenting on the proposals for the Girdlestone Road junction area, the respondent suggested providing a new diagonal link across the open ground to the south of the junction in order to make a more convenient route for cyclists'. The respondent suggested that the southern corner of this junction be widened to assist buses turning left into Girdlestone Road.</p>	<p>potential benefits to pedestrians. The provision of a raised crossing area and tightening the corners would help deter parking on the corner.</p> <p>Most drivers would be able to judge the suitable road position, particularly when they became accustomed to the route.</p> <p>This has been investigated but the landowner has not given permission.</p> <p>The mouth of the junction is already wide and widening it further would make it harder for pedestrians to cross and increase the possibility of conflict with cyclists.</p>
13	On behalf of Unlimited		<p>The respondent:</p> <p>1. asserts that the only people to benefit from the proposal will be the students in Slade Park;</p>	<p>The benefits of the scheme would be much wider and are discussed fully in the report.</p>

Ref:	Description	Address	Comments	Officer response
			<p>2. asserts that students are adults and therefore should be able to cycle safely on the road – also that they do not need to cycle at peak traffic times;</p> <p>3. is concerned that the footway is narrowed in places by the presence of street furniture, and that there will be insufficient space around the bus stop;</p> <p>4. is concerned about people with low vision/hearing disability who may not detect an approaching cyclist;</p> <p>5. is concerned about sight lines at exits from properties being obscured by hedges;</p> <p>6. is concerned about people with disabilities and mobility impairment avoiding The Slade, and the risk that this would reduce their independence;</p> <p>7. asserts that 'young, healthy able bodied people are being given priority above those vulnerable members of our community who deserve recognition';</p>	<p>Just because they are adults does not mean that they are experienced or confident cyclists. Many students do in fact need to travel to lectures and other teaching during peak times.</p> <p>The design takes account of this, and street furniture would be moved where necessary. The footway would be widened sufficiently at the bus stop.</p> <p>Officers accept that there is a risk that shared use cycle tracks can be intimidating for blind people and those with low vision, as well as people with other disabilities, including hearing loss. However, the scheme has been carefully designed, following Department for Transport Guidelines, to ensure adequate footway widths and visibility (in this case the cyclist being able to see the pedestrian). This issue is further discussed in Annex 5 of this report.</p> <p>The risk to vulnerable road users is very low and needs to be considered in conjunction with the wider benefits of the scheme, discussed in the report. Aspects of the design such as raised side road entry treatments improve conditions for elderly or physically impaired pedestrians</p>

Ref:	Description	Address	Comments	Officer response
			8. and suggests that students should instead be educated to ride safely and responsibly.	The Universities promote safe cycling and Oxford Brookes University has previously offered cycling training and has plans to do so in the future.
14	Local City Councillor Bob Timbs		Respondent does not have any problems with the proposed cycle facilities and has had no complaints from residents. He has concerns about parking in Blackstock Close.	Support noted. Parking in Blackstock Close is being monitored.
15	Local County Councillor Val Smith		Very happy with the proposals.	Support noted.
16	Travel Choices Team, Oxfordshire County Council		<p>The respondent:</p> <ol style="list-style-type: none"> shares concerns about shared use footways, but accepts the limitations of on-road facilities in this location; has concerns that the footway is narrowed in places by obstructions such as signs; proposes road markings, signs and information should make it clear that pedestrians have priority on shared use footways; suggests that seating is improved in the bus shelter; 	<p>Noted.</p> <p>Street furniture including signs would be moved as necessary – this has been allowed for in the design.</p> <p>The county council is restricted to using Department for Transport approved signage. However, additional markings on the footway could be considered.</p> <p>Replacement of the bus shelter is out of scope, as it would not be affordable within the scheme budget.</p>

Ref:	Description	Address	Comments	Officer response
			<p>5. is concerned about drainage leading to ponding on the west side of The Slade;</p> <p>6. welcomes the removal of guard rail at Cinnaminta Road;</p> <p>7. suggests installing new seating on the route;</p> <p>8. suggests signage in the service road warning motorists of the presence of cyclists.</p>	<p>Comment noted – this is a matter for maintenance, except at locations where the scheme involves moving the kerbline, where drainage has been taken into consideration.</p> <p>Support noted (6).</p> <p>Regrettably this is not affordable within the scheme budget.</p> <p>Cycle symbols could be painted on the carriageway.</p>

EQUALITY AND INCLUSION

The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation. However, the shared use cycle tracks on the footway may have the potential to affect people differently according to their age and disability.

There may be a negative impact on older pedestrians with age related disabilities or reduced mobility, as a result of the shared use cycle tracks on the footways. Older people can be more fearful of conflict with cyclists. They may see or hear the cyclist approaching later than younger people; they may suffer from poor balance and the consequences of falling are generally more severe for older people. One person's perception of a near miss will be different from another's, but fear can affect people's willingness to venture out, thus reducing their independence.

However, there will be positive impacts on older pedestrians, in particular from the introduction of the new controlled crossing on Horspath Driftway, which will make it very much easier to cross the road there. Additionally the side road entry treatments, which provide a shorter, more level crossing of side roads and slow turning traffic, will particularly benefit older pedestrians. Wheelchair and scooter users will particularly benefit from the raised side road entry treatments.

Disability: The same potential negative and positive impacts apply to disabled people of all ages, as they do for people with age related disability. However, they may be more pronounced, particularly in the case of blind or profoundly deaf people, who may not be able to detect an approaching cyclists at all.

Officers have carefully considered the advantages and disadvantages of shared use footways and have retained them in the proposals because of their benefit in providing safe cycle routes for all users, including children and less confident adult cyclists. The overall benefits of the scheme are discussed earlier in this report.

Pedestrian and cycle counts were carried out, and showed that the flows were lower for both than in other Oxford locations where shared use cycle tracks have been successfully implemented, e.g. on London Road.

The inclusion of on carriageway cycle lanes for much of the route provides a better alternative for faster, more confident cyclists, who might be more intimidating for pedestrians if on the footway.

The footway widths conform to the recommended Department for Transport guideline standards for shared use facilities. Street furniture would be moved as necessary to remove obstacles. Appropriate signage, tactile paving and footway markings would be used, in accordance with guidelines. Kerbline changes at some junctions will improve visibility. A safety audit has been carried out on the preliminary design, which did not highlight any inherent problems with a shared use facility at this location.

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Division(s): Kidlington & Yarnton

CABINET MEMBER FOR TRANSPORT – 24 MARCH 2011

KIDLINGTON, HIGH STREET - PEDESTRIANISATION AGENCY AGREEMENT

Report by Deputy Director of Environment & Economy – Highways & Transport

Introduction

1. This report considers Cherwell District Council's request for an agency agreement to advertise a Traffic Regulation Order (TRO) to enhance the existing semi-pedestrianised section of the High Street in Kidlington.

Background

2. In 1979 part of the High Street was semi-pedestrianised by means of a Prohibition of Driving TRO. At that time, it was recognized that some premises that fronted onto the High Street had no alternative means of access and so the TRO which was introduced contained a specific exemption to allow vehicles to access any private parking spaces, adjacent to the High Street, but clear of the highway. The TRO also allowed the usual exceptions such as the loading and unloading of goods, building operations and parking by blue badge holders for up to 3 hours. Since then, the general level of activity, both by vehicles and pedestrians, has significantly increased in the High Street resulting in greater conflict between motorists and pedestrians.
3. In 2009, the Kidlington Village Centre Management Board asked Cherwell District Council to investigate options to reduce through traffic, restrict vehicle movements or prevent unauthorized parking. To achieve these aspirations would require a fundamental rewording of the TRO, with the removal of some of the exemptions. To investigate this further, a project working group was formed, including representatives from Kidlington Parish Council, Cherwell District Council and Thames Valley Police. Oxfordshire County Council was represented by an officer from the Northern Area Highway Office and Councillor Michael Gibbard.
4. In order to make progress with this scheme the District Council formally requested an agency agreement to revoke the current TRO and promote a new order to enhance the pedestrianisation. Officers have considered the request and asked Cherwell District Council to first undertake extensive informal consultation, particularly with local interested parties, before commencing the legal process to introduce a new TRO.

Consultation

5. Following meetings of the project working group to assess options to be included in any new TRO, an informal consultation exercise was undertaken between September and November 2010. The plan at Annex 1 illustrates the proposals which were the subject of this consultation.

6. The District Council has provided a summary of the consultation exercise at Annex 2. The results provided clear positive feedback to enable the project working group to recommend that formal consultation on a new TRO be undertaken, subject to ratification by the District Council's Executive and the County Council's Cabinet Member for Transport.
7. District officers are now preparing the legal wording of the proposed TRO, subject to final approval by the County Council's Legal Services Unit. It is anticipated that formal advertisement of the TRO will be undertaken in July 2011, with the objection period finishing prior to the start of the school holidays. If objections are received to the TRO, and it transpires that these cannot be ameliorated by minor amendments, it may be necessary to hold a public inquiry. This is only necessary for certain types of objection, although a recent similar TRO proposal at Parsons Street in Banbury did result in such an inquiry being held.

How the Project supports LTP2 Objectives

8. The proposed enhanced pedestrianisation of the High Street would improve the street environment and accessibility for pedestrians and could lead to better air quality.

Financial and Staff Implications

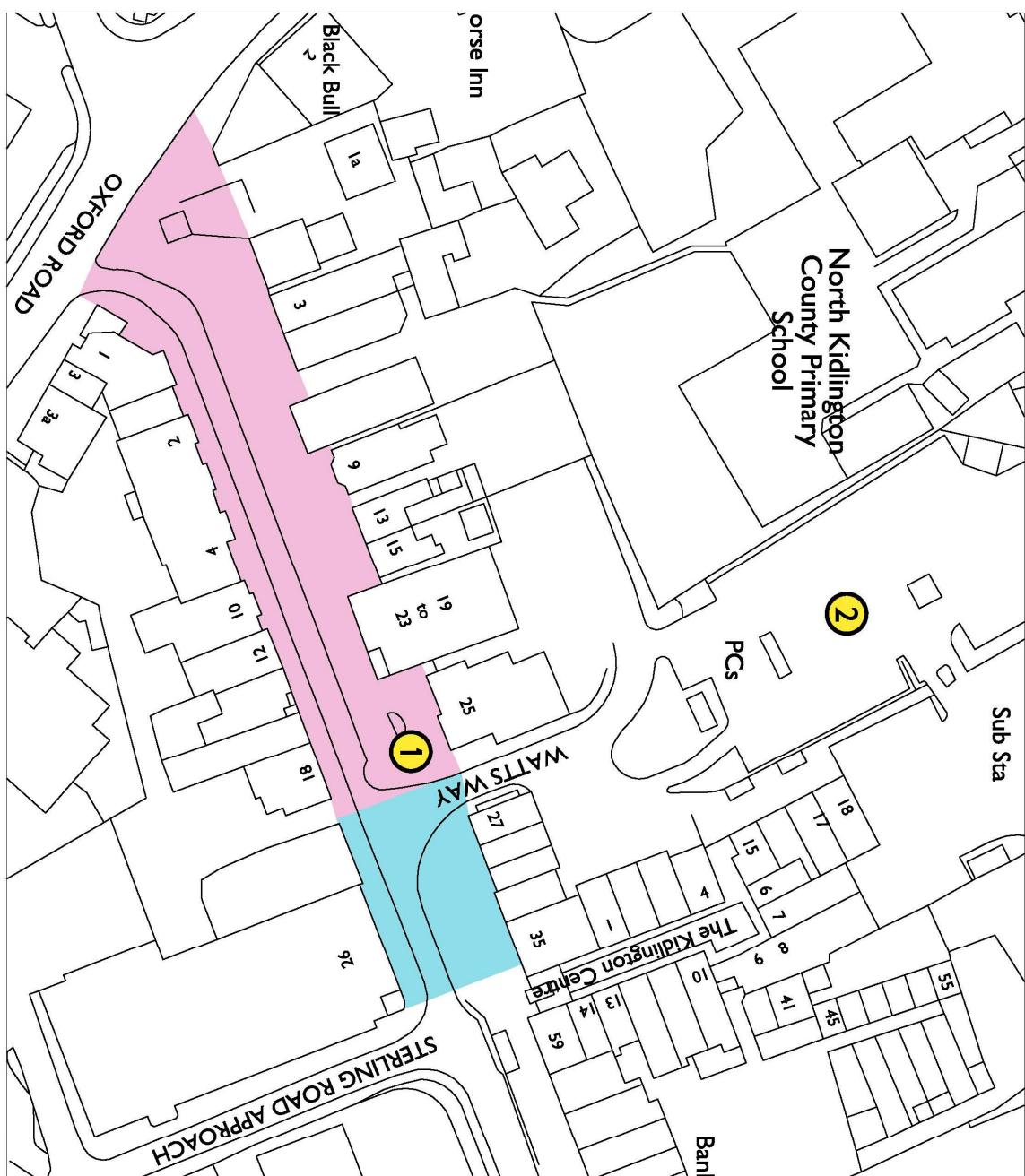
9. The District Council has committed capital funds and resources to manage the TRO process on behalf of the County Council. This would also include the legal work necessary to hold a public inquiry, although the County Council would need to provide an officer as an expert witness at the inquiry. The District Council has also committed resources to fund the necessary changes to the traffic signs and road markings to support the new TRO. However, it has asked the County Council to supervise the works. The financial and staff implications for the county are therefore limited to checking the wording of the new TRO document and agency agreement (including the recharge costs from the Legal Services Unit), attendance at any public inquiry and works supervision and it is anticipated that these can be met from the staff revenue budget 2011/12.

RECOMMENDATION

10. **The Cabinet Member for Transport is RECOMMENDED to approve the request from Cherwell District Council for an Agency Agreement to enable them to revoke the current prohibition of driving traffic regulation order in High Street, Kidlington and promote a new order to enhance the existing semi-pedestrianisation section as necessary.**

STEVE HOWELL
Deputy Director of Environment & Economy

Background papers: None.
Contact Officer: Mike Horton, Tel: 01865 812647
March 2011



Proposed pedestrianised area: 10 am-4:30pm (no public parking).
Permit holders only (permits for access will be granted to business and residential occupiers).
No blue badge parking.
Delivers before 10 am and after 4:30 pm.

Revised Kidlington High Street
Traffic Regulation Order:
Options to Consider.

Plan 1: Vehicle and Pedestrian Management.

KEY.

Proposed pedestrianised area: 10 am-4:30pm (no public parking).
Permit holders only (permits for access will be granted to business and residential occupiers).
No blue badge parking.
Delivers before 10 am and after 4:30 pm.



Proposed cycle parking (location unknown).
Improved 'blue badge' parking in Curries
Place Car Park.



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Kidlington High Street Pedestrianisation Scheme

Public Consultation Summary

November 2010

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1 Introduction

In November 2010 Cherwell District Council, on behalf of Kidlington Parish Council, undertook consultation on the pedestrianisation of a section of Kidlington High Street

The proposed pedestrianisation is for the section between Watts Way to Oxford Road between the hours of 10am-4:30pm.

The consultation ran for six weeks from Friday 23 September and Friday 5 November 2010.

1.1 *Distribution*

A map of the proposed pedestrianisation area, the public exhibition material and a questionnaire were available to view and make comments on at www.cherwell.gov.uk throughout the consultation period. A copy of this material can be currently viewed at: www.cherwell.gov.uk/regeneration

The consultation was widely publicised. A press release was issued and published in the local paper (Oxford Mail) and representatives of the press either came to the open public exhibition held in the High Street or interviewed the Parish Council for the radio, which all further publicised the consultation.

Cherwell District Council placed an article in its quarterly newsletter, Cherwell Link, which gets delivered to every household in the District.

The library and shops in the High Street were encouraged to put posters in their windows. Posters highlighting the consultation were also placed in Health Centres around the village.

We also notified the following of the consultation and invited them to a preview evening.

- Thames Valley Police
- Fire Service
- Oxfordshire Ambulance NHS
- Road Haulage Association Ltd
- Freight Transport Association

Kidlington Parish Council also publicised the consultation on the front page of its website, as well as placing an advert in the local Kidlington newsletter.

Two letters in regard to the consultation were provided to all traders in the High Street, the east side of Oxford Road (12 to 33), the Kidlington Centre and market traders. The first was hand delivered, the second posted (except the Market traders who had both letters posted). A summary of the traders' response to the consultation is discussed later in the report

1.2 Meetings

A number of meetings were held with external key stakeholders during the consultation period to discuss the pedestrianisation.

Date	Meeting
16 th September	Presentation to Kidlington Parish Council
23 rd September	Key Stakeholder preview evening including local businesses, local residents, Councillors and key organisations.

Figure 1: Timetable of meetings

1.3 Exhibitions

An exhibition was held in Kidlington High Street on Friday 23 and Saturday 24 September between 10am and 3pm. This provided the public the opportunity to view the plans and ask officers and Councillors from Cherwell District Council, Oxfordshire County Council and Kidlington Parish Council questions about the proposal. The exhibition was very successful and well attended with approximately 400 attendees.

After this time the exhibition material was then available to view in Exeter Hall; at the Parish Council office; Bodicote House; as well as online.

2 Responses

Questionnaires were available to complete at the exhibitions. Alternatively hard copies could be completed and deposited at Exeter Hall, returned to Bodicote House or completed online.

All responses made during the consultation period are on-line and available to view at <http://consult.cherwell.gov.uk/portal>

2.1 Breakdown of Responses

There were 361 responses submitted as part of the public consultation. 268 were received via a paper copy of the questionnaire, 93 were directly filled in on-line.

In comparing the response rate to other public consultations undertaken by Cherwell District Council, this is a high and positive figure.

2.2 Summary of Responses

This report summarises the responses.

Question 1-6 were quantitative responses only. Question 7 and 8 required a qualitative response. A full set of comments received for question 7 and 8 on the feedback questionnaire, can therefore be viewed online at www.cherwell.gov.uk/regeneration in document entitled 'Consultation – Supporting Information Document'.

2.3 Question 1

Are you a

- **Worker**
- **High Street Trader**
- **Shopper**
- **Kidlington Resident**

The majority of respondents to this question were either a resident, a shopper or both. Fourteen respondents were traders and seventeen were workers in the area.

Officers Response

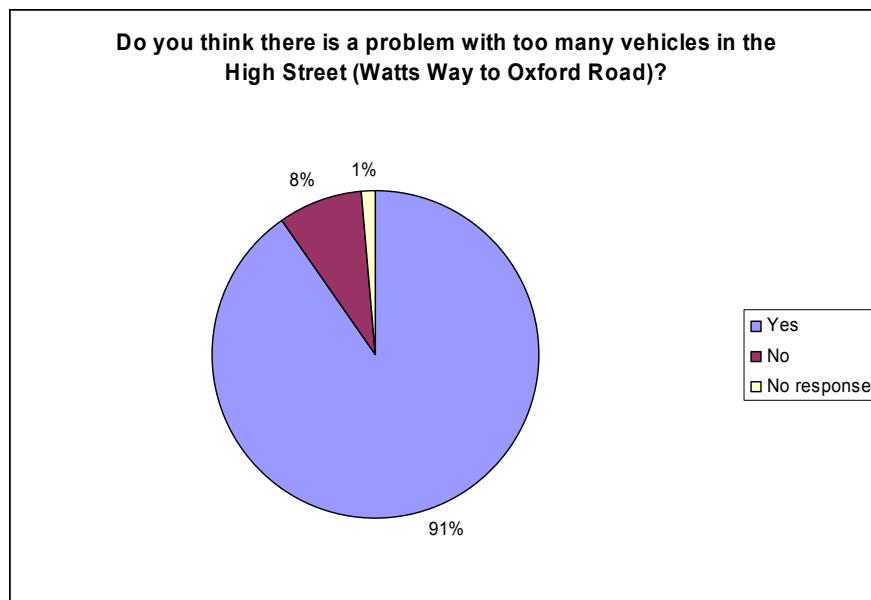
The consultation resulted in feedback from a good cross section of people who would be affected by the pedestrianisation.

However, not as many traders responded as was anticipated but they were notified twice of the consultation so had adequate opportunity.

2.4 Question 2

Do you think there is a problem with too many vehicles in the High Street (Watts Way to Oxford Road)?

Out of the 361 respondents, 326 said yes, 30 said no and 5 gave no response.



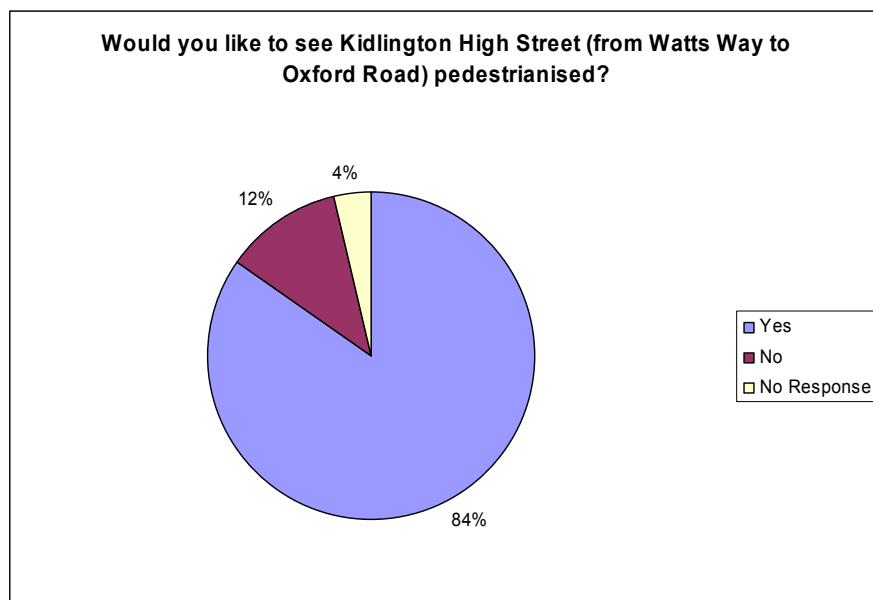
Officers Response

91% of those who completed the survey believe there is a problem with too many vehicles in the High Street

2.5 Question 3

Would you like to see Kidlington High Street (from Watts Way to Oxford Road) pedestrianised?

Out of the 361 responses, 306 said yes, 42 said no and 13 gave no response.



Officers Response

The majority of respondents said that they would like to see Kidlington High Street pedestrianised. The reasons that people did not support the pedestrianisation were given in response to Question 8, and set out later in this report.

2.6 Question 4

How often do you visit the High Street?

Number of Responses:						
Every day	4-6 days per week	2-3 days per week	1 day per week	Once/twice a month	Never	No Response
122	81	117	33	6	0	2



Officers Response

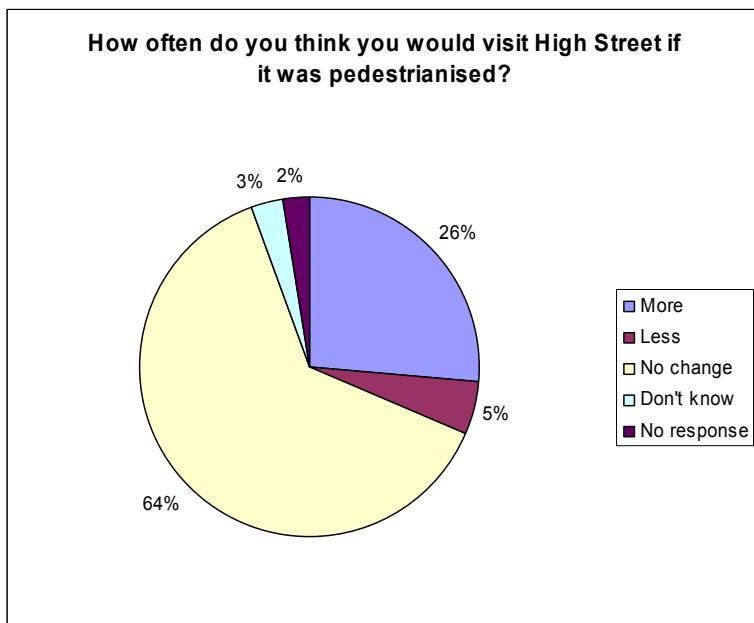
This shows that the majority of respondents to the consultation are regular visitors to Kidlington with 34% of people surveyed visiting every day.

The regularity of these visits shows the importance of views from Kidlington shoppers, workers and residents.

2.7 Question 5

How often do you think you would visit High Street if it was pedestrianised?

Number of Responses:				
More	Less	No change	Don't know	No Response
95	18	228	11	9



Officers Response

Whilst 64% of respondents said that the pedestrianisation of Kidlington High Street would not change the amount of times they visited the High Street, 26% said that they would visit more. This shows that over a quarter of respondents would increase their visits to the High Street if it was pedestrianised, which is deemed to be very positive and as a direct result of the pedestrianisation scheme.

Only 5% commented that they would visit the High Street less and from the comments received to this question it appears this is due to concerns on blue badge parking and the impact on trade.

2.8 Question 6

Would you like to see:

a) Kidlington High Street (from Watts Way to Oxford Road), being made one way for vehicular traffic, exiting onto Oxford Road?

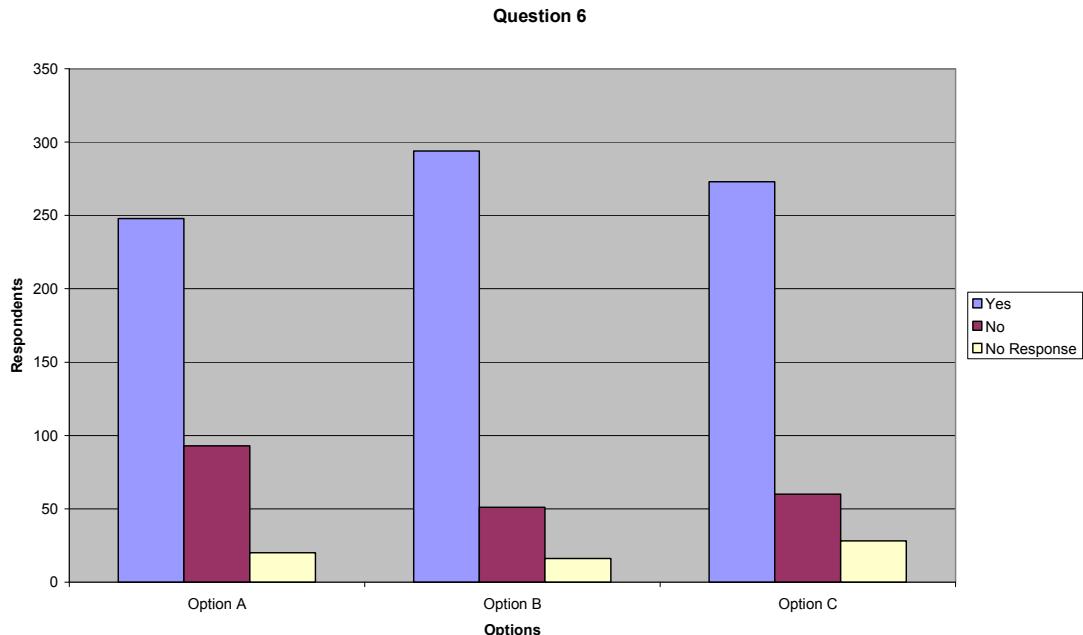
Out of the 361 responses, 248 said yes, 93 said no and 20 gave no response

b) A better physical barrier in place to prevent parking on the footpath area adjacent to numbers 27-35 High Street (the area in front of the Red Cross shop)?

Out of the 361 responses, 294 said yes, 51 said no and 16 gave no response.

c) A Rising bollard installed (at the junction of Watts Way and the High Street, adjacent to Barclays Bank) as a phase 2 of the project?

Out of the 361 responses, 273 said yes, 60 said no and 28 had no response.



Officers Response

This question was not an either/or question so all three options have the potential to be included within Kidlington High Street.

As the chart shows, all three proposals received similar levels of support and objections. All three proposals received significantly more support than they did objection. The most popular proposal was Option B “A better physical barrier in place to prevent parking on the footpath area adjacent to numbers 27-35 High Street (the area in front of the Red Cross shop)?”

Option A “Kidlington High Street (from Watts Way to Oxford Road), being made one way for vehicular traffic, exiting onto Oxford Road” received the most objections. This may be due to some comments received in regard to the closing off the exit onto Oxford Road which is explored later in this report.

2.9 Question 7

On a rating of 1-5 (1 being the most important and 5 being the least important) how would you rate the following features to include in the proposed pedestrianisation scheme of Kidlington High Street?

- Local events and galas**
- More seating places**
- Improved security**
- Increase of floral displays**
- Increase of cycle provision**
- Improved street lighting**

Sculptures and public art

Respondents were also offered the choice to tick 'other' and specify their thoughts. These responses in full are included in the supporting document and grouped into relevant categories for ease of analysis. (therefore some responses from one respondent have been split between the various categories). The most popular comments were in relation to:

- Improved security
- Improved markets
- Street scene concerns
- Parking
- Shops
- Cleanliness.

Officers Response

This question saw the local events and galas the highest consideration to be included in the pedestrianisation scheme of Kidlington High Street, followed by seating places. Sculptures and public art and street lighting were considered the least important.

It must be noted with this question respondents that completed the paper questionnaire were able to rate their responses 1 through to 5. However those that completed the online survey were only able to highlight what they considered to be most important option. The majority of respondents used the paper questionnaire, so were able to list their preferred options, however due to this difference it may have affected the results. Therefore the results to this question will be used as a consideration only and we may need to revisit this question in future work if we are looking to include features in the pedestrianisation scheme.

2.10 Question 8

If you support the pedestrianisation but would suggest changes to the proposals, please outline below:

A full breakdown of all the comments received in response to this question can be found in the Supporting Document. All will be considered as we move forward with this scheme.

However the most popular themes are discussed.

Paving of the High Street

The current surface finish can be too dangerous and uneven, especially in bad weather for wheelchairs, pushchairs and those users unsteady on their feet

Officers Response

This scheme unfortunately does not have the budget to repave any of the High Street. The money available for this project covers the legal expenses associated with a new Order and any new signage required too. However the comments in regard to the surface treatment have been noted for future reference should anything be considered in time.

Safety

That it is currently a dangerous area where cars and people are mixing especially those that are parking illegally on the double yellow lines and something does need to be done.

Officers Response

This is one of the reasons we are looking at pedestrianisation of Kidlington High Street in order to make it a safer and more pleasant area to shop in.

Times of Access

Many comments were received commenting that the High Street should be totally pedestrianised with no core period.

Officers Response

Unfortunately this is not possible due to access for deliveries and collections from shops. Regard is also given to blue badge holders so they can access a shop or bank directly before 10am and after 4:30pm.

Change of Access

That the street should not be one way but that the exit onto Oxford Road should be blocked off.

Officers Response

Although 68% of the public favoured a one way system, the project board will revisit this, in light of public comments in regard to closing the exit onto Oxford Road. The reason this was not part of the proposals was because a large turning area would need to be provided near the bandstand, which would have to cater for delivery lorries and would make the less attractive to view than the current street scene. It may also not be possible due to access being maintained for 1a High Street.

However the access onto Oxford Road would continue to be a left hand turn only.

Impact on Traders

Concern of the impact of pedestrianisation on traders within the area. People should still be able to access the bike shop, butchers and the builders' merchants for collections and deliveries

Officers Response

The majority of traders who responded to this consultation were in support of the pedestrianisation. Those that need to access the shops directly can still do so before 10 and after 4.30.

Policing

Concern over how effectively the new restrictions would be policed.

Officers Response

If the scheme was progressed with or without out the addition of a physical barrier at the junction of Watts Way and High Street a police presence would be required to monitor and enforce the situation. If a physical barrier was introduced this would reduce the demand on the police time and make the process easier. However with some pedestrianisation schemes they do police themselves once the public are aware of the restrictions. Large clear signage and press releases would make it very clear the new restriction operating in the area.

The police do support this pedestrianisation scheme and would put whatever available resources they had to help implement the scheme. However the project board are recommended to speak to Thames Valley Police to understand, in light of recent budget cuts, the amount of policing that they will be able to provide for the proposed scheme.

Market

That with the pedestrianisation there should be an increase in the size and type of Markets available that could utilise a greater area.

Officers Response

The improvement to the market provision within Kidlington was a very popular theme throughout the consultation questionnaire. This matter has therefore been raised with the team responsible for the markets and they have reported that work is ongoing to extend the market into Watts Way and that consideration can be given to the High Street if it is pedestrianised.

Blue Badge Users

That further consideration should be given to disabled access and parking.

Officers Response

Under the proposals blue badge holders can still access the shops and banks along High Street before 10am and after 4:30pm. The decision to propose excluding blue badge holders during the core period was not taken lightly. Regard was given to the availability of other close by parking in the village centre, and the requirements of what a pedestrianisation scheme should entail. Taking these considerations into account, the project board decided to propose that the new TRO would not give any special dispensation to blue badge holders. If blue badge holders were allowed into the area during the core period it was felt it would defeat the purpose of an area being pedestrianised.

Indeed, less traffic movement in this core period would also help less able bodied people to move around more safely and easily.

This matter will however be revisited in light of comments received, to see if any alternative solutions can be found.

Buses outside Tesco

That's consideration should also be given to the issue of buses outside Tesco's

Officers Response

The long standing issues of the buses outside Tesco's are noted. However in order to provide significant improvements in this area considerable expenditure would need to be made. In light of recent budget cuts none of the three Councils involved in this project have suitable funds available to undertake the necessary works needed. The bus operators have been written to, to make them aware of the operating restrictions in this area but at present little more can be done. Should funds become available in the future the matter will be revisited.

Rising Bollard/physical barrier at the junction of Watts Way/High Street

Mixed comments were received in regard to this proposal ranging from; we must definitely have one in place, to queries over location, cost and in regard to emergency access.

Officers Response

To clarify the reason for the proposed bollard location, should it be implemented as part of a phase 2, it was to allow access to Watts Way and to the rear of the properties on both the North and South of the High Street for parking and deliveries. If the bollard was placed further towards Sterling Approach, the access could not be maintained for those that would not be eligible for a permit to enter the restricted area.

Whilst installing a bollard has not been fully costed and therefore no decision has been made on whether one will be installed, it has been the most practical physical barrier used elsewhere in the pedestrianised zones of Cherwell (Sheep Street, Bicester and soon to be Bridge Street in Banbury). The system can be easily managed and monitored and is less likely to be open to abuse or vandalism compared to other forms of a physical barrier.

The barrier would be activated to rise at 10am and drop at 4:30pm. Anyone wishing to enter the pedestrian area in the core period (10am-4:30pm) would either have an access 'swipe' card (those with private off street parking) to activate the lowering of the bollard or would simply press a button and an officer operating the CCTV in the High Street would view the camera and drop the bollard for a licensed postal operator or an emergency vehicle.

Cost of proposal

A few comments were received that this proposed scheme is a waste of council tax payer money.

Officers Response

This proposed scheme is being paid for out of Cherwell District Council's capital money with all the research being undertaken by the project partners to minimise cost. Therefore there is no impact on the level of Council Tax.

2.11 Specific Trader Response

This section focuses on the responses from traders within Kidlington that we need to consider.

From the responses gathered in Q1 it could be seen there were 14 specific responses from traders within the locality (this included High Street, Kidlington Centre, Oxford Road and the market). Of these:

- 13 (93%) said they thought there was a problem with too many vehicles in the High Street (Q2)

(Of the next four questions, one respondent did not give a response)

- 11 (79%) would like to see Kidlington High Street (from Watts Way to Oxford Road) pedestrianised.
- 11 (79%) said they would like to see Kidlington High Street (from Watts Way to Oxford Road) being made one way for vehicular traffic, exiting onto Oxford Road.
- 12 (85%) said they would like to see a better physical barrier in place to prevent parking on the footpath area adjacent to numbers 27-35 High Street (the area in front of the red cross shop)
- 12 (85%) said they would like to see a rising bollard installed (at the junction of Watts Way and the High Street, adjacent to Barclays Bank) as a phase 2 of the project.

It is worthy of note that only two traders were not in favour of the scheme and one of these was located outside the pedestrianised area.

In response to Q7 on a rating of 1-5....., local events and galas came out on top with 5 votes, followed by increase on floral displays with 3. More seating places, increase of cycle parking provision and improved security did not feature. The response for 'other' included comments on provision of disabled bays, an improved market and traffic congestion.

In response to Q8 on proposed changes these included comments in regard to an improved market, improved policing, better provision for blue badge holders, regard to views of shop keepers for the proposals, removable bollards outside 27-35 High Street, as well as a bollard opposite Rainbow and Martins to prevent buses mounting the kerb and provision of electricity in the High Street for the use of markets and local events.

It has to be assumed from these results that although only 14 responses were received (after adequate notification) those not responding had no comment or opinion either way. Therefore it is viewed as a positive outcome that 11 traders would like to see the High Street pedestrianised, with only 2 saying no (one gave no comment).

It is perceived that the majority of traders will see the benefits to the pedestrianisation of this section of High Street.

From the traders identified it could be seen one response was a shop located outside the proposed pedestrianised area whilst the rest were either a shop or market traders that would located within the pedestrianised area. One response could not be determined either way.

3 Conclusion

The results of the public consultation identify that the majority of respondents support the proposals of pedestrianisation of High Street.

The recommendation will therefore be made to the project board that they should progress forward to formally making a revised Traffic Regulation Order for High Street, Kidlington

Whilst the public supported a physical barrier at the junction of Watts Way and High Street, a decision on how and if this can funded is still being considered.

However, in the meantime, it is proposed that a better physical barrier be put in place to prevent parking on the footpath area adjacent to numbers 27-35 High Street (the area in front of the Red Cross shop). It is still being considered of these can effectively be removable bollards but their provision would not prevent the market being active in this area on market days.

Before drafting and publicising a new Order, further consideration will be given to:

- Blue badge holder provision within the scheme.
- Policing
- One Way System

4 Next Stage

Once the project board consider the additional matters highlighted above and if the recommendation for a revised Traffic Regulation Order is approved the Order will be drafted which will go to a formal public consultation. It is hoped if approved for consultation this can be completed prior to the 2011 school summer holiday

Division(s): Sonning Common

CABINET MEMBER FOR TRANSPORT – 24 MARCH 2011

VARIOUS ROADS, SONNING COMMON - PROHIBITION OF WAITING AND RESTRICTED LOADING

**Report by Deputy Director of Environment & Economy -
Highways & Transport**

Introduction

1. This report considers objections/comments received to a consultation and formal advertisement of the proposed 'No Waiting at Any Time' restrictions along with a restricted loading bay, on various roads in Sonning Common. The extents of the restrictions are shown on the plans at Annex 1.

Background

2. Vehicles parked in the vicinity of the junctions of Sedgewell Road/Wood Lane, Sedgewell Road/Peppard Road and Wood Lane/Peppard Road present an accident risk and contribute to congestion near these junctions. The Town Council and various residents requested the proposed restrictions to reduce these problems.

Consultation

3. An informal consultation on suggested amendments to existing waiting restrictions which sought the views and comments of local and statutory stakeholders was carried out in August and September, 2010. This resulted in some amendments to the original suggestions which then formed the formal proposals.
4. The proposals were subsequently advertised in the local press, notices posted on site and copies of the notice, draft Order, statement of reasons and plans posted to all the statutory consultees and affected frontagers. Consultation with statutory consultees and affected frontagers was carried out between 21 January and 18 February, 2011.
5. Thames Valley Police indicated that they had no objection to the waiting restriction proposals but stated that they would prefer the loading restriction to have been shortened to a maximum of 10 minutes
6. Sonning Common Parish Council support the proposals.
7. Support has also been received in respect of the Wood Lane and Woodlands Road proposals from 2 residents of Wood Lane.
8. Three letters with objections/comments have been received. 1 from a local resident and 2 from shopkeepers on Peppard Road. Summaries of their comments are set out in Annex 2 to this report.

9. The local resident indicated that they would have preferred the waiting restrictions to have been applied equally on both sides of Wood Lane near Woodlands Road.
10. The shopkeepers both refer to the proposals close to the junctions on Peppard Road having an adverse effect on their business as potential customers will now no longer be able to park quite so close to their establishments.

Conclusion

11. In respect of the waiting and loading restrictions in Wood Lane and Woodlands Road close to the shops these proposals were included in the planning consent in respect of the Co-operative store at the junction.
12. In respect of the proposed restrictions at the junction of Sedgewell Road/Peppard Road and Wood Lane/Peppard Road these proposals merely reflect the advice contained within the Highway Code about parking at or near junctions.

Financial and Staff Implications

13. The cost of introducing the waiting and loading restrictions on Wood Lane and Woodlands Road near the shops will be met from monies received through the planning process and allocated to the County Council's maintenance budget. The remainder will be met from the County Council's maintenance budget.
14. The preparation of the Order has been undertaken by officers from Environment & Economy as part of their normal duties.

RECOMMENDATION

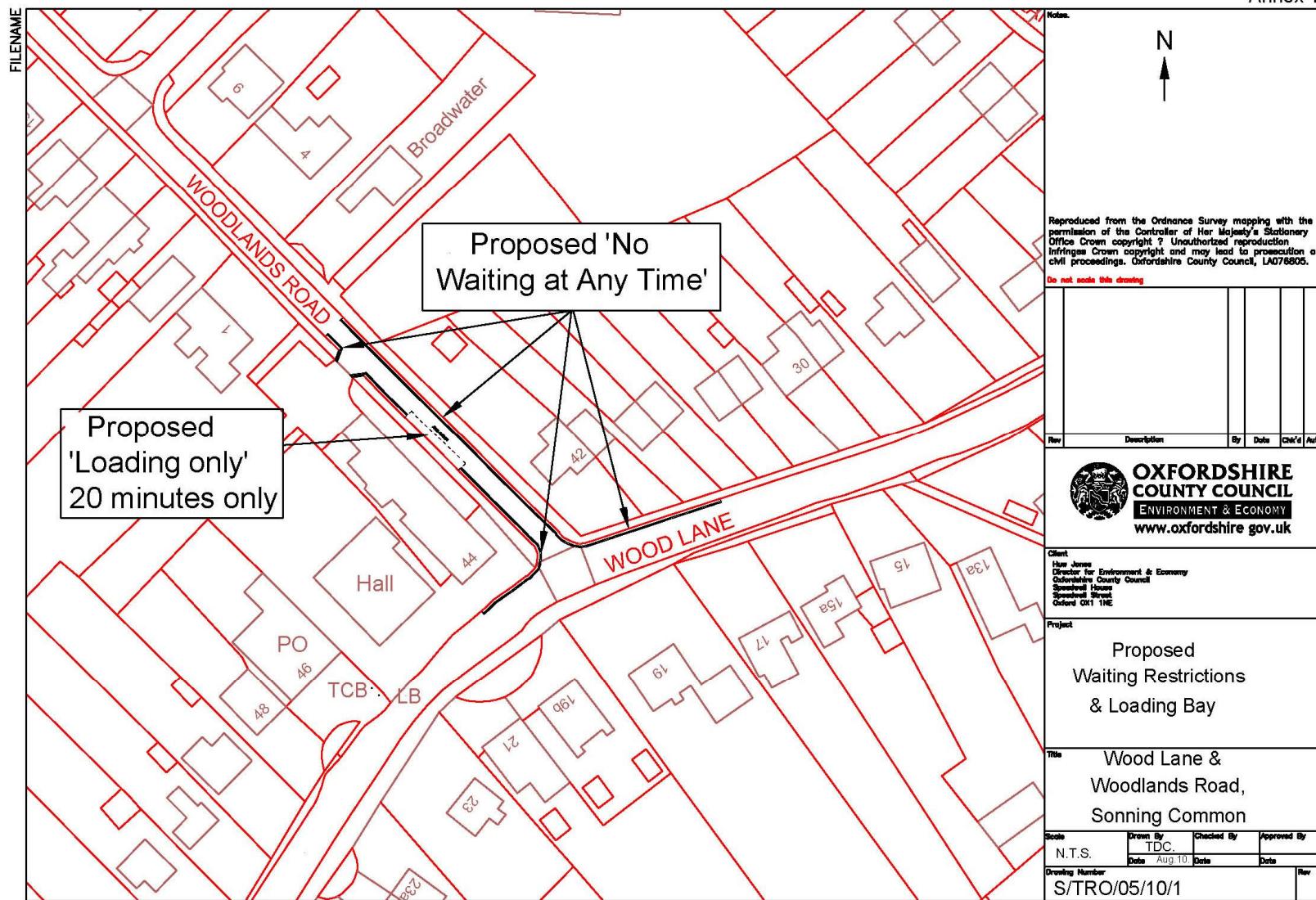
15. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **approve the various roads, Sonning Common prohibition of waiting and restricted loading proposals as advertised; and**
 - (b) **authorise the necessary works to implement the proposals.**

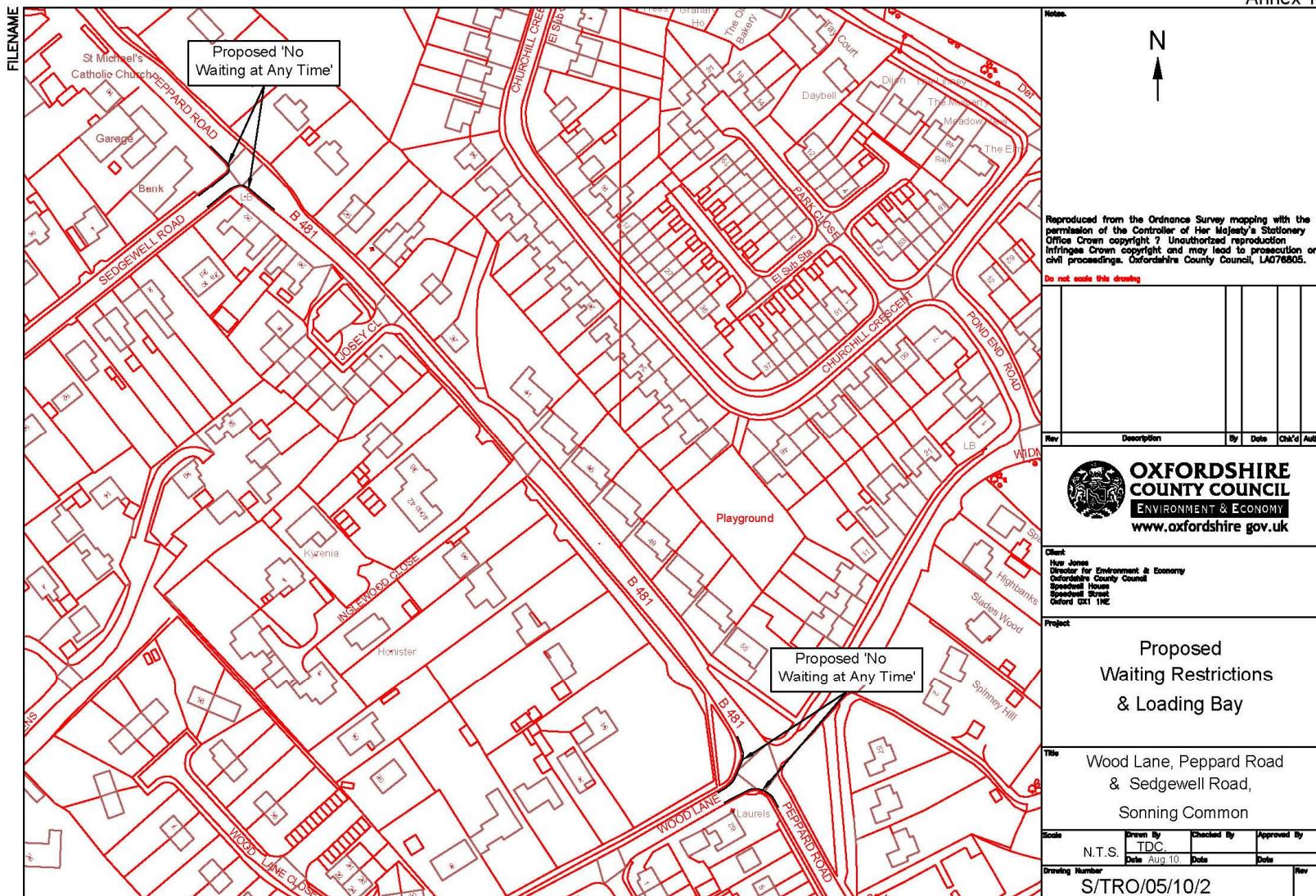
STEVE HOWELL
Deputy Director of Environment & Economy – Highways & Transport

Background papers:

Contact Officer: Thomas Cockhill, Traffic Technician, Tel: 0845 310 1111

March 2011





Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Parish Council	All	Welcome. Will prove a huge benefit to the village	Noted
Thames Valley Police	All	<p>No objection in principle to the junction protection markings outlined.</p> <p>Loading Bays that have more than 5 to 10 minutes restrictions on times are more difficult to enforce.</p> <p>Placing such a bay in Woodlands Road for the benefit of deliveries will not work as the bay will constantly be parked up with shoppers. If the bay is going to be limited on time this should be a maximum of 5 to 10 minutes. Rather than a loading bay prefer to see the No Waiting Restrictions extended which delivery Lorries can legitimately park on to load and unload.</p>	Noted. The loading timing is believed to be appropriate.
Peppard Road (Business)	Peppard Road	Object. Yellow lines will have serious effect on business. Deliveries will be made more difficult.	The proposals in respect of Peppard Road reflect the advice contained in the Highway Code about parking near junctions. Complaints have been received about parking at the junctions adding to the accident risk.

Peppard Road (Business)	Peppard Road	Object. Yellow lines will have serious effect on business. Those who currently park outside and visit quickly will no longer use the business	The proposals in respect of Peppard Road reflect the advice contained in the Highway Code about parking near junctions. Complaints have been received about parking at the junctions adding to the accident risk.
Wood Lane	All	Strongly support	Noted
Wood Lane	All	Strongly support	Noted

Division(s): Isis, Kennington & Radley

CABINET MEMBER FOR TRANSPORT - 24 MARCH 2011

OLD ABINGDON ROAD RAILWAY BRIDGE CYCLE PATH

**Report by Deputy Director of Environment & Economy -
Highways & Transport**

Introduction

1. This report outlines proposals to convert footways to shared use cycle paths on the short stretch of Old Abingdon Road that spans the railway and Hinksey Stream bridges (location plan is shown at Annex 1). This will enable safe and convenient passage for cycles. The scheme will be completed in conjunction with work being carried out by Network Rail to increase the capacity of the railway line. The report recommends that the Cabinet Member for Transport approve implementation of the scheme.
2. Old Abingdon Road Railway Bridge is undergoing comprehensive reconstruction to raise the deck to accommodate taller goods trains, which will result in an increase to the gradient of the bridge (from roughly 3% to 6%), and this has opened up an opportunity to improve conditions for cyclists.
3. The steeper gradient will make cycling harder and more uncomfortable with cyclists more likely to 'wobble', especially given the narrow carriageway. There is a relatively large volume of cyclists at peak times. An option to provide wide cycle lanes on both sides of the carriageway was presented to Network Rail. However, this would have meant widening the deck resulting in more intensive work to the superstructure and ultimately prohibitive costs. It is therefore proposed to convert the pavements to shared use cycle paths.
4. Network Rail will undertake the work at its expense, as part of the bridge deck replacement.

Background

5. Old Abingdon Road is an essential cycle link for those cycling from Kennington, New Hinksey and further afield e.g. Radley, Abingdon and Wootton but cycling can be difficult and uncomfortable due to the narrow carriageway and relatively high volume of traffic.
6. The previous provision for cyclists was a narrow (approximately 0.8m) and sub-standard east bound on-carriageway cycle lane which was often blocked by motor vehicles in the morning peak. This resulted in cyclists either using the pavement to by-pass or wait in queuing traffic thus eroding the benefits of cycling to/from Oxford as a time-saving mode.
7. The relatively low pedestrian footfall but relatively high cycle numbers in this location, coupled with the speed of the road (60mph on western side and

30mph on eastern side) suggests the proposed shared use facility is appropriate in this location.

Description of scheme

8. The scheme will be considered in conjunction with Network Rail's replacement of the bridge deck providing a safer and more convenient and easier cycle route into Oxford from the south.
9. The scheme involves converting pavements to shared use cycle paths over the railway bridge. The pavements will be reconstructed from approximately 1 metre to 2 metres in width with a carriageway reduction from approximately 6.8 metres to 6 metres. A cycle off-slip (Annex 2) will be provided on the Kennington Road to enable safe re-entry on to the carriageway for cyclists. The bus lane on eastern side will be used to provide a safe and convenient re-entry at the entrance to the Camping and Caravan site (Annex 2).
10. The recommendation in this report is worded to reflect the legal requirements for conversion of the footway under the Highways Act 1980.

Consultation on the scheme

11. Stakeholders including local members, Kennington Parish Council, cycle and pedestrian groups, disability groups and frontagers affected by the proposals have been consulted (December 2010 and January 2011).
12. As a result of the consultation some elements of the scheme were added or amended, such as the cycle off-slip and the design and location of dropped kerbs.
13. Councillor John Tanner objected to the scheme on the grounds that he objects to the general principle of sharing of pavements regardless of the circumstances and location. As mentioned previously, the number of cyclists on this route far outweighs the number of pedestrians so due consideration needs to be given to this group. It should also be noted that pedestrians will also benefit from wider pavements. There were no other objections.
14. The county council's road safety officer has some very minor concerns regarding the increased gradient and pavement cycling but indicated this represents a very small risk (similar examples can be found elsewhere in the county). He is happy for the scheme to proceed but has recommended monitoring usage of the scheme if approved. Consultation responses are set out at Annex 3.

Policy and strategy

15. The scheme would make a positive contribution to achieving the following of the five strategic objectives under the current Local Transport Plan (LTP2):
 - (a) Tackling congestion: by encouraging more people to switch from car

- (a) travel to cycling
- (b) Safer roads: by providing safer cycling facilities
- (c) Better air quality: by reducing congestion

Financial and Staff Implications

16. All costs of this scheme would be borne by Network Rail.

RECOMMENDATION

17. **The Cabinet Member for Transport is RECOMMENDED to authorise that the lengths of footway highlighted in red in Annex 2(a) to this report be removed under the powers in Section 66(4) of the Highways Act 1980 and a cycle track constructed under Section 65(1).**

STEVE HOWELL

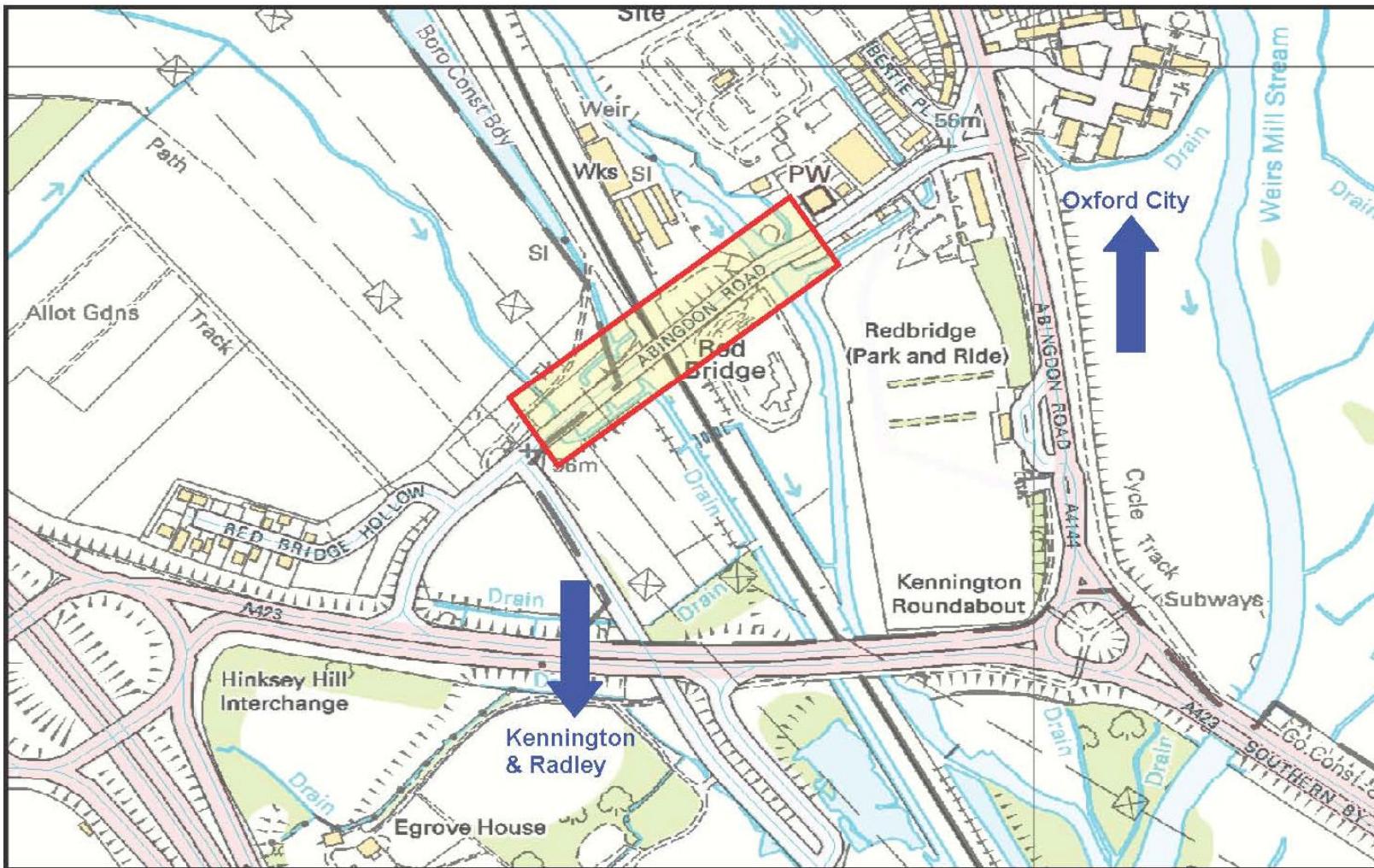
Deputy Director Environment & Economy – Highways & Transport

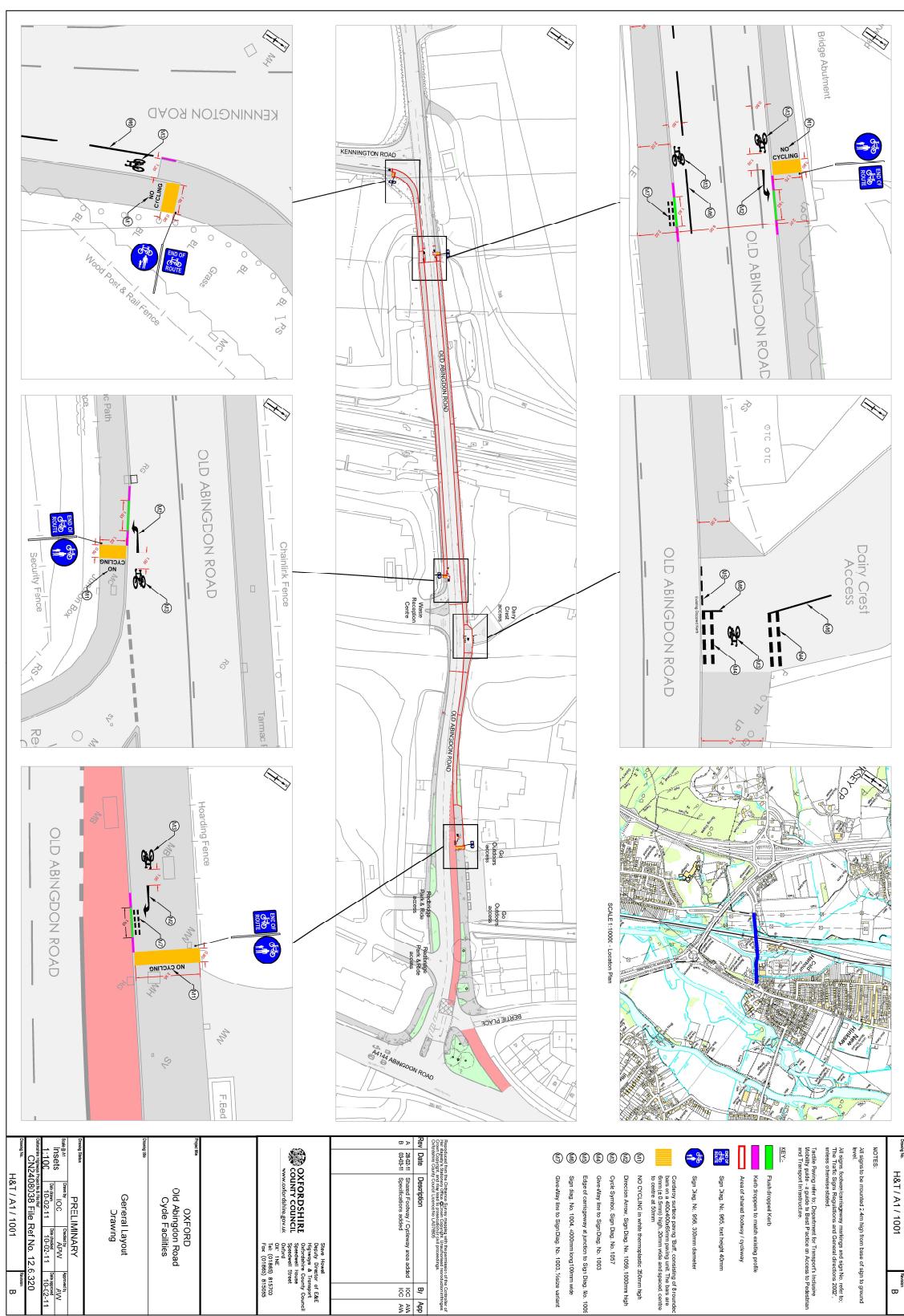
Background papers: Consultation documentation

Contact Officer: Aron Wisdom Tel: 01865 810454

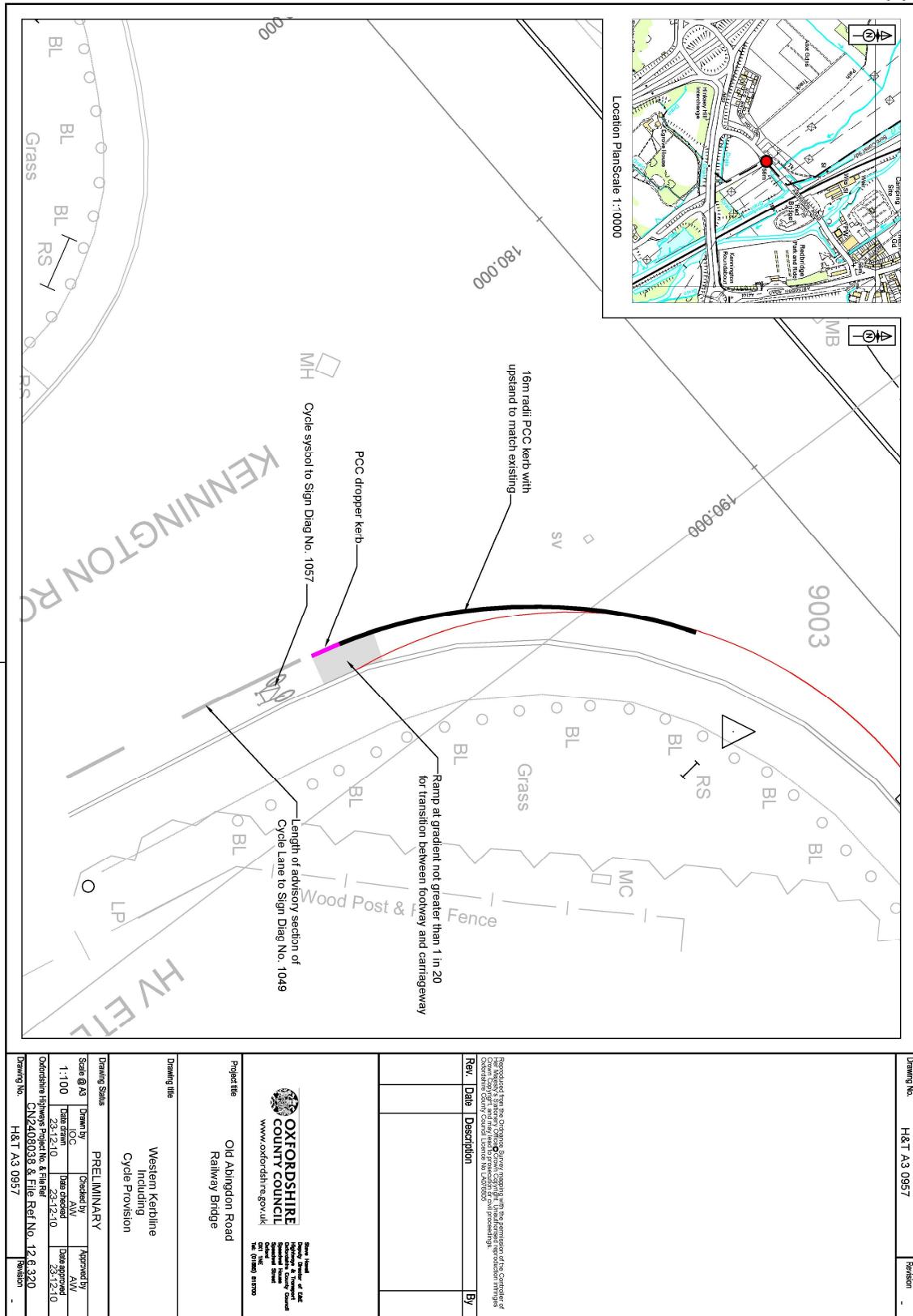
March 2011

Annex 1 – Location Map





ANNEX 2(b)



Annex 3 – Consultation responses

Consultee	Comment	Officer response
Kennington Parish Council	<p>Thank you for allowing Kennington Parish Council to comment on this proposal. The members of the Parish Council discussed it at their meeting last night and agreed that it was a good idea to have shared use cycle and pedestrian paths on both sides of the carriageway. It is hoped that the signage and access on and off the path for cyclists will be carefully designed to encourage cyclists to use this path safely. There was concern that if they continued to use the narrower carriageway it would cause more conflicts with vehicles.</p>	<p>The details regarding access on and off the path have been resolved and sent to Network rail for construction.</p>
CTC	<p>Thanks for providing such detailed drawings, and an explanation of the construction constraints.</p> <p>The bridge and embankment constraints make a normal design (recommended widths etc) pretty much impossible to achieve. Sometimes the choice is to provide a not to standard design, or to leave things as they are - this might be tricky as section A-A in drawing 5 suggests you cannot reduce the southern footway due to the number of services under that footway, and the bridge deck is too thin to put the services under the roadway. In any event, the existing provision during the morning commute period is not satisfactory due to the cycle lane width (as narrow as 0.7m when I measured it some years ago) and encroaching vehicles..</p> <p>As I understand the drawings, the 2m is from kerb to barrier, which in effect makes it 1.75m width (knock off 0.25m when adjacent to a vertical surface). Lamp stands are behind fences/barriers, so are not an issue.</p> <p><i>The summary of my thoughts set out below are :-</i></p>	<p>The design details have been amended as suggested and sent to Network Rail for construction.</p> <p>Removal of centre line is not recommended on a road partly governed by a national speed limit. The carriageway has been narrowed to the minimum for a bus route which should help to slow vehicle speeds</p>

	<ol style="list-style-type: none"><i>1. To provide a shared cycle pedestrian track as you intend, you need to sort out the entrances/exit design for the cyclists. Providing a facility with poorly designed/sub standard entry/exit points is not acceptable.</i><i>2. If you are unable to provide to standard/good practice entry/exit points, then don't provide shared use foot/cycle tracks. If this is the case, provide something that is basically the same as now, as wide as possible Oxford bound advisory cycle lane on the road. Oxford bound traffic is the side that queues and obstructs cyclists, hence the need for an advisory cycle lane. There is not the same need Abingdon bound - a nice to have, but no room available due to embankment constraints etc.</i> <p>Issues are :-</p> <ul style="list-style-type: none">• Flush vs lowered kerbs.• East bound (north side) shared use track.• West bound (south side) shared use track. <p>Flush kerbs.</p> <p>All design guidelines for cycle tracks insist on flush kerbs, not lowered kerbs. Even a lowered kerb, taken at a shallow angle (as these will, due to the constrained road width) can be pretty dangerous when your front wheel takes a wobble..... For more information, see the link.</p> <p>http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2008/10/b06_flush_kerbs.pdf</p>	
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	<p>Pooling of water is not an issue if everything is constructed correctly. In this case, all but one flush kerbs will be on a 6% or so slope, so any water will simply drain down the hill.</p> <p>East bound (north side) track.</p> <p>Cycles coming from Hinksey roundabout will be at some speed, so the length of flush kerb section needs to be 2m, which when viewed (ridden) at a shallow angle will appear much less than that.</p> <p>Dairy Crest entrance. Articulated trucks use this, articulated trucks are the biggest killer of cyclists in London (when they turn corners). Crossing the Dairy entrance, the shared track should :-</p> <ul style="list-style-type: none">• Be highlighted in green and/or white line on each side of the track.• Have a cycle symbol painted on it.• Have flush kerbs on each side of the entrance.• Be level across the entrance (make it a raised entry treatment if needed).• Have right of way across the turning, thus giveaway lines marked at the back of the shared use track. <p>From your drawings, it is unclear where the cyclists are meant to rejoin the bus lane (the * in the drawing suggests joining before the bus lane). Where cyclists rejoin the bus lane, they should be protected by a kerb build out - the bus lane is about the only one in the county wide enough for this to be a possibility. Cyclists must be able to join the bus lane where there is room for both, not where the bus is still squeezing past the last few cars to get into the bus lane. By my reckoning on Google street view, the cycles need to join somewhere between the church vehicle entrance and Go Out Doors vehicle entrance. A cycle symbol on the road will</p>	
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	<p>hopefully help remind vehicles turning into these 2 entrances that cyclists might be present.</p> <p>West bound (south side) track.</p> <p>This has more serious issues at each end. When I drive out of the recycling centre, due to poor visibility (bridge wall and fence) I need to be right out at the kerb line to see what is coming from the Oxford direction. This is in direct conflict with the location (* on the drawing) proposed for the flush kerb/cycle entry. If visibility was better, the vehicle give way line could be moved back, but this is not possible here. Thus, the flush kerb entry point would need to be after the recycling centre exit, approx 20m further west from your proposed location.</p> <p>The proposed exit flush kerb location. Quite a few cyclists after crossing the railway bridge go straight on at the bottom, to join the cycle track up to Hinksey roundabout. Your proposed flush kerb location is completely impractical for someone going straight on. A flush kerb 50 - 100 m (near the Hinksey stream bridge?) with protective kerb build out needs to be provided to allow straight on cyclists to merge with the road before the Kennington turning.</p> <p>For cyclists travelling to Kennington, a protective kerb build out needs to be provided. The merge point needs to be further round the corner. As cyclists will need to look completely backwards to see what is coming, cutting the corner off (along side the existing fence) would enable cyclists to approach the merge point with a better angle of view.</p>	
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	<p>At the end of each shared use track.</p> <p>There is an issue of inappropriate cycling on footways, rather blurred by the number of cycle tracks put on footways. At the end of each shared use track, there should be painted on the footway, "No Cycling".</p> <p>White lines.</p> <p>As the roadway is of limited width, I would suggest no centre line. It makes drivers more cautious, and so slower.</p>	
Cyclox	<p>For the avoidance of doubt, any shared cycle footpath on the South side would demand significant change to the multiple entries to Park & Ride, the Waste Station and possibly more. The brick bridge over a Hinksey Stream branch is a restraint on continuity of available widths. If funds do not enable a high quality off-road scheme the on road position should stay.</p> <p>The North side is more amenable to a hybrid lane or shared path. A significantly widened path would be possible especially with an asymmetric design.. The yellow lining in the existing cycle lane makes it look like a risible provision, either a shared or hybrid would move these yellow lines away from the cyclists' provision, additionally it would create a visually narrower carriageway for motorists and potentially a reduced speed.</p> <p>As James Dawton says the detail of a design is paramount in ensuring a provision for cyclists is used as a cyclists' provision. Could I suggest that drawings of <u>details</u> need to be at 1:200 to enable accurate dimensioning, including lampposts and signs and allowing for vegetation?</p> <p>The existence of any deviations from a level surface (with drainage falls)</p>	<p>The shared path starts after the P&R and recycling centre so no need to alter the accesses.</p> <p>The pavements are being widened and carriageway restricted as much as possible but given the low pedestrian footfall and the provision in both directions, the widths are deemed appropriate.</p>

	<p>must be drawn for understanding and comment.</p> <p>Entering any shared footway needs to be well designed. Coming from the A34 Hinksey Hill roundabout it is quite possible to be travelling at over 20mph as the entry to any proposed shared path is reached. I attach a number of protected entry/exit images.</p>	<p>The design has been amended to take into account comments</p>
Cllr John Tanner	<p>Thanks for your e-mail. I apologise for my delay in replying.</p> <p>I am against shared use of pavements by cyclists and pedestrians especially in the city. It sends out mixed messages and sadly encourages cyclists to use pavements where they are not meant to.</p> <p>I think I support the Network Rail idea of a wider carriageway. It seems odd to me that bridges are allowed to be rebuilt at a sub-standard width. Discouraging cyclists from using the main carriageway will tend to invite motorists to drive faster.</p> <p>I would like an approach which gives priority to pedestrians and then cyclists but separately. If the carriageway is then too narrow it could then be controlled by traffic lights. This would also be an advantage in preventing collisions on a humped back bridge.</p> <p>There is a good cycle route parallel to Abingdon Road which starts at Bertie Place and has road crossing links on the Old Abingdon Road and Abingdon Road. It would be good to have a cycle and pedestrian route linking the South Oxford cycle route with Kennington.</p> <p>We will not encourage more pedestrians and cyclists if we keep giving priority to motorised traffic.</p>	<p>The location of the proposed measures and the low pedestrian footfall should be taken into account when deciding shared pavements. A city centre location where footfall is high is not desirable but in a location that forms a link between settlements it can be a very good and cost-effective measure for increasing cycling, especially given the proximity of Kennington and Radley to Oxford.</p> <p>Measures have been introduced to sign and encourage cyclists back on to the carriageway.</p> <p>The South Oxford Cycle Route is not popular with cyclists due to the indirect route, use of</p>

	<p>I remain opposed to any cycling on pavements. However otherwise this is a good scheme.</p>	<p>subway and lack of 'natural surveillance.</p> <p>The route is providing more priority to cyclists and less to motor traffic by widening the paths and narrowing the carriageway</p>
Cllr Arash Fatemian	<p>Thanks for sending these through. Very interesting and looking forward to the cycling provision on the new bridge. Happy for this to go to delegated decisions.</p>	<p>Noted</p>

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Division(s): All

CABINET MEMBER DECISIONS - TRANSPORT – 24 MARCH 2011

REVIEW OF FUNDING FOR CONSULTATIVE BODY REPRESENTING PEOPLE WITH DISABILITIES AND MOBILITY IMPAIRMENTS

Report by Deputy Director of Environment & Economy – Highways & Transport

Introduction

1. This report invites the Cabinet Member for Transport to consider future funding for Transport For All (TFA), the Oxfordshire consultative body representing people with disabilities and mobility-impairments in relation to transport and accessibility issues.
2. TFA was set up in 1988 by the County Council's then Public Transport Sub-Committee to enable the Council to discharge its duty under the 1985 Transport Act "to have regard to the transport needs of members of the public who are elderly or disabled" when carrying out its public transport functions. [1985 Transport Act, Part IV, Section 63(8)]. This duty is still in force.
3. Current County Council funding arrangements for TFA were agreed in March 2010. However, in doing so, it was agreed that a further review of the activities of TFA would be undertaken, and a further report brought before the Cabinet Member for Transport, which would include discussion and recommendations on possible alternative ways of discharging the Council's 1985 Transport Act duty to consult.

Transport For All role and functions

4. TFA was set up as a consultative body in 1988, originally under the organisational umbrella of the now-defunct Oxfordshire Council of Disabled People, and the inaugural meeting took place on 24 January 1991.
5. TFA is expected to be representative of people with a range of different disabilities, and as far as possible representative geographically of the entire county of Oxfordshire.
6. More a wide range of officers from E&E have consulted TFA on projects and policies on which they are engaged. This has offered a slightly wider role to TFA than its previous focus on public transport issues. Oxford City Council has also begun to use TFA for some consultations.
7. Since the last report on TFA a year ago, a still more central role for TFA in future has been achieved. This has seen the organisation consulted at an earlier stage in the development of policies and schemes, and at a more strategic level in terms of the engagement with Council staff. TFA members have been invited to transport scheme site meetings and policy briefings,

where appropriate. It was envisaged that this could see TFA restored to a position of an effective and influential role in the development and scrutiny of council policy, as it once had.

8. In the last five years TFA has become more pro-active in seeking new members, drawn from experience of a range of different disabilities, and has taken to raising its profile through a number of initiatives.
9. Since 2008 Transport For All members have been able to elect (or re-elect) annually the Chairman and Deputy Chairman and Treasurer. Elections are held in June of each year, overseen by an independent "Returning Officer" appointed by a TFA meeting. Election is by secret ballot, and postal voting arrangements are also in place to allow all TFA members to participate.

Consultation effectiveness

10. TFA is regularly offered opportunities to voice its opinion on transport matters by various officers within the Environment & Economy Directorate. In some cases officers brief TFA members through the process of making presentations at TFA meetings; in other cases TFA is invited to respond to written consultations. For more routine matters, or ongoing consultation processes, the Assistant Public Transport Officer attends TFA meetings and offers members an update on developments in the public transport work of the Council, and invites TFA members' views on current issues.
11. In the recent past, officers have been disappointed at the poor response of TFA to consultation opportunities offered to it.

User Led Organisation (“Oxfordshire Unlimited”)

12. The Social & Community Services Directorate of the Council has been developing a project to establish a User Led Organisation (ULO). This initiative derives from a central government approach, which is being interpreted locally, and for which Social & Community Services was awarded funding from government to facilitate the development and launch of the ULO.
13. This ULO became formally established in November 2009, taking the name “Oxfordshire Unlimited”.
14. Oxfordshire Unlimited receives funding of £25,000 per annum (for the next three years) from the Social & Community Services Directorate, after which Unlimited will be expected to become self-funding, deriving income from the delivery of specific services to the County Council and to other bodies.
15. Officers have discussed with Unlimited and with Council officers in Social & Community Services who have been supporting the project, whether ‘Unlimited’ might take on the consultative role currently met by TFA. When last considered a year ago, the response was that Unlimited was not then in a

position to consider such a role. Now that Unlimited has become more established, this is seen as a viable option.

16. Unlimited has now presented a formal offer (reproduced as Annex 1 to this report) to take over the role currently fulfilled by TFA, and to do so at a cost of £2,000 per annum.
17. Officers have been impressed by the level of engagement that Unlimited has shown in the consultations it has been offered.
18. The Council has been seeking to reduce the number of external consultative bodies with which it engages, particularly where these may be seen to overlap or duplicate functions.
19. Some 24 members of TFA have been identified as being also members of Unlimited, and it seems to officers that it would make for more efficient use of the time provided by such volunteers if they were no longer obliged to duplicate their efforts or to choose between supporting one organisation or the other.
20. Accordingly, officers are of the view that the time is now appropriate to transfer to Oxfordshire Unlimited the consultative function which TFA has undertaken, and to transfer the grant funding which follows this role. Those 'dual-hatted' members of TFA who are already members of Unlimited will thereby be spared the duplication of their time and input; other members of TFA are thought likely to transfer to Unlimited if invited to do so. If this is achieved then Unlimited will itself be enhanced and made more representative. Officers believe that the representation of disabled and mobility-impaired people in Oxfordshire will be strengthened and enhanced by having one such consultative and campaigning body to refer to.

Financial and Staff Implications

21. From its inception in 1991 TFA was provided with a budget of £1,500 per annum, met from the Bus Services Team budget. For a long period only a small amount of this budget was being spent.
22. Since April 2010 TFA's grant from the Council has increased to £3,000. To this has been added a further £3,000 grant which TFA secured from "Grassroots Grants". Given the role and level of consultative engagement sought from TFA, officers believe that this level of funding should be reasonable and sufficient.
23. Unlimited has offered to undertake the same role as TFA, but for an annual grant of only £2,000. This would thus represent a saving of £1,000 per annum to the Bus Services Team budget.
24. At present, a certain amount of administrative support for TFA is delivered by one of the transport team staff at the Oxfordshire Rural Community Council. Quite separately from this review of TFA, the Council has agreed to reduce its

funding for the ORCC transport team by £60,000 per annum, and ORCC have been advised that such support for TFA is not required.

25. It is proposed that in future such administrative support will be provided by OCC staff. This is expected to be sourced primarily from the Assistant Public Transport Officer and from the Disability & Equality Advisor, both of whom in practice already provide some support and advice to TFA.

RECOMMENDATIONS

26. **The Cabinet Member for Transport is RECOMMENDED:**

- (a) **To cease to fund Transport For All as a separate organisation after 31 March 2011, but to formally thank the officers and members of Transport For All for their work over the past 22 years, and to write to them informing them of this decision;**
- (b) **To agree to secure through Oxfordshire Unlimited the consultative role of representing disabled and elderly people in Oxfordshire in matters relating to Highways and Transport;**
- (c) **To award a grant of £2,000 per annum to support the costs of its meetings and other consultative work for a period of three years commencing 1 April 2011, subject to the agreement of Oxfordshire Unlimited to the terms of a Service Level Agreement governing budget-setting and financial reporting and accountability;**
- (d) **To agree that the Oxfordshire Rural Community Council will no longer be required to provide administrative support for TFA, and that such support as may be required by Oxfordshire Unlimited will be met from within the County Council's current staffing resources.**

STEVE HOWELL
Deputy Director

Background papers: Correspondence with officers and Oxfordshire Unlimited (refer to contact officer)

Contact Officer: Neil Timberlake. Tel: Oxford 815585

February 2011



Proposal to take over the role of Transport for All (TFA)

[This proposal is presented in response to an invitation from Neil Timberlake.
It is intended to assist in the preparation of his report on TFA.]

Unlimited is a developing pro-active and well known user group that is consulted by OCC and many other organisations asking for opinions and advice in a variety of areas and especially transport.

Unlimited is funded by OCC and controlled by disabled people for disabled people. The Management committee is made up of disabled people to ensure that disabled people have a voice in matters that affect their daily lives. This covers all aspects, so transport is included.

The following areas will be commented on:

1. Historical
2. Accessibility to meetings
3. Structure of the organisation
4. Pro active
5. Finance
6. Membership
7. Administration
8. Advantages for OCC
9. Benefits for Unlimited

Historical

Transport for All, started under the wing of OCDP as the Consultative Committee on Transport for Mobility Impaired People. Unlimited was formed in 2009 to take over the role of OCDP, which was by that time defunct, and it seems entirely fitting that we should take over responsibility for the role of TFA as the primary representative body for disabled people on transport issues.

Access to meetings

Unlimited believes that accessibility to meetings is of paramount importance to our members. Therefore, we hold all meetings on a regular basis in County Hall taking the view that buses from all areas come into Oxford. We have members in Banbury, Didcot, Abingdon, Upper Heyford, Kingston Bagpuize, Kidlington and, of course, Oxford. To keep us informed about other areas in Oxfordshire we have a representative on the following forums:

The Vale Disability Access Group
 Oxford City Access Forum
 Didcot Access Group
 Cherwell Access Group.
 Cherwell Disability Forum.

Management meetings take place between 12.30pm and 3.30pm thus avoiding large catering bills. Transport sub-committee meetings are held at similarly convenient times. Tea/coffee and biscuits are on offer at the beginning and middle of the meeting. County Hall canteen is also available supplying reasonable priced food.

Structure

There is a management committee voted on at the AGM with the option of co-option where advice and support would be valuable.

All of the 11 management committee members at present are disabled but there must always be at least 75% disabled on the committee. Within this structure there are sub committees. One relevant to this subject is the Transport sub-committee made up of people all whom are disabled and most are also current members of TFA. This is a very active group who use public transport regularly. OCC regularly consults us on Highways and Transport issues

Pro active

Our strength is in activity. The majority of responses we make to requests for opinions are made after a visit to the site. Recently a member walked around the City with an Officer of Highways and Transport looking at the sites where there is a proposed addition of cycle racks. All requests are replied to and often consultations take place as well.

Recently we have taken part in the following:-

- Blue Badge parking (a response for a comment in the NTL magazine)
- Blue Badge parking – assisting Cherwell District Council with new policies
- The local transport plan (LPT3)
- Frideswide Square improvements
- London Road improvements
- Cycle lanes in Old Road Headington and Horspath Driftway
- Radio interviews about disabled people and access to the train service
- Dial-a-Ride and Travel Tokens (TV appearance also)
- Spoken at Scrutiny committee meetings
- Lobbying Councillors and MPs about transport issues
- Representative on Stagecoach committee

The management committee are always informed about correspondence that has been sent out in the name of Unlimited.

Unlimited have attended various events to publicise their activities and gain opinions. We have produced publicity material and are planning further leaflets to spread the word about what Unlimited does and how people can be involved/give their opinions.

Projects

Our latest project, with the support of Oxford Bus Company, is to run a 3 hour course aimed at encouraging disabled people who use a mobility aid to use the bus service. Although this started as aiming at elderly people this has now been extended to teenagers who are pupils at Marlborough School, Woodstock.

Shortly, along with Shopmobility, we will be engaged in a scheme to make OCC staff aware of difficulties faced by disabled people in accessing the built environment.

Improving the signs in buses emphasising the priority for wheelchairs in the wheelchair space.

Organising a Race for Equality in University Park in the Autumn. This is an event to raise public awareness about disability issues (like transport) not a money raising event.

Finance

OCC and Unlimited have worked together to produce a Financial Agreement. Further to this Unlimited has produced a skeleton Budget setting out the spending target for each area e.g. Transport, Training, Administration, etc. The Treasurer keeps close records on how the money in each area is being spent. A written statement of the accounts is sent out to every member of the committee before a management meeting so that questions or concerns can be aired at the committee meeting. We believe that public money should be responsibly spent and accounted for.

Any activity undertaken on behalf of Unlimited and funded by them has to be approved by the full committee and the person/people involved have to prepare a statement informing Unlimited what they expect to gain from this event and then bring back a summary of what was gained.

There are many opportunities for improvements in the transport provision for disabled people in Oxfordshire. Unlimited expects to achieve much more in this area than TFA has done in recent years. Furthermore we anticipate spending a much greater proportion of our funds on representation and consultation, and on the background research and opinion gathering activities than TFA has demonstrated recently.

However, there are inevitably administration, travel, and other costs that Unlimited is not currently funded to provide. We believe we will require additional funding of £2,000 for the first 12 months.

We will deliver:

- a response rate to consultations of more than 75%
- pro-active representation where discrimination is observed or reported
- a facility to run questionnaires on disability issues on transport amongst our members or the public
- newsletter articles about transport issues at least twice per year
- an increasing membership with interest in transport

Membership

We are a small group (approximately 70 members in February 2011) mostly consisting of disabled people. However our membership is increasing and we expect this to continue. Only disabled people are allowed to vote on any subject. However members of the public do ask us for help and advice on a number of topics and the appropriate lead will be contacted. We have a bi-monthly newsletter sent to all members and interested parties. Our newsletter normally includes current transport issues of interest to our members.

Administration

We have our own administration team and do not use OCC staff except to act as advisers when necessary. All administration is carried out by paid assistance. We are in the process of appointing an administrator for 6 hours a week. We are also actively seeking office space. A member of S&CS has responsibility for Unlimited and attends most committee and other meetings and is responsible for reporting back to S&CS about progress. We welcome this support and the guidance that has been given in setting up Unlimited.

Future Administration of TFA role

- The Unlimited Transport sub-committee, (current chairman – Gwynneth Pedler) will assume responsibility for the activities that are currently undertaken by TFA
- The name '**Transport for All**' will be used as the working title for the Unlimited Transport sub-committee.
- TFA members will become members of Unlimited and TFA will cease to exist as an autonomous membership organisation

Advantages for OCC

There are many advantages to this proposal amongst which are the following:

- TFA will become part of an increasingly large and very active group committed to improving life's chances for disabled people.
- Unlimited will give TFA a clearer and better structured management.
- Given the recent history of TFA it is arguable that the organisation will benefit from a change with a fresh start, fresh blood and fresh ideas.

Benefits for Unlimited

There are benefits for Unlimited, such as:

- The combination will give us a powerful mandate on transport issues
- The injection of members of TFA who have much to offer will help in the ongoing development of Unlimited
- TFA information will become a feature of our newsletter

[NOTE: This proposal does not take into account the considerable amount of advice given to TFA by various members of OCC e.g. N Timberlake, D Whelan, and it is assumed that this will continue at least at the same level.]

Unlimited is wholeheartedly committed to challenge and campaign in order to encourage changes in Oxfordshire's public transport provision and remove the many barriers that exist.

Let us unite.

*Gwynneth Pedler
Chairman
Oxfordshire Unlimited sub-committee on Transport
February 2011*

Division(s): All

CABINET MEMBER FOR TRANSPORT - 24 MARCH 2011

BUS SERVICE SUBSIDIES

Report by Deputy Director for Environment & Economy - Highways & Transport

Introduction

1. This report and associated Annexes deal with the following items, which now require decisions to be made by the Cabinet Member for Transport:
 - (A) The Review of Subsidised Bus Services in the Wheatley, Thame and Watlington areas, which, if awarded, will be effective from Sunday 5 June 2011.
 - (B) Other bus subsidy contracts elsewhere in the County.
2. Background information on items (A) and (B) above is included at Annex 1 together with a summary of the relevant points from the responses received through local consultation. Information relating to the main County Council subsidy contracts is also included at Annex 1 for each service, but in some cases there are wider issues affecting particular contracts, which are discussed in the main body of this report. Section A of Annex 1 deals with existing services under review in the Wheatley, Thame and Watlington areas, whilst Section B deals with other services elsewhere in the County that require a decision, some of which have arisen as a consequence of the area review in Section A.
3. Tender prices obtained for contracts specified in paragraph 1 will be contained in a confidential Supplementary Exempt Annex 2, to be circulated later.
4. Supplementary Annex 3 contains information on the review of grants for provision of locally organised transport schemes for people with mobility impairments, the funding for which expires on 31 March 2011. This covers the Didcot Volunteer Centre Car scheme and Cholsey Car Scheme.

Reasons for Exempt Annex

5. This item should be considered in exempt session because its discussion in public might lead to the disclosure to members of the public present of information relating to the financial or business affairs of any particular person (including the authority holding that information) as a result of discussions between Oxfordshire County Council and/or other local authorities and organizations.
6. The costs contained in Annex 2 must be treated as strictly confidential since they relate to the financial and business affairs of the operator. All prices must be treated as strictly confidential until such time as the Decision Meeting

decides whether or not to provide financial support for each service. Revealing operators' prices before then would prejudice the County Council's position if tenders or propositions had to be sought again for any

of the services. Prices remain confidential after the date of this meeting for 10 days (until 3rd April 2011) under the objection period specified in the Public Contract Regulations 2006.

Subsidy Prices

7. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in Supplementary Exempt Annex 2 together with my recommendations. Until all tender prices and 'de minimis' propositions received have been analyzed, I will not know what the overall impact on the Public Transport budget is likely to be. Local Members will be advised in writing of recommendations affecting their Divisions at least one week before the meeting that considers this report, and their written comments sought. Any responses received will be included as an appendix to Supplementary Exempt Annex 2.
8. If further support for any contract is not agreed at the meeting on Thursday 24 March 2011 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 4 June 2011. The only exception to this may be if a settlement will be left with no other form of public transport. In such cases, I may recommend that existing contract arrangements be extended until 10 December 2011 to allow time for alternative facilities such as voluntary community transport to be explored.

Exemption from Call-in

9. On 10 January 2006 Council agreed an amendment to the Constitution which means that the County Council's call-in procedure should not apply to any decision on the letting of a contract, arising from termination of an existing contract, if the time available is such that allowing for call-in would result in service discontinuity, provided that all members of the relevant Scrutiny Committee had been informed of the circumstances of the decision to be made and had had an opportunity to make representations to the decision maker about it. Since existing subsidy contracts will inevitably end on 5 June 2010, the effect of any call-in would be to prevent introduction of any replacement contracts, thus resulting in complete withdrawal of the services concerned and a consequent service discontinuity. The 10 January 2006 amendment therefore applies.
10. With regard to that provision, local members and Growth & Infrastructure Scrutiny Committee Members will be advised of the recommended contract awards (as contained in Supplementary Exempt Annex 2) at least one week before the date of this meeting to allow them the opportunity to put their comments in writing or arrange to speak at the meeting.

11. The above arrangements are separate from the provisions of the Public Contracts Regulations 2006 which allow a 10 day 'cooling-off' period for contractors who have any grievance with regards to the tender awards or processes. Successful tenderers will be advised of the outcome as soon as is practicable after the meeting, so that they will be in a position to register services with the Traffic Commissioners before the end of the 10 day period if necessary. Because of this it will not be possible to disclose any information to the public in respect of the tender awards until before Monday 4 April 2011 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Financial Position – Current Year (2011-12)

12. The provisional funding available in the County Council's bus subsidy budget is as follows:

	<u>£000's</u>
Bus Subsidy Budget	2,892
Rural Bus Subsidy Grant (RBSG)	1,737

Annual inflation, which is applied to existing contracts, does have a minor impact on available funding for new contracts.

Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £800K of income from developer, partnership and service-specific Government grant funding. All of these other sources of funding are dedicated to specific services and are not available for general bus subsidy. The value of any of these other sources of funding is therefore 'netted out' in any references to the subsidy cost to the Council of the services concerned.

Commercial declarations.

13. At an early stage in the review process the County Council contacts not only the existing contractors of the services involved, but also all operators on the approved tender list (roundly some 220 in total), to enquire if it is felt that there are any opportunities to provide all or part of the services under review on a commercial basis. At one time this elicited little or no response, however recent reviews have seen a number of declarations by operators resulting in significant savings in expenditure. Two separate declarations have been received for routes within this review.

Financial Position – Wheatley, Thame & Watlington area Review

14. The current annual net cost to the bus subsidy budget of the contracts under review (as at 1 April 2011) is £572,855.51. However, there are also external contributions to some of the contracts under review (largely from Section 106 developer contributions) which total an additional £8,598.52 annually.

15. One of the contracts under review (PT/S 13 additional Sunday journeys on route 280) is wholly funded from these S106 contributions, but virtually all of the allocated funds will have been used by the end of this contract in June 2011 (the monies having been ring-fenced at the time of award). These journeys will therefore only continue to operate after 5 June 2011 if they are funded directly from the County Council's bus subsidy budget. See paragraph 35 below for more details.

Contract Numbering

16. Contracts have been given a letter code in the first column of each Annex (and also in any references to the service within this report) and members are recommended to use this code for cross-reference purposes. Existing service and contract numbers are mentioned, for members' information only, in the service descriptions. Both service and contract numbers may change following award of new contracts.

A. Review of Subsidised Bus Services in the Wheatley, Thame and Watlington areas.

Background

17. Subsidised bus services in the Wheatley, Thame and Watlington areas are due for their regular review, and tenders have been invited for new contracts to run from 5 June 2010 until June 2016 (for the Wheatley area routes) or June 2017 (for Thame and Watlington services). This is to concur with the revised six-year re-tendering cycle as agreed by the Integrated Transport Board in 2009. 9 existing contracts (plus 2 Community bus services) were originally included within the scope of this review, and 7 other contracts, not part of the review (but some having arisen as a consequence thereof) are also due for consideration. The latter are dealt with separately in section B of this report.

18. Details of all of the services concerned, together with information on the present subsidy cost and patronage data are contained in Annex 1. All affected Parish/Town Councils were consulted, as were three District Councils. The Parish Transport Representative of each parish was notified of the consultation process in addition to the Parish Clerk. Numerous further interested parties were also consulted in the course of this review including Bus Users UK, Transport for All, Chiltern Conservation Board and colleagues elsewhere within Oxfordshire County Council. Notices were placed on buses operating the routes concerned, and at major bus stops. As a result views were also received from private individuals and other representative bodies. Comments received from the consultees, including any particular requests for new services or variations to existing routes, are also summarized under the respective contract headings in Annex 1.

Consultation during Review

19. The consultation process undertaken was similar to other review areas in that some 43 Parishes/Towns were consulted and an open meeting for representatives was held in Thame Town Hall in November 2010. A response rate of around 65% was achieved from Parish and Town Councils as a result of the public consultation exercise. Of these, six responses also included summaries of 'transport needs surveys', which were compiled with the assistance of the Rural Transport Adviser at Oxfordshire Rural Community Council. Five others had recently completed "parish plans" under guidance from the Partnership Working Unit at County Hall.
20. A slightly different structure applies within Oxford City where there are still a number of small "Parishes" which mainly date from before the last expansion of the City boundaries. Of these, Blackbird Leys and Risinghurst & Sandhills Parish Councils were also contacted regarding services under review in their respective areas.
21. A number of strong representations were made for new services, additional journeys or variations to services (some cross-boundary into adjoining Counties), although it was made clear at the commencement of the consultation process (in September 2010) that it was very likely that spare funds for any significant improvements would be limited in view of the budgetary constraints imposed by Government.
22. Specifications for the new contracts have therefore sought prices for some minor route diversions or other realistic improvements where feasible, to meet any requests. In addition to the above responses, several further lengthy comments were received from other external consultees including Bus Users UK.

Services under Review

22. A number of factors have had to be taken into consideration during the course of the review. These include:-
 - a. The wholly or partial commercial declarations, and subsequent 'de minimis' prices sought.
 - b. Other 'de minimis' prices sought for some contracts.
 - c. Home to School Transport: revised joint working arrangement.
 - d. Exploration of possible use of other transport providers including unconventional modes.

a) – Wholly or partial commercial declarations and subsequent de minimis prices sought
23. The position regarding the commercial declarations received during this review, which are still the subject of further discussions, will be set out fully in Confidential Annex 2.

Service 102 - PT/S 19 (Item C):-

(Watlington – Chalgrove – Horspath – Oxford City)(1 jny e.w. Fri/Sat eves).

A tender has been offered seeking prices for the existing level of service, but the additional journeys currently provided by Thames Travel have not been included.

24. For all contracts under review and made available for tender, officers have as a basic specification generally sought tenders for the current level of service. However, as usual various alternative options have also been specified for many contracts at either an enhanced (to meet requests) or lower (mainly based on usage) level of services or for a combination of existing routes in order to achieve savings. However, in view of the above developments and other negotiations mentioned below, only 5 contracts were offered for open tender.

b) – Other ‘de minimis’ prices sought

Arriva the Shires Ltd - service 280 (Contract PT/S 13) (Item G) Two additional Sunday journeys on an otherwise commercial operation.

25. This contract, funded by a S106 contribution from development on the former Rycote College site in Thame, commenced in March 2008, covers two extra journeys on route 280 on an otherwise broadly hourly frequency provided commercially on Sundays and Public Holidays by Arriva. The first enhancement was to run an extra early morning bus at 08.20 from Thame to Oxford returning at 09.00 from Oxford to Aylesbury. This was approximately one hour earlier than had previously been provided. The second funded trip (in respect of the Oxfordshire portion) is at 18.45 from Aylesbury, 20.00 from Oxford which maintains the hourly daytime frequency further into the evening period than previously.

26. “De minimis” prices have been sought from Arriva separately for each trip and a combined price to continue both. Prices received will be detailed within Annex 2 (item G).

Arriva the Shires Ltd - service 280 (Contract PT/S 14) (Item H) Last bus from Aylesbury to Thame.

27. Oxfordshire County Council currently makes a small contribution to a Buckinghamshire County Council “de minimis” arrangement that funds the 22.45 journey on route 280 that operates between Aylesbury Bus Station and Thame (Town Hall) only. Support is for Monday to Thursday evening operations only; Fridays and Saturday evenings are run commercially by Arriva.

28. Due to financial constraints a review of supported evening and Sunday services is being undertaken by Buckinghamshire County Council and they have indicated that it is unlikely that these journeys will be continued. Our own surveys have shown that usage over the in-County section (specifically from Haddenham & Thame Parkway Station into Thame) is minimal. Arriva

has stated that if the funding for Monday to Thursdays is discontinued, then the Friday and Saturday journeys will cease as well.

29. Representations were received during consultation from Thame Town Council urging continued support for the 22.45 journey, mainly to enable residents to visit the new Waterside Theatre recently opened in Aylesbury. It would however be very difficult to justify Oxfordshire County Council bearing all the costs of operating this trip for this reason. Buckinghamshire County Council has indicated a date of 15 May 2011 for possible withdrawal.

c) – Home-to-School Transport – revised joint working arrangements

30. These are now tendered within the Integrated Transport Unit on a separate timescale to Public Transport contracts. There are no contracts within this review that carry entitled scholars and no opportunities were identified at this stage for putting students on existing public journeys.

Identification of flows of non-entitled schoolchildren

31. The Bus Strategy states that subsidy will not be paid for services provided wholly or mainly for passengers who are (non-entitled) students who pay their own fares, although where a service can be justified on the basis of catering for other users, and can cater for students at no extra cost, then every effort will be made to ensure that this is achieved.

32. One of the flows of students, identified by the County Council, from Chinnor to Thame 6th Form College will still be carried on Line 40 from 5 June 2011. There is also some small usage of service 108 from Horton and Beckley to the private schools in Oxford. However due to the lack of an AM peak bus from Horton, students are taken by car to pick up the bus in Beckley; there is however a PM peak return facility to Hornton, operated on request.

d) - Exploration of possible use of other transport providers including unconventional modes.

33. Officers considered the possible use of County Council-owned (Special Transport services) vehicles in the context of this review and a number of possible opportunities were identified. Contract PT/O 8 (service H1) awarded in June 2010, covers the Old Marston area and can readily be enhanced to include the Headington Quarry area, currently covered by a diversion off-route of service 108 (Oxford – Forest Hill). This diversion is unpopular with 108 users it adds about 5-8 minutes to the journey time for sometimes few extra passengers. This is explained more fully in paragraph 43 (Item L) below.

34. Other areas explored including possible use of S.T.S. vehicles in the Thame area to replace the Town service and/or serve the Queens Road area discontinued on Line 40 (see paragraph 27b), extension of Community Bus operations (especially Watlington C.I.C.) and a restructuring of the Dial-a-Bus operations to possibly embrace South Oxfordshire (where no such facility exists at present). Any developments will be reported in Confidential Annex 2.

Developer Funding – Section 106 Monies

35. Details of any available Section 106 funding (or alternative sources) for particular bus services under review will be shown under the relevant item headings within Annex 2. Only one current contract is wholly funded from S106 contributions:-

Contract PT/S 13 (service 280) (Item G)

Discussed in paragraph 25 and 26 above: - S106 used up by June 2011.

36. Whilst other monies may possibly become available from proposed developments in Thame and Chinnor during the period of these contracts, none is sufficiently assured as to be allocated to specific improvements to bus services at the present time.

Contract Costs

37. Following the award of the any new bus service contracts, the financial impact on the Bus Services budget can then be calculated. The financial out turn will be set out in Annex 2.

Contributions towards scheduled Community Transport operations

38. There are two Community Transport operations in the review areas which are currently under review.

The Watlington Connection – service W1 (Item J)

38. Operated by Watlington Community Interest Company between Watlington and Lewknor Interchange (Mon-Fri Peaks only). One morning journey also serves Chinnor. The evening service is provided on a “prior notification” (by telephone) request basis, meeting specific Oxford Tube buses at Lewknor.

39. This operation is the latest publicly funded service to provide a commuter service from Watlington to Lewknor Interchange in an attempt to reduce the number of cars parked on verges and lay-bys in the Interchange area. All the previous operations (using specific Government “Challenge” funding) have ceased when the “ring-fenced” funding was used up. The current operator (the first “community” based provider) has stated that they do not expect to receive further funding when the existing package ends in June 2011, but will continue to operate service W1 whilst they have sufficient reserves. Discussions were also held to explore if there was any scope to expand their operations.

The Swyncombe Lifeline (Item K)

40. This service was brokered by Oxfordshire Rural Community Council (ORCC) and is mainly funded by the Parish Councils in the area covered. Running on a Thursdays, and operated by Walters Coaches on hire, it serves villages in the hinterland south of Watlington including Maidensgrove, Stonor and the

Assendons thence into Henley on Thames for shopping. It replaced a long established minibus service run by a Mrs. Beechey from Russell's Water and Maidensgrove (from which County Council support was withdrawn in 2001) and service 124 (Watlington – Henley via Stonor) withdrawn in 2007 through lack of use. The County Council currently contributes a small amount to the overall cost. ORCC has however indicated that their support will cease as from 1 April 2011. Whilst the full cost of provision can of course be shouldered by the Parish Council's, the future of this service is nevertheless in doubt. Any further developments will be reported in confidential Annex 2.

Supplementary Annex 3

41. Annex 3 gives details (and makes recommendations) in respect of two locally organised transport schemes for people with mobility impairments which have also been reviewed. Funding for these operations expires on 31 March 2011. The two schemes are:-

- Didcot Volunteer Centre car scheme.
- Cholsey Car scheme.

Full information on these services is given in the attached Annex 3.

Services to Postcombe and Tetsworth

42. At the review undertaken in 2007 a contract was awarded (PT/S 9) for a significant enhancement to service 124 between Watlington and Thame via Lewknor and the old A40 road through Postcombe and Tetsworth, increasing from a two day per week, to a six day operation. This was to partly compensate for the withdrawal of funding for route 275 (High Wycombe – Stokenchurch – Postcombe – Tetsworth – Wheatley – Oxford) and its expected demise. In the event however, the operator of the 275, Red Rose Travel Ltd decided in 2007 to continue to provide three trips in each direction (Mon-Fri) on a commercial basis (although some of these are currently worked by the bus that also operates the 124 contract). This has resulted in the usage of service 124 being lower than had been hoped for.

43. Discussions with Red Rose Travel have indicated their intention to continue the commercial 275 journeys for the present, on broadly the current timetable (at the time of writing this report). The new specification for service 124 therefore includes a number of options, most of which entail a reduction in the number of journeys on route 124 or interworking the bus onto other supported routes in the area. Costs for all of the options sought will be set out in Confidential Annex 2.

B. Contracts for Subsidised Bus Services elsewhere in the County

Oxfordshire County Council (Special Transport Services) H1 and new route H2 (Contract PT/O 8) (item L)

44. Service H1 has been provided since June 2010 and runs on Wednesdays and Fridays between Old Marston village and Headington Shops. Prices have been sought to extend the operation to include the Headington Quarry area

(and operate this section on Mondays to Fridays inclusive). This will replace the current diversion of certain journeys on contract PT/S 8 (routes 108/118) which are unpopular with through passengers from villages outside of Oxford City. There are presently three irregular journeys round the Quarry loop to/from the Headington direction and these will be replaced with four trips on route H2 at hourly intervals. The price to vary the exiting contract with S.T.S. will be reported in Confidential Annex 2 (contract termination date of June 2016 is unchanged).

**Thames Travel service 125 (Contract PT/S 61):
Wallingford – Watlington, Mon-Sat (Item M)**

- 45. Thames Travel (Wallingford) Ltd has given due notification of the premature surrender of contract PT/S 61, (due to expire in June 2012) as from 4 June 2011. The contract provides for three single journeys between Wallingford and Watlington via Benson, Ewelme and Britwell Salome on Mondays to Fridays and two return journeys each way on Saturdays.
- 46. Whilst tenders (for a one-year short term contract) have been sought for the current level of service, other options include a lower frequency or reduction to perhaps operation on one or two days per week. Observed usage is low except on Fridays when there are some passengers from parts of Ewelme village not served by the regular 132 service (Hampden Way area) into Wallingford market.
- 47. Although serving Watlington, the 125 service was not part of the consultation exercise undertaken in the autumn of 2010 as part of this review, as it is deemed to be part of Wallingford group of routes (next reviewed in 2012). However, in view of the possible reduction in service outline in the preceding paragraph, all the Parishes served by the 125 have been approached separately seeking their views on any changes. A summary of their comments, together with the prices received for the various options, will be reported in Confidential Annex 2.

**Thames Travel service 138 (Contract PT/S 69):
Wallingford – Berinsfield, Mon-Sat (Item N)**

- 48. Thames Travel (Wallingford) Ltd has also given due notification of the premature surrender of contract PT/S 69, (due to expire in June 2012) as from 4 June 2011. The contract provides for an hourly off-peak only service between Wallingford and Berinsfield interchange via Shillingford and Dorchester on Thames (Mon-Sat), connecting at Berinsfield with Thames Travel commercial services X39/X40 to/from Oxford. Peak hour buses over this route are currently provided by commercial journeys on Thames Travel route 105 (Wallingford – Oxford) and supported journeys on Heyfordian route 114 (Wallingford – Abingdon).
- 49. The route network over the Wallingford – Berinsfield – Oxford corridor is somewhat complex and has evolved over the past ten years or so. The long established 105 route at one time provided a regular pattern of service

through the villages of Benson, Shillingford, Berinsfield village, Dorchester on Thames, Sandford and Littlemore to/from Oxford City centre. However Thames Travel has established and promoted the newer express X39/X40 services between Wallingford and Oxford which run daily at up to a 30 minute frequency, and which have gained much of the inter-urban patronage.

50. Although the X39/X40 serves Benson Marina (on the A4074) and Berinsfield, main road (on the A4074), it by-passes Dorchester, Berinsfield village and Sandford/Littlemore. The County Council has therefore had to contract supported services to provide some facilities to these villages. Since the last review in 2007, Heyfordian service 116 has provided the off-peak Oxford – Sandford/Littlemore – Berinsfield village link, continuing on to Abingdon, whilst the 138 contract (PT/S 69) provided the missing off-peak Wallingford – Berinsfield link through Dorchester.
51. Thames Travel has also run, commercially, a few remaining peak hour journeys on the old 105 route from Wallingford to Oxford and vice versa, reduced off-peak to a local service (numbered 106) from Oxford City to Littlemore/Sandford which then diverts into the developing Oxford Science Park and the Kassam Stadium area. These route 106 journeys are partly funded (under a separate arrangement with Thames Travel) by the Science Park, but combined with the OCC supported 116 provide a regular 30 minute service from the City to Littlemore/ Sandford.
52. In July 2009 Thames Travel offered to link the “commercial” off-peak 106 journeys via Kassam to their existing contract for route 138 from Berinsfield to Wallingford thus restoring a through service Oxford – Wallingford via Dorchester (but not serving Berinsfield village – this is still the province of route 116), and thereby subsuming the 138 number into the 106 route. Frequencies and times were virtually unchanged from the two separate operations. This linking will now be severed.
53. Tenders have therefore been issued for a short-term one year contract to replace the existing 106/138 on a like-for-like basis over the Berinsfield – Wallingford section. To have not done so would have left the village of Dorchester on Thame with no off peak bus services. This will enable a full review of the network in this area to be undertaken as part of the Wallingford review in June 2011. There was some disquiet expressed in Dorchester (including holding a public meeting) when the 138 was introduced in 2007 as it entailed a change of buses at Berinsfield to get to/from Oxford (during off-peak hours). The extension of 106 in 2009 effectively resolved this issue although indications are that patronage from Dorchester may have declined in the interim. This may become an issue again with the award of the one year 138 contract.

**Thames Travel service 105 (Contract PT/S 70) (Item O)
Wallingford - Oxford via villages.**

54. Thames Travel have also de-registered the remaining journeys on their service 105 (Wallingford – Oxford via Dorchester and Sandford) with effect from 4 June 2011. The County Council has, since December 2009 supported

financially one peak journey on 105 at 07.45 from Oxford to Wallingford (Contract PT/S 81 – expires June 2012) and this is unaffected. The newly de-registered journeys are:-

06.30 and 07.00 Wallingford to Oxford (Mon-Fri) – these journeys both still serve Berinsfield village.

18.00, 18.20 and 18.50 Oxford – Wallingford (Mon-Fri)

18.30 Oxford – Wallingford (Sats).

- 55. Data supplied by the operator indicated that the 0630 and 07.00 buses average 37 passengers overall of which about 7 were picked up in Berinsfield village. Thames Travel has submitted a “de minimis” quotation to provide a 105 journey at 06.25 from Wallingford whilst open tenders have been issued for a replacement single journey slightly later at, say 06.45 from Wallingford which might be of more value to existing users. The already contracted journey at 07.45 from Wallingford will continue unchanged (and serve Berinsfield village).
- 56. No tender has been issued to replace the evening 105's that have been discontinued so the last departure from Oxford for passengers to Berinsfield village will be the Heyfordian (supported) 115 journey at 17.30. from High Street stop L1. Services X39/X40 provide a regular service throughout the evening until 23.20 (03.20 on Fri/Sat nights), 21.50 on Sundays from Oxford (St Aldates, stop H5) to the Main Road lay-by at Berinsfield.

Stagecoach South Midlands

Sunday services in Banbury (Contract PT/C 16) (Item P)

- 57. This contract was awarded following the area review undertaken in June 2009 and covers Sundays/Public Holiday services in Banbury on town Routes B1/.B2 (Easington/Bodicote) B5 (One AM jny only to Bretch Hill) .B8 (Hardwick) and route 500 (Banbury – Brackley). Service 500 was included at the request of Northamptonshire County Council and they pay a proportional sum towards the combined contract. Inclusion of the 500 enabled Stagecoach to offer savings in the use of crew and vehicles by combining most of the Sunday operations within the Town
- 58. Northamptonshire County Council has advised that, as a result of a significant reduction in their bus subsidy budget, all of their existing contracts will be terminated from a date to be advised. This includes their current contribution to PT/C 16 (which is not due to be re-tendered until June 2013).
- 59. Discussions with Stagecoach South Midlands has indicated that they may consider providing a limited commercial daytime “shopping hours “ service on Sundays on 500 (virtually all of the Monday to Saturday service is already commercial). They have nevertheless been requested to extrapolate the cost of the 500 from the B1/B2, B5 B8 Sunday operations and give a revised quotation for PT/C16. If necessary some minor adjustments may be required in timings or number of journeys to remain broadly within the contribution that the County Council makes at present to these operations. The outcome will be reported in Confidential Annex 2.

Arriva the Shires Ltd
Service 800 – Sundays (High Wycombe – Reading) (Contract PT/S 31)
(Item Q)

60. Under a separate contract, the County Council supports an hourly daytime Sunday/Public Holiday service on Arriva the Shires route 800 (High Wycombe – Marlow – Henley – Reading). This is just for the section within the County from Fawley (east of Henley) to the Reading Borough Boundary at Caversham. Arriva provide the Monday – Saturday service on 800 on a wholly commercial basis with no support from Oxfordshire County Council.
61. The 800 Sunday service is however also funded under a separate arrangement with Buckinghamshire County Council for the Henley – Marlow – High Wycombe section, and that authority is seeking to generally withdraw subsidies from Sunday operations. Under the terms of PT/S 31, Arriva are therefore committed to run the section within Oxfordshire unless they surrender the contract prematurely (it expires in June 2012).
62. Early indications from the company are that they are assessing the degree of commercially that the route has within Buckinghamshire but are hopeful of continuing the Oxfordshire section (within the current contract price). No subsidy has been received (or requested?) for the short section within the Reading Borough area, although some local passengers are carried within this area, especially on Sundays when other parallel Reading Transport services are less frequent. Further developments will be reported in Exempt Annex 2.

Oxford Bus Company
Service 2A – Diversion via Lyne Mead, Kidlington (evenings and Sundays) (Contract PT/O 20) (Item R)

63. This “de minimis” arrangement was considered as part of the Oxford Area review in June 2010, when the contract had then run for period of four years. It covers a short diversion on the otherwise commercial Oxford Bus 2 group of services (City – Kidlington) to serve Lyne Mead during the evenings and on Sundays.
64. Oxford Bus offered in June 2010 to incorporate these journeys into the new Quality Bus Agreement (Q.A.) for the Banbury Road services from the date of implementation at no cost to the Council. The Cabinet Member for Transport at the Decision Meeting on 25 March 2010 therefore agreed to extend contract PT/O 20 (and continue payment) until the introduction of the Q.A.
65. However the introduction of the Q.A. has been delayed by unforeseen technical problems and no date has currently been set for implementation. The current contract under PT/O 20 cannot legally be extended beyond 4 June 2011, so if the Q.A. has not been introduced by this date a new contract will have to be entered into with Oxford Bus. The company has been requested to provide a new “de minimis” quotation (expected to be the same as at present) and this will be recorded in the Exempt Annex 2.

How the project supports LTP2 objectives

66. The 'Accession' system is able to provide a detailed accessibility study for the rural areas under review in respect of the Thame and Watlington area. Oxford City is outside the LTP objectives in terms of the accessibility criteria. Officers will give a provisional indication in Annex 2 where appropriate, of those service options which, if agreed, would have either a significant positive or negative effect on the accessibility score.

Financial and Staff Implications

66. The financial implications as they relate to bus service subsidies will be dealt with in Supplementary Exempt Annex 2. There are no staff implications.

SUPPLEMENTARY EXEMPT ANNEX 2

67. This document will be circulated prior to the meeting to all relevant County Council members. Each contract (or group of like contracts) will have a separate sheet in the same order and numbering as in Annex 1. Relevant information on the current service pattern, level and route will be repeated in the heading followed by the Officer's recommended option and suggested course of action (including the costs of recommended option). This section will also highlight the likely consequences of proceeding with award of this recommended option (parishes/areas unserved or known passenger flows displaced). This is followed by a summary of all the other options/prices sought and the cost /likely effect of awarding these options (and which may be awarded by the Cabinet Member for Transport in lieu of the Officer's recommended option if they so wish).

RECOMMENDATION

68. **The Cabinet Member for Transport is RECOMMENDED to:**

- (a) **make his decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 to be reported subsequently;**
- (b) **record that in his opinion the decisions made in (a) above are urgent in that any delay likely to be caused by the call-in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process;**
- (c) **thank operators for the commercial declarations made during the course of the review in respect of various contracts;**
- (d) **receive and make decisions on the matters as set out in Annex 3 to this report.**

STEVE HOWELL

Deputy Director for Environment & Economy - Highways & Transport

Background papers: Correspondence with Local Councils, Parish Transport Representatives, Transport operators and other bodies (refer to contact officers).

Contact Officers: Allan Field (Tel: Oxford 815826): Financial information.
John Wood (Tel: Oxford 815802): Wheatley, Thame, and Watlington area review and other services
Neil Timberlake (Tel: Oxford 815585): Review of grants for provision of locally organised transport schemes for people with mobility impairments.

February 2011

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SECTION A: Wheatley, Thame and Watlington Area Review

Item code	Service number	Contract number	Route	Days of operation	Current Operator	Page
A	40	PT/S 15	Thame – Chinnor – (High Wycombe)	Mon-Sat	Arriva the Shires	3-5
B	101	PT/S 20	Oxford – Watlington	Mon-Sat	Thames Travel	6-8
C	102	PT/S 19	Oxford – Horspath – Watlington	Fri/Sat Eves	Thames Travel	9
D	103,104, 113	PT/S 5	Oxford – Great Milton – Little Milton / Cuddesdon. Stanton St.John – Wheatley.	Mon-Sat	Heyfordian	10-12
E	108 118	PT/S 8	Oxford – Forest Hill (circular) Oxford – Horton cum Studley /Brill	Mon-Sat	Motts Coaches	13-15
F	111, 123, 124	PT/S 9	Chalgrove – Thame Thame Town service. Watlington – Thame.	Tues only Tues–Sat	Red Rose Travel	16-18
G	280	PT/S 13	(Aylesbury) – Thame – Oxford	Sun AM & Eve jnys.	Arriva the Shires	19-20
H	280	PT/S 14	Aylesbury – Thame	Mon-Thur eves (last jny)	Arriva the Shires	21
I	M1	PT/S 25	Watlington – Nettlebed - Reading	Mon-Sat	Motts Coaches	22-24

Community Transport services.

J	Watlington Connection	n/a	Watlington – Lewknor Interchange - Chinnor	Mon-Fri peaks	Watlington C.I.C.	25
K	Swyncombe Lifeline	n/a	Maidensgrove – Stonor – Henley	Thurs.	Walters Limo's	26

SECTION B: Other contracts elsewhere in County requiring a decision.

Item Code	Service Number	Contract Number	Route	Days of Operation	Reason	Page No.
L	H1/H2	PT/O 8	Headington shops – Headington Quarry	Mon-Fri	Replacement For 108 diversion	27-28
M	125	PT/S 61	Wallingford – Watlington	Mon-Sat	Commercial Deregistration	29
N	138	PT/S 69	Wallingford – Berinsfield – Oxford	Mon-Sat	Commercial Deregistration	30

SECTION B: Other contracts elsewhere in County requiring a decision. (Con't)

Item Code	Service Number	Contract Number	Route	Days of Operation	Reason	Page No.
O	105	PT/S 70	Wallingford – Berinsfield – Oxford	Mon-Fri	Commercial Deregistration	31
P	B1 B2 B5 B8 500	PT/C16	Banbury Town Services	Sundays	Loss of linking with Service 500 – Withdrawal of Northants CC funding.	32
Q	800	PT/S 31	(High Wycombe) – Marlow – Henley – (Reading)	Sundays	Withdrawal of Bucks C.C. Funding	33
R	2A	PT/O 20	Diversion via Lyne Mead Kidlington	Eves & Sundays	End of De Minimis contract	34

SECTION A: WHEATLEY, THAME & WATLINGTON AREA REVIEW

Wheatley area contracts to be awarded for 5 years (2011 – 2016).

Thame and Watlington area contracts to be awarded for 6 years (2011 – 2017).

ITEM A

Service 40

Contract: PT/S 15:- Thame – Chinnor – (Stokenchurch) – (High Wycombe)

(To be awarded for 6 years)

JOINT CONTRACT WITH BUCKINGHAMSHIRE COUNTY COUNCIL

(Current contract was awarded by Bucks C.C. with proportional contribution by Oxon).

Description: A regular inter-urban service between Thame and High Wycombe serving the villages of Towersey, Chinnor, Kingston Blount and Aston Rowant, as well as Stokenchurch and West Wycombe in Buckinghamshire.

Operator: - Arriva the Shires

Days of operation: - Monday to Saturdays
(NB A limited Sunday/Public Holiday/Mon-Sat Evening service operates between High Wycombe and Stokenchurch, entirely funded by Wycombe District Council. No part of it runs in Oxfordshire)

Frequency: - Hourly

Towns/Parishes served: - (7) Aston Rowant, Chinnor, Crowell, Lewknor, Sydenham, Thame, Towersey (also runs in Buckinghamshire to High Wycombe)

Alternative services: -

- a) **Thame** is served by regular routes (daily) to Aylesbury and Oxford (280). Part of the Town Service (route 123) also serves Kings Road and Queens Road in Thame. (123 is part of this review).
- b) This is the only public service to **Towersey** village, although there is a free Tesco bus to Aylesbury, Broadfields on a Thursday (Arriva).
- c) **Chinnor** has a Mon-Fri peaks hours only link to Princes Risborough Station (service 320 – Red Line) funded by Chiltern Railways as part of their franchise commitment. There is also a free Tesco service to Aylesbury, Broadfields on Fridays (Arriva). One M-F AM peak journey on the Watlington Connection (q.v) starts from Chinnor, and there is an alternative school-day only peak hour service to High Wycombe via Bledlow Ridge on route 331 (Red Line).
- d) **Crowell and Aston Rowant** is also served by the one journey on the Watlington Connection community link service to Lewknor interchange (and Watlington).
- e) The **Lambert Arms** is near Lewknor Interchange, served every day of the year, 24hrs per day by the Oxford – London Tube.
- f) Red Rose commercial service 275 (Oxford - High Wycombe) (Mon-Fri) parallels this contract from the Lambert Arms to High Wycombe via Stokenchurch. (three jnys each way, Mon-Fri).
- g) Competition has started since autumn 2009 between Stokenchurch and High Wycombe with commercial routes 2A and 2C introduced by Carousel Buses and retaliatory 340 (Stokenchurch – Lane End – High Wycombe) introduced by Arriva.

Contract PT/S15: Line 40 (continued)

h) National Express 737 (Oxford – Stansted Airport) also serves Stokenchurch and High Wycombe.

Current subsidy per annum: - £44,000 (O.C.C. proportion)

Average passengers per annum: - 83,886 (Oxon section only)

Cost per passenger journey: - £0.52p

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures which cover passengers travelling to/from or within Oxfordshire only)

Loadings breakdown:-

Introduced in June 2007, this service replaced a Thame – Chinnor – Princes Risborough service wholly funded by Oxfordshire C.C. The New Line 40 has been quite successful, partly due to the opening of the new Eden shopping centre in High Wycombe. Some journeys suffered from insufficient capacity between Stokenchurch and High Wycombe, and into Thame on Tuesday (Market day). Loadings have however suffered since late 2009 from increased competition over the Stokenchurch – High Wycombe section by other operators as well as alterations made by Arriva themselves.

Comments from consultation:-

Aston Rowant P.C - Service extensively used. Should serve Lewknor Interchange and Watlington. Earlier/later journeys requested.

Chinnor P.C - Retain and improve this service. In Bucks Primary Healthcare area so need link to Princes Risborough (for Connections to Stoke Mandeville Hospital). *Needs survey summary*

- The overwhelming trend in the comments made is the need for a bus service to/from Princes Risborough (onto Aylesbury) – often mentioning the previous no. 15 service. People wanted to be able to get to the train station and access their dentists and friends. There is also a strong need to access Princes Risborough in order to connect with buses for Stoke Mandeville Hospital.
- Many comments are made in support of existing services as the respondents rely on the services as a major influencing factor to their quality of life, however the two following points are usually made in conjunction:
- Over 20 respondents stressed that Chinnor needed evening and weekend services, so that they could feasibly use the bus as an alternative for the car.
- The timings of the bus are also cited as a problem for some users. The hourly service is inconvenient if the respondent misses the last bus and then has to wait – especially in cold weather.
- 3 respondents who live in Henton area struggle to reach the bus stops and therefore have to rely on their cars.

Thame T.C.

Bus Users UK

- Vital link to Towersey and Chinnor; should continue.

- Please maintain revenue support and timetable frequencies for route 40 at current levels. Please encourage Buckinghamshire CC to continue its share of support for this service on its present route and at its present frequency.

Public letter

- Serve Lewknor Interchange Off-peaks (run Watlington Connection from Chinnor in peaks).

Public letter

- If lose route, would be isolated – already lost Princes Risborough Link. (Chinnor resident).

Public letter

- Any changes will cause great inconvenience for pensioners – hospital appointments in High Wycombe – no banks in Chinnor. (Chinnor residents).

Public letter

- Only public transport in Chinnor; lacking vital shops in village – must be able to get to Thame/Wycombe. (Chinnor resident)

Contract PT/S15: Line 40 (continued)

Comments from consultation (Con't):-

E-mail - Had to give up driving in 2008 service used for social contact and shopping. Prepared to pay nominal fare to keep going. (Aston Rowant resident).

E-mail - Significant cross-boundary usage – retain to High Wycombe. Later bus to Chinnor or Thame requested (Stokenchurch Resident – on local action forum).

E-mail - 1) Run via John Lewis / Asda in Cressex
2) Serve Lewknor Interchange.
3) Earlier, later and more frequent service
4) Route in Thame via Wenman Road and Thame Park Road
5) In Thame, continue to Lord Williams Upper and Leisure Centre
6) Provide service to Princes Risborough for dentist and doctors
7) Fairer pricing policy as Chinnor – Thame fare expensive.
(Two Chinnor residents)

E-mail - Most disappointed if route abandoned or degraded in frequency or required a change at Stokenchurch. Prepared to pay fare (Crowell resident).

Prices sought.

A commercial proposition has been received to operate this service; this is detailed further in Annex 2.

A number of “De minimis” quotations were sought from the commercial operator for those existing journeys not covered by the commercial proposals whilst one replacement trip each way was also offered under open tender as contract PT/S 11.

ITEM B**Service 101.****Contract: PT/S 20:- Oxford – Chalgrove – Watlington**

(To be awarded for 6 years)

Description: A regular inter-urban service between Oxford and Watlington serving the villages of Garsington, Stadhampton and Chalgrove.
(NB certain peak journeys also serve Unipart House, Cowley).
This route serves Littlehay Road and Rymers Lane, Cowley.

Operator: - Thames Travel

Days of operation: - Monday to Saturday

Frequency: - Hourly
(NB additional late evening journeys on Fri/Sat nights are covered separately by Contract PT/S 19 (service 102)

Towns/Parishes served: - (6) Chalgrove, Cuxham with Easington, Garsington, Oxford City, Stadhampton, Watlington

Alternative services:-

- a) **Watlington** has alternative services to Thame (124), Reading (M1) and Lewknor interchange (Watlington connection) – all part of this review. A further service to Wallingford (125) (two jnys e.w. Mon-Sat) is not included (but see Item M).
- b) **Cuxham, Chalgrove and Stadhampton** have a market day bus to Wallingford on a Friday (126) whilst Chalgrove and Stadhampton also have a bus to Thame on Tuesdays (111 – part of this review)
- c) **Garsington** has three jnys per day (Mon-Sat) on service 104 to Wheatley and Oxford City.
- d) **Unipart** and the Watlington Road are also served by route 20 at peak times Mon-Fri, to Cowley Centre and Rose Hill. Service 12 (daily, daytime) to/from the City run nearby along Cuddesdon Road.
- e) Between Cowley Eastern by-pass roundabout and Cowley Centre a combined 30 minute frequency is provided joint with routes 103/104 to the City centre and there are also Mon-Fri peak and Saturday daytime jnys on route 20.
- f) Between Cowley and the City centre there are very frequent services, daily, however this route, together with the 103/4 provide the only services along **Rymers Lane and Littlehay Road** (off Cowley Road).

Current subsidy per annum: - £145,744

***Average passengers per annum:** - 61,138

***Cost per passenger journey:** - £2.38

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

Comments from consultation:-

Cllr David Turner Reduction in service would be counter-productive. More robust than when it was a two hourly service and c.p.j. is low. Serious complaints about Oxford pick-up stop at L1 in High Street. Also mentioned Sunday service.

Chalgrove P.C. Any reduction in service would be a retrograde step – late night service and essential part of route timings. Possibility of a Sunday service?

Comments from consultation (Con't):-

Cuxham with Easington P.C. – Questionnaire round village – 7 totally reliant on service (2 travel daily, M-F). Suggestion to reduce service to two-hourly off-peak and charge concessions a nominal fee!

Garsington P.C. – Retention of 101 essential.

Watlington P.C. The responses we received were strongly against truncating some services at Chalgrove, and were mixed on the other two suggestions. The points made were:

- 1) The peak hours trips from Watlington should not be reduced if the service is to be of any use to those using it to get to work or education (school and college);
- 2) The majority of respondents objected to a reduction in off-peak trips mainly on the grounds that a regular and predictable service was needed to make it attractive;

Where users have appointments in Oxford (mainly medical) it is not viable to arrive up to two hours early, or to have to wait a similar length of time for a return service;

Some respondents said that if cuts were essential then losing one of the off-peak morning services (after 11am) and/or one of the afternoon off-peak services (probably the 14:13 from Oxford) would be acceptable;

Where there were comments on the possible diversion of the service to include Horspath, there was a general reluctance to extend an already long bus trip, but acceptance that this was better than a reduced frequency;

Terminating the service at Chalgrove (from North) was rejected on the above grounds of frequency, but in addition because it introduced uncertainty about whether a particular service was going as far as Watlington. For some users it would make trips between Watlington and Chalgrove (to visit the surgery, for shopping, or to visit elderly family) more difficult;

One respondent made the suggestion below which we believe deserves consideration. It suggests a more useful service while at the same time addresses the possible reduction in 124 and W1 services. He suggested that *"The main local transport interchange is actually at Lewknor/Aston Rowant, from where there are frequent buses to London, Oxford, Chinnor, Thame and High Wycombe. Ideally, the 101 would terminate at Lewknor rather than Watlington in order to improve the flow through this node - timing of connections with the number 40 to Thame and Wycombe would be critical. If this was done, the M1 between Stokenchurch and Watlington could be cut, as well as the 124 (except market days) without reducing the overall service levels. The Lambert Arms might be a suitable place for all buses to stop."* There would clearly need to be scheduling adjustments and the availability of through tickets for those changing to or from the 40 service would need to be resolved but the benefits of improved links to the London Tube service, and to Thame and High Wycombe should increase the usage of the 101 service.

Bus Users UK:- Evaluate whether any of the following service enhancements might be a cost-effective use of subsidy:

- 1) A limited number of extra peak-hour journeys on Mondays to Fridays,
- 2) Re-introduction of the 2015 hrs. departure from Oxford on Thursdays,
- 3) A Sunday and Bank Holiday service, perhaps running every two hours and giving a total of about five journeys in the day and using a smaller bus such as an Optare Solo,

Public Meeting: - Service should continue as now (Chalgrove resident).

E-mail: - Good service and lifeline for village – retain hourly service No service evenings, Sundays or Public Holidays (Garsington resident).

Prices sought

A commercial proposition has been received to operate this service; this is detailed further in Annex 2. A number of “De minimis” quotations were sought from the commercial company for certain existing journeys not covered by the commercial proposals (mainly early AM/late PM peak journeys).

ITEM C**Service 102****Contract: - PT/S19 Oxford – Horspath – Chalgrove – Watlington**

(To be awarded for 6 years)

Description: - One journey each way between Watlington and Oxford City via Chalgrove and Horspath village on Friday/Saturday evenings only. This provides a later facility after the last 101 buses (see PT/S 20) as well as an evening bus to Horspath village after the last 103. (PT/S 5) Does not serve Littlehay Road and Rymers Lane.

Operator: - Thames Travel

Days of operation: - Friday & Saturday evenings only

Frequency: - One journey in each direction
NOTE: upon award of this contract, Thames Travel commercially introduced extra evening journeys on route 101 (Watlington – Oxford direct) on Friday and Saturday nights. These commercial journeys (with 102) give a two-hourly evening service in each direction and a last bus from Oxford city at 01.15.

Towns/Parishes served:-

(7) Chalgrove, Cuxham with Easington, Garsington, Horspath, Oxford City, Stadhampton, Watlington

Alternative services

- a) There are no alternative services from Watlington, Chalgrove or Garsington at the times that these journeys run
- b) Frequent City services operate from the Cowley area to the City, including later departures from City centre. (Stagecoach route N1 runs through most of the night at weekends).

Current subsidy per annum: - 102 jnys - £6,439

Average passengers per annum: - 1,981

Cost per passenger journey: - £3.25 (102 only)

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

Comments from consultation:-

Operator: - Thames Travel initially indicated that the additional late journeys would not continue were they NOT to be re-awarded this contract, and would be reviewed in any case were they to be successful.

Cllr David Turner Thames Travel has developed a popular late night Friday and Saturday service to/from Oxford and this is now regarded as an essential part of the service.

Cuxham with Easington P.C. Several villagers use 102 "occasionally" as rural taxis are expensive.

Watlington P.C. Few responses mentioned the 102 service specifically and those that did thought a more frequent service would be useful.

Public letter Use late night bus regularly to visit friends in Chalgrove (Garsington resident). Would miss these buses if stopped.

Prices sought:-

PT/S 19:- Existing service level (1.e.w) at the existing times. Excluding Horspath diversion (i.e follow normal 101 route).

ITEM D

Services 103, 104, 113

Contract: - PT/S 5

103, Oxford – Horspath – Wheatley – Great Milton – Little Milton

104, Oxford – Horspath – Wheatley – Great Milton – Cuddesdon

113, Stanton St. John – Forest Hill – Wheatley.

(To be awarded for 5 years)

Description: - Services 103/104 provide a combined hourly service from Oxford City to Wheatley via Cowley centre, Horspath and Littleworth. They then serve Great Milton before dividing to give broadly alternate journeys on each route. The 103 serves the Haseleys and Little Milton; 104 serves Cuddesdon and Denton with some jnys to/from Garsington. The 113 provides a shopping facility from Stanton St. John and Forest Hill to Wheatley (formerly provided by route 108).

Operator: - Heyfordian Travel

Days of operation: - Mondays to Saturdays

Frequency: - Hourly service on 103/104 combined, alternate two hourly to Little Milton/Cuddesdon.
113 - Operates one journey in each direction to/from Wheatley.

Towns/Parishes served: (8) Cuddesdon & Denton, Garsington, Great Haseley, Great Milton, Horspath, Little Milton, Wheatley, Oxford City
113 also serves Forest Hill with Shotover and Stanton St. John.

Alternative services:-

1. These routes follow the same route as frequent City services between the City Centre and Cowley (Templar's Square), although together with service 101 (also part of this review), they divert to provide a 30min frequency to the **Littlehay Road and Rymers Lane area** off Cowley Road.
2. Services 20 and 101 also serve Garsington Road between Hollow Way and the Eastern by-pass, passing the **Oxford Business Park**.
3. These are the **only services to Horspath Road, Horspath village and Littleworth**, although there is a later evening journey provided to/from Horspath on Fridays/ Saturdays on service 102 (also part of this review).
4. **Wheatley** is also served daily by routes 275, 280, BrookesBus U1 and U5X giving regular services into the City via the A40 and Headington. 275 also serves High Wycombe, and 280 serves Thame /Aylesbury.
5. **Great Milton, The Haseleys and Little Milton** have a Tuesday only service to Thame market (route 111 – included in this review).
6. The 104 is the **only service to Cuddesdon and Denton**
7. **Garsington** has a regular service, Mon-Sat, to Watlington and Oxford on route 101/102 (Part of this review).
8. The regular service to Stanton St John and Forest Hill is provided by routes 108/118 (part of this review) and these provide connections with Headington and Oxford City.

COMBINED CONTRACT (103/104/113)

Current subsidy per annum: - £195,508.11

Average passengers per annum: - 72,573*

Cost per passenger journey: - £2.69

Services 103, 104, 113 (Contract: - PT/S 5) (Continued)

(NB: - * = Any passengers who have alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Loading breakdown:-

The combined 103/104 is busiest over the City – Cowley – Horspath – Wheatley section, especially from Horspath village where these are the only services, with up to 20 regular users on the peak hour journeys.

Approximate average usage per day both to and from the villages on Wheatley – Little Milton/ Cuddesdon section is:

103/4	Great Milton –	23.0
103	Great Haseley -	5.0
103	Little Haseley -	No use recorded
103	Little Milton -	7.5
104	Cuddesdon Mill -	1.5
104	Cuddesdon village -	7.0
104	Denton -	No use recorded
104	Garsington -	1.0

This data is based on random surveys undertaken by staff from this office (42 trips in total).

The 113 has between 4 and 8 regular users, although not all travel every day.

Comments from consultation:-

Cuddesdon P.C. Most important link is to Wheatley; minimum 4 jnys e.w. per day. Peak hour buses important for Oxford workers – could link to Thornhill P & R.

Garsington P.C. Difficult to make for retention of this service (to Garsington).

Great Haseley P.C. Severely disadvantaged if service reduced. 90 minute frequency would be acceptable if served all villages south of Wheatley. Use Thornhill P& R as a "hub" for local services.

Needs Survey Summary

Comments made suggest that the respondents want existing services to not just remain but ideally to be increased, especially in the evenings and weekends. Some comments called for a more regular bus service to Thame, which is one of the main destinations for shopping. There are 2 comments that show concern over the reliability of bus service times and bus drivers driving too fast down narrow lanes.

Great Milton P.C. Hourly service to/from Wheatley is preferable to a longer but less frequent route. Service continues to Thornhill or direct to Oxford. Existing buses too large and should return to smaller minibuses (as applied before 2007).

Needs Survey Summary

The comments made by respondents largely centre on bus services not being frequent enough and therefore cannot use the bus to access necessary services such as doctor's appointments. A number of comments point to the problem of long journey times, which are off putting and increase concern if you miss the last bus in Oxford and have to wait a 2 hours for the next one. 5 comments note that the 103 is essential to a quality of life in Little Milton, though many would appreciate weekend and evening service too. 3 respondents would like a better service so that they can access Thame.

Council response supports argument that any further reduction in frequency would be counter-productive as even fewer people would use them. Against a shuttle service to/from Wheatley and/or Thornhill due to problems with connections.

Stanton St. John PTR: - Asda service (113) is useful for early shoppers but not much benefit for users of surgery

Services 103, 104, 113 (Contract: - PT/S 5) (Continued)

Comments from consultation (Con't):-

Wheatley P.C.	Vital for Littleworth Road area residents going to Templar Square; Strong opposition to any alterations.
Bus Users UK:	Please maintain revenue support and timetable frequencies for routes 103 and 104 at current levels. Evaluate whether it might be cost-effective to increase route 113 to more than one journey <i>per</i> day to give more local parishes usable access to Asda at Wheatley. Evaluate whether it might be cost-effective to revise the route of a more frequent 113 to serve Holton, connecting that parish with Asda and bus routes 103, 104 and 280.
<i>Public letter.</i>	Indispensable service (Horspath resident); no reduction in frequency.
<i>E-mail</i>	Service a lifeline. Driving to Thornhill P & R not an option – usually full. Nearest doctor and chemist are in Wheatley – village has no shop. (Great Haseley Resident).
<i>E-mail</i>	Disabled person – use 104 to Wheatley (for Doctors) or Garsington – don't need link into Oxford (Denton Castle Resident).
<i>E-mail</i>	Children use to/from Oxford for school; would be great to have bus from here to Thornhill P & R (Great Haseley Resident).
<i>E-mail</i>	Don't take away vital link (Cuddesdon resident – recently moved there).

Prices sought

PT/S 5A – Hourly service (Exiting operation)

PT/S 5B – Two hourly service with extra peak jnys.

PT/S 5C – Two hourly service.

PT/S 6A – Combined service (90 min frequency) including 108 and 113 jnys

PT/S 6B – Combined service (60 min frequency) including 108 and 113 jnys

ITEM E**Services 108, 118****Contract: - PT/S 8:-****108, Oxford – Forest Hill – Beckley – Oxford (circular)****118, Oxford – Beckley – Horton cum Studley – (Oakley) – (Brill)**

(To be awarded for 5 years)

Buckinghamshire C.C. makes a proportionate contribution for the section in their area.

Description: - A one bus operation covering two integrated routes across the South Otmoor area:-**108:** Oxford City – Headington – Forest Hill – Stanton St. John – Beckley – Elsfield – Oxford City. (Circular).**118:** Oxford City – Beckley – Horton cum Studley – Oakley – Brill. (Certain journeys on both routes also serve Headington Quarry).*The extension to Oakley and Brill is funded by Bucks County Council.***Operator: -** Motts Coaches**Days of operation: -** Mondays – Saturdays
Elsfield is only served on Mon/Tues/Thurs
118 operates on Weds/Fri/Sats only**Frequency: -** Roundly 7 trips per day to Forest Hill and Stanton St John. Beckley has 4 journeys and Elsfield 2 journeys (the latter being served on Mondays, Tuesdays and Fridays only).
Service 118 is one trip in each direction on the three days that it runs, but the last journey on route 108 from Oxford (Mon-Sat) will also continue on to Horton on request.**Towns/parishes served: -** (8) Beckley and Stowood, Forest Hill with Shotover, Elsfield, Horton-cum-Studley, Stanton St.John. Oxford City (including Old Marston P.C., Sandhills & Risinghurst P.C.).

Also runs in Buckinghamshire (serving Oakley & Brill)

*Note: Horton cum Studley is in the Cherwell District Council area and is the only Parish involved in this review not in South Oxfordshire District.***Alternative services: -**

1. Whilst frequent Oxford City services are followed through Headington as far as the Green Road roundabout and the Barton Estate, this is the only service to the **City Crematorium, Beckley, Horton cum Studley and Elsfield** in Oxfordshire situated on the South Otmoor.
2. **Stanton St John and Forest Hill** are also served by route 113 which give one return trip per day (Mon-Sat) to/from Wheatley for shopping (and is also part of this review – refer to services 103/4).
3. Services along the A40 (200, 275, 280, U1 and U5X), daily stop at the Forest Hill village turn, although towards Oxford this involves crossing the A40 dual carriageway to get to the westbound stop.
4. **This is also the only service to Headington Quarry.**

Current subsidy per annum: - £92,405.32 total cost (Bucks contribute £5,544).**Average passengers per annum: -** 108 = 17,838*
118 = 2,972*

Services 108, 118 (Contract: - PT/S 8) (Continued)

Cost per passenger journey: - 108/118 = £4.44.

(NB: - * = Any passengers who have alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures

Loading breakdown:-

Approximate average usage per day both to and from the villages on this route is:

108	Forest Hill -	30.5
108	Stanton St. John -	20.5
108/118	Beckley -	18.0
108	Elsfield -	2.5
118	Horton cum Studley -	5.0
118	Bucks villages -	8.5

This data is based on random surveys undertaken by staff from this office (34 trips in total).

Approximately 5.0 passengers per day use the section to/from Headington Quarry.

Comments from consultation:-

Forest Hill P.C:-

- 1) The council believes that a good bus service is essential for the village.
- 2) Council believes scope to expand bus usage by adjusting timings and frequency.
- 3) Discontinue Headington Quarry diversion on this route as less time in Oxford.
- 4) New service to foot of Shotover Hill area.
- 5) Clear that access is needed to Wheatley for shopping / doctors.

Needs Survey Summary

The comments made by respondents largely refer to the existing bus services as being essential to accessing services, which are otherwise not available in the parish. There are several comments about the need to improve the timings of the bus services during the day and evening (4 comments specifically mention a need for evening and weekend services). 2 respondents commented that they needed longer times between buses in order to shop at Asda (Service 113). There was 1 comment that suggested a need for a pedestrian crossing on the A40 in order for people to safely access the 280 and U1 services. Another respondent noted that taxis had to be used for hospital appointments in Oxford because existing bus services are not adequate.

Horton cum Studley PTR:-

Retain existing Wed/Fri/Sat service but run earlier at 10.00.

Retain the existing 17.35 M-Sat jny from Oxford.

Link service required to the 07.38 bus from Beckley.

Shelter needed at stop L1 in High Street.

Stanton St. John PTR:- Vital lifeline used by workers and schoolchildren.

Bus Users UK:-

- 1) Headington Quarry should have a more frequent service but this should not be provided by routes 108 and 118. Please evaluate whether it would be cost-effective to subsidize a midibus operating at least four or five journeys *per day* between Headington Quarry and central Oxford.
- 2) The new service should run *via* Headington shops, where many Headington Quarry residents shop, bank and use the Post Office and some of them work. The route should be *via* Margaret Road and either Wharton Road as at present, or Windmill Road if this can be done without road congestion delaying the service.
- 3) Such a service should include at least one morning peak hour journey into Oxford at least one evening peak hour journey to Headington Quarry.

Services 108, 118 (Contract: - PT/S 8) (Continued)

Comments from consultation:-

Bus Users UK:- (continued) 4) Please evaluate whether it would be useful to include an afternoon journey to Headington Quarry as well for secondary school pupils and college students. Evaluate whether such a service, operated by a midibus, could be extended to serve either Quarry High Street or Quarry Hollow and Beaumont Road. Both streets have narrow points, but the addition of short lengths of double yellow lines could make some of these much easier to pass.
5) Such a service could terminate at Headington Quarry. However, if a midibus could get through either Quarry High Street or Quarry Hollow, please evaluate whether the service could continue via Green Road Roundabout to terminate at Sandhills. Four or five buses *per* day for Sandhills, including ones timed to serve commuting workers, college students and secondary school pupils, could significantly reduce car dependency and increase social and economic inclusion for this neighbourhood.

Public Letter:- Concern at possible loss of service to Headington Quarry; valued by users and issues of public safety as drop off users at front doors (route has hail & ride sections, although some fixed stops now introduced).

Public Letter: - Senior citizen - use route on regular basis (Beckley resident).

Public Letter: - Use every day to get to work; no access to other transport (Beckley resident).

Prices sought:-

PT/S 8A – Existing service (with minor changes) (Inc Bucks) (inc 118)

(Bucks section will only operate if funded by that Authority)

PT/S 8B – Regular service with no operations in Bucks (Inc 118)

PT/S 8C – Off-peak service only (inc 118).

PT/S 8D - 118 jny only (1 e.w) (inc / not inc Bucks)

ITEM F

Services 111, 123, 124

Contract:- PT/S 9

111, Chalgrove - Great Milton – Thame

123, Thame Town Service.

124, Thame – Tetsworth – Watlington.

(To be awarded for 6 years)

Description:- A one bus operation covering three routes in the Thame area:-
111: Chalgrove – Stadhampton – Little Milton – Haseleys – Great Milton – Moreton –Thame (market day service).
123: THAME TOWN SERVICE via Cotemore Gardens and Towersey Drive.
124: Thame – Milton Common – Tetsworth – Postcombe - Lewknor – Watlington.

Operator: - Red Rose Travel

Days of operation:-111: Tuesdays only

123, 124: Tuesdays to Saturdays. No service on Sundays or Mondays.

Frequency:-
111: One journey in each direction (Tue)
123: Two round trips Tues- Sat.
124: Two journeys each way, Tuesdays. Four journeys each way Wed-Sat.
(One journey each way on 124 serves South Weston, all the others run via Lewknor Interchange).

Parishes served:- 111: (6) Chalgrove, Great Haseley, Great Milton, Little Milton, Stadhampton, Thame
123: (1) Thame
124: (9) Adwell, Aston Rowant, Great Haseley, Lewknor, Pyrton, Shirburn, Tetsworth, Thame, Watlington

Alternative services:

111

- a) **Chalgrove and Stadhampton** have an hourly service (Mon-Sat) to/from Oxford on routes 101/102 (Part of this review)
- b) **Little Milton and the Haseleys** have approx 2 hourly service, (Mon-Sat) to/from Oxford via Wheatley on route 103 (Part of this review).
- c) **Great Milton** has an hourly service to/from Oxford by routes 103/104 combined.
- d) This is the only service that diverts into **Moreton** village.

123

- e) Line 40 (hourly, Mon-Sat) serves the north-west side of the estate along Queens Road and Kings Road (on 123 route)(also part pf this review)

124

- f) **Thame** has regular services to Aylesbury /Oxford (routes 200, 280 daily) and High Wycombe (Line 40, hourly Mon-Sat). There are also Bucks C.C. contracted services to surrounding villages such a Worminghall, Long Crendon, Oakley, Brill and Chearsley (routes 111 - 113).
- g) **Milton Common, Tetsworth and Postcombe** are also served by Red Rose commercial service 275 to Oxford / High Wycombe via Stokenchurch (three journeys in each direction, Mon–Fri).
- h) **Lewknor Interchange** is served 24hrs, every day of the year by the Oxford Tube to/from Oxford /London and on Mon-Fri peaks by the Watlington Connection community bus service to/from Watlington (the latter is part of this review)
- i) **Lewknor village and South Weston** are only served by this route.

Services 111, 123, 124 (Contract:- PT/S 9)(Continued)

- j) **Shirburn and Pyrton** are served by the Watlington Connection and service M1 (Stokenchurch - Watlington – Reading) (one jny in each direction, Mon-Sat). The Watlington-Stokenchurch section of route M1 is a voluntary extension of Contract S25 by the operator (and is part of this review).
- k) **Watlington** has regular services to/from Oxford (routes 101/102), Wallingford (route 125) and Reading (route M1) plus the Wallingford Connection to Lewknor./ Chinnor. Only the 125 is NOT part of this review.

Current subsidy per annum:- All routes combined £42,856.09.

Average passengers per annum:-

111:-	327*
123:-	773*
124:-	11,678*

Cost per passenger journey:- £3.35 (Total contract)

(NB:- * = Any passengers who have alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

Loadings breakdown:-

- 111 - Usage of this service has declined over the years and it now carries an average of only 6.5 passengers per week to/from Thame (i.e. less than 4 return passengers). Only regular use appears to be from Great Haseley and Great Milton villages. No use recorded from Moreton village.
- 123 - An average load of 14.3 passengers per day are carried on the two round trips currently provided.

124 -

Approximate average usage per day both to and from the villages on this route is:

Milton Common -	0.3
Tetsworth -	9.0
Postcombe -	2.0
South Weston -	0.6
Lewknor Interchange -	1.6
Lewknor village -	2.4
Shirburn -	No usage recorded
Watlington:-	3.3

This data is based on random surveys undertaken by staff from this office (24 trips in total).

Comments from consultation:-

Chalgrove P.C.:- Only connection to Thame – nice to keep. Needs more promotion. Connections wanted to Wallingford and Didcot.

Great Haseley P.C. *Needs Survey Summary*

Comments made suggest that the respondents want existing services to not just remain but ideally to be increased, especially in the evenings and weekends. Some comments called for a more regular bus service to Thame, which is one of the main destinations for shopping.

Services 111, 123, 124 (Contract: - PT/S 9) (Continued)

Comments from consultation (Con't):-

Lewknor P.C:- Needs Survey Summary
Comments made suggest that the bus services are not frequent enough and take too long to reach their destinations, which is impracticable for people that need to get to work and so forth. As is common, comments for evening and weekend services are made by 3 respondents. A couple of comments note that without the bus service they would become isolated and a further comment is made about the need for a more frequent service to Thame, so that work opportunities could be increased.

Tetsworth P.C:- Minimum retain Tues/Sat link to Thame; prefer additional Monday and/or extra commuter journeys (open up school buses for public use?). Introduce circular service combined with route 40 via Chinnor. Future of 275 (Commercial Red Rose service) of concern.

Watlington P.C:- Most responses accepted that some reduction in the service was likely, with most wanting a service on market days (Tuesday) and on Saturday. All said that a morning only service on market days was not sufficient and an afternoon service was essential. Without the possibility of a later return it was not easy to schedule additional activities such as visits to opticians. There were also comments that loss of a fuller 124 service would leave residents of the smaller villages along the route with no bus service at all.

Bus Users UK: -
111 - Please maintain revenue support and timetable frequencies for route 111 at current levels.
123 - Please maintain revenue support and timetable frequencies for route 123 at current levels.
124 - At least one journey of route 124 in each direction should continue to serve Tetsworth on Tuesdays for Thame market.
However evaluate whether other journeys on route 124 could be revised between Postcombe and Thame to run via Kingston Stert and Sydenham instead of Tetsworth and Milton Common.
Also evaluate whether route 124 could be adjusted to run via Pyrton, possibly on a one-way route as the bus turns round at Watlington. This would add about 1.5 miles to the journey, including a short section where it would run into Pyrton about as far as The Plough public house, turn around and come back out again. However, in Watlington the loop could also serve Brook Street, Cuxham Road and Pyrton Lane, thus maximizing the number of households within easy walking distance of the route.

Prices sought:-

PT/S 9 Regular service on 123,124 Mon-Sat (plus new routes 120,121)

PT/S 10 Combined services with route 118, 122 (new),123, 124 and M1 (Mon-Sat)

Service 111 has not been retendered in its current form due to very low usage however specifications do include the possible retention of a link from Great Haseley and Great Milton to/from Thame.

ITEM G**Service 280 (Sundays)****Contract: - PT/S 13 (Aylesbury) – Thame – Oxford.**

(To be awarded for 5 years)

Description:- The 200, 280 services (Aylesbury – Thame – Wheatley – Oxford) are a wholly commercial operation run by Arriva, broadly every 20-30 mins daily daytime and hourly evenings and Sundays. Certain M-F peak buses (introduced in Sept 2010) run as express service 200, omitting Wheatley village.

The County Council supports two Sunday journeys, introduced in March 2008 using S106 funding from the former Rycote College site in Thame. These comprise;

- a) A new early morning journey at 08.20 from Thame and 09.00 from Oxford running approx one hour earlier than had previously been provided.
- b) An extra evening return trip at 18.45 from Aylesbury and 20.00 from Oxford reducing a previous 90 minute interval to hourly, as per the frequency during the rest of the daytime period.

Operator:- Arriva the Shires

Days of operation:- Sundays / Public Holidays

Frequency:- 2 journeys only as above (on an otherwise hourly commercial service).

Towns/Parishes served:- (8) Forest Hill with Shotover, Great Haseley, Holton, Thame, Tiddington with Albury, Waterstock, Wheatley, Oxford City (including Sandhills & Risinghurst P.C.)

Alternative services a) This is the only Sunday service between Thame and Wheatley
b) Wheatley does have the BrookesBus U1 service to the City and Harcourt Hill but the frequency varies between term and non-term time schedules.
c) Frequent City services run from Thornhill P & R and Green Road roundabout to the City Centre (but, as on other days, this is the only service from Headington direct to the Rail Station forecourt).

Current subsidy per annum: - £8,598.52 (all S106 contributions)

NB there is no contribution by Buckinghamshire County Council towards these journeys.

Average passengers per annum: - 4,522* (both return journeys combined)

Cost per passenger journey: - £1.50 (Total contract)

(NB:- * = Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

Loading breakdown:-

The new early AM bus from Thame at 08.20 has generated new passengers (average of 15 users in each direction to/from Oxford).

The evening trip (carrying an average of 12.5 passengers in each direction) would be deemed by users as part of the normal commercial frequency.

Comments from consultation:-

Arriva: -

Early indications from the Company are that the whole of the Sunday service is only just viable and continued support (especially for the extra evening trip) would be required. Further discussions will take place with Arriva

Contract: - PT/S 13 (Aylesbury) – Thame –Oxford (Con't)

Comments from consultation:-

(Continued)

Wheatley P.C:- Concern over possible effect of withdrawing subsidy on overall viability of Sunday service; suggest subsidy continues.

Bus Users UK: - Please maintain revenue support and timetable frequencies for subsidised journeys on route 280 at current levels.

Prices sought (de minimis):-

Arriva the Shires has indicated that continued support is required for the additional journeys covered by this contract. “De minimis” prices have therefore been sought to continue each journey either separately or in combination. These will be reported in Confidential Annex 2.

ITEM H**Service 280 (evenings)****Contract: - PT/S 14 Aylesbury – Thame.**

BUCKINGHAMSHIRE COUNTY COUNCIL CONTACT (de minimis)

Description:- One late night journey at 22.45 from Aylesbury Bus Station to Thame Town Hall only. This provides the last bus from Aylesbury, and the last from Haddenham & Thame Parkway station to Thame. It is mainly funded by Buckinghamshire County Council with Oxon just paying a small proportion for the section into Thame.

Operator:- Arriva the Shires

Days of operation:- Monday to Thursday evenings only.

(NB. This journey also runs on Friday and Saturday evenings but is provided commercially by Arriva).

Frequency:- One journey in one direction only

Towns/Parishes served:- (1) Thame Town

Alternative services

- a) There is no other public bus service in this direction at the time that this journey operates.
- b) There is a taxi company based on the forecourt of Haddenham & Thame Station. (CabCo Taxis))

Current subsidy per annum: - £1,500 (Oxon proportion)

Average passengers per annum: - 506 (to/from or within Oxon only)

Cost per passenger journey: - £2.96

Loading breakdown:-

Usage on our surveys has been very low, with no passengers travelling wholly within Bucks – The observed users all travelled from Aylesbury to Thame with no pick-up at Haddenham and Thame Station. May be busier on the nights when it is provided commercially by the operator?

Comments from consultation:-

Bucks C.C. Early indications are that they are unlikely to continue to fund their section of this journey due to low usage and the need to make economies. They will get an indication from the operator of the likely effect (if any) that this might have on the commercial jnys (on Fri/Sat).

Thame T.C. Perturbed about stopping last bus from Aylesbury in view of opening of new Waterside Theatre there; should continue.

Prices sought (de minimis):-

In view of the low level of usage, and the need to make savings, both local authorities have agreed to discontinue funding for the Monday-Thursday evening journeys. Any reaction by Arriva in respect the non-supported journeys will be reported in confidential exempt Annex 2.

Note:- In view of changes proposed by Bucks C.C. as part of budget economies the change date for this withdrawal may be prior to June 2011.

ITEM I**Service M1****Contract PT/S 25:- (Stokenchurch) – Watlington – Reading**

(To be awarded for 6 years)

Description:- One journey each way (Mon-Sat) between Watlington and Reading via Cookley Green, Nettlebed, Highmoor, Sonning Common, Gallowtree Common, Kidmore End and Emmer Green.

Note: The route is extended commercially by Motts Coaches from Watlington to Stokenchurch via Lewknor interchange. Not part of contract.

Operator:- Motts Coaches.

Days of operation:- Monday to Saturday.

Frequency:- One journey each way.

Towns/Parishes served:-

(7) Highmoor, Kidmore End, Nettlebed, Rotherfield Peppard, Sonning Common, Swyncombe, Watlington. Reading Borough.

Commercial section: *Aston Rowant, Lewknor, Pyrton, Shirburn*
Also runs in Buckinghamshire (To Stokenchurch)
(not part of contract)

Alternative services:-

- a) The commercial section between Lewknor Interchange and Watlington is also served by route 124 to/from Thame and the Watlington Connection service (both part of this review).
- b) **Watlington** has a regular service to Oxford City (routes 101, 102), service 124 to Thame and the Connection to Lewknor Interchange – all part of this review. Two jnys per day (Mon – Sat) are provided to Wallingford (route 125). These are not part of this review.
- c) Parts of **Swyncombe** parish are served by the Swyncombe lifeline bus to Henley on a Thursdays (part of this review).
- d) **Nettlebed** has regular service (139) to Henley and Wallingford, daily.
- e) This is the main service to **Highmoor, Gallowtree Common, Kidmore End and Chalkhouse Green**.
- f) **Rotherfield Peppard** also has a limited Mon-Sat service to Henley and Woodcote by route 145.
- g) **Sonning Common** is served daily by the frequent Reading Buses Vitality 2 route to/from Reading which provides the direct link between these places.

Current subsidy per annum: - £44,401

Average passengers per annum: - 5,946*

Cost per passenger journey: - £7.47

(NB:- * = Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

Loading breakdown:-

- . Approximate average usage per day both to and from the villages on this route is:
Watlington – 4.00
Cookley Green - No observed users
Park Corner - No observed users
Nettlebed - 4.25
Highmoor - 2.50
Satwell - No observed users

Continued.

Service M1 (Contract PT/S 25)(continued):-

Loading breakdown (continued):-

- Approximate average usage per day both to and from the villages on this route is:

Rotherfield Peppard -	1.25
Sonning Common -	No observed users
Gallowtree Common	2.00
Kidmore End -	No observed users
Chalkhouse Green -	No observed users
Emmer Green -	0.75

This data is based on random surveys undertaken by staff from this office (8 trips in total). Overall usage of this route is poor

Comments from consultation:-

Highmoor P.C:-

Needs Survey by 4 regular users.

Use from Highmoor to Reading / Caversham for work purposes.

Timed connections with 139 at Nettlebed? Council cannot stress strongly enough the importance of keeping this service at its present level despite heavy cost if the County Council is not to discriminate against those living in rural communities.

Kidmore End P.C:-

Concern at loss of only means of transport. Consider loading figs are not representative. Consider the Parish needs and benefits from the continuation of the only bus service to Reading that is capable of being used by the majority of residents and that the use of public subsidy is fully justified by the benefits to the community. Once lost it will never be restored.

Nettlebed PTR's:-

Useful service; propose no change.

Reading Borough: -

Suggested days of operation could be Wed-Sats (Markets) or Mon/Wed/Fri? Wider suggestion includes withdrawal north of Peppard and integration with service 142 (OCC contract due to expire June 2012), serving Stoke Row.

Watlington P.C:-

There was nearly universal acceptance of a reduction in the service. Of those who expressed a preference the preferred service was Saturday and at least one other day. There was however a very strong response that reducing the duration of the stay in Reading to two hours would make the service less acceptable. There was some support for an increase in the stopover time which could allow an additional service to be run to the villages north of Reading. We assume that at least in part the high cost of this service is because it occupies a bus for most of the day, so there is some hope that running a shorter service in the vicinity of Reading would reduce this cost. We had no suggestions for alternative routes either for the M1 or for the local service.

Bus Users UK: -

Please evaluate whether it would be cost-effective to subsidize a more frequent service between Reading and Rotherfield Peppard. Extra journeys on this section might be more viable if they were to continue *via* Rotherfield Greys to Henley-on-Thames. This would give Chalkhouse Green, Gallowtree Common, Kidmore End and Sonning Common a direct link with Henley. As well as increasing economic and social inclusion, this could help to balance passenger loadings on return journeys

Also evaluate whether it would be cost-effective to subsidize a low frequency bus service to Nuffield, either by adding a branch service to route M1 or 142 (giving a link with Reading) or possibly route 145 (giving a link with Henley).

Service M1 (Contract PT/S 25) (continued):-

Comments from consultation:-

Bus Users UK: -

(Continued)

Huntercombe Young Offender Institution is on route 139 but this runs only between Henley and Wallingford. An extension of either the M1 or the 142 through Stoke Row (population 625) and Nuffield to Huntercombe would give the YOI a direct bus link with Reading. Currently route 142 is more frequent (five or six journeys per day) but route M1 is far more direct and may have more scope for service development.

Public e-mail:-

Public Letter: -

Objection to reduction in service (Parish?)

Live up outward AM jny to Stokenchurch from Aston Rowant? Run back during layover in Reading and provide a link from Chinnor to Princes Risborough. (Aston Rowant resident).

Prices sought by tender:-

PT/S 25A - Existing service (one jny each way)(Minor changes)

PT/S 25B – Three jnys (some part way only –includes new M2 route).

PT/S 10 – Combined contract with routes 118, 122, 123, 124 and M1.

Community Transport services.

ITEM J

Watlington Connection:-

Watlington – Lewknor Interchange – Chinnor

Description: - A community transport service operating mainly “on demand” between Watlington and the “London Tube” at Lewknor interchange. One jny also serves Chinnor.

Operator: - Watlington C.I.C.

Days of operation: - Mondays to Fridays

Frequency: - There are a number of scheduled trips Mon-Fri AM peak but all PM Peak journeys require telephoning in advance to operator, to be met at Lewknor

Towns/Parishes served:-

(7) Aston Rowant, Chinnor, Crowell, Lewknor, Pyrton, Shirburn, Watlington

Alternative services:-

- a) **Chinnor, Crowell and Aston Rowant** are served by the regular Line 40 route Mon-Sat (Thame – High Wycombe) – part of this review.
- b) **Lambert Arms** is on Line 40 and is also served by commercial Red Rose service 275 (Oxford – High Wycombe) – three jnys each way Mon-Fri.
- c) **Lewknor, Shirburn and Pyrton** are also served by route 124 (Tues-Sat) to/from Thame and service M1 (to/from Reading) – both part of this review.
- d) **Watlington** has other services to Oxford (routes 101/102) and Wallingford (service 125) together with routes 124 and M1 mentioned above. All of these routes, apart from 125 are part of this review.

Current subsidy per annum: - Declining subsidy agreement.

Average passengers per annum: - 1,443

Cost per passenger journey: - n/a

Loading breakdown:-

Figures supplied by operator indicate an average of 6 users per day. Watlington C.I.C. however point out that this is still assisting in reducing the number of cars parked at Lewknor Interchange.

Comments from consultation:-

Watlington P.C.:- We received little comment on the Community bus service to Lewknor, other than general statements that they used it occasionally. It was however suggested that additional routes for the bus could be market day trips to Henley or to High Wycombe, or that it could be used to replace the 124 service on days when the 124 did not run.

Bus Users UK: - Please maintain revenue support and timetable frequencies for route W1 at current levels.

Prices sought:-

Watlington C.I.C. has already indicated that they do not expect the existing declining subsidy to continue beyond 4th June 2011 when the contract ends. They are however prepared to continue the service whilst they have sufficient resources, and are actively seeking additional work. There is no reason why they should not bid for appropriate work in this tender round or seek to operate services such as the Swyncombe Lifeline.

ITEM K**Swyncombe Lifeline**
Maidensgrove – Stonor - Henley

Description A community supported service from a number of communities that have no public transport including Maidensgrove and Russell's Water to/from Henley on Thames. Extended in 2007 to also cover Stonor and Assendon following withdrawal of conventional service (part of route 124).
Service is also funded by contributions from Parishes and Oxfordshire Rural Community Council.

Operator Walters Limo's'

Days of operation Thursdays

Frequency One journey each way

Towns/Parishes served: - (4) Bix & Assendon, Henley, Pishill with Stonor, Swyncombe,

Alternative services: - Swyncombe Parish (Cookley Green and Park Corner) has a service 6 days per week to Reading on service M1 (Part of this review). Bix has a regular daily links to Wallingford and Henley (service 139)

Current subsidy per annum: - £2,000 from O.C.C.

Cost per passenger journey: - N/A

Loading breakdown:-

ORRC report that there are between 6 to 8 regular users. Despite being added as a pick-up there are reportedly no regular users from Stonor. Three occasional users from the Assendons.

Comments from consultation:-*Oxfordshire Rural Community Council*

Has indicated that it is unlikely that their contribution towards the funding of this service will be available after 31st March 2011.

Bix & Assendon P.C Vital service; Parish financially supports service and urges OCC to continue to do so.

Bus Users UK:- Middle Assendon and Stonor are on the B480, which is a direct, good-quality secondary road between Henley-on-Thames and Watlington. Please evaluate whether it would be cost-effective to subsidize a low-frequency bus service between Henley and Watlington via Lower Assendon, Middle Assendon and Stonor. Between Stonor and Watlington it could run via either Pishill (to remain on the B480) or Maidensgrove and Russell's Water (a narrower, minor road but with more population).

The route would have the disadvantage that Watlington is a much smaller destination than Henley. However, this could be mitigated by well-timed connections at Watlington with route 101 for onward travel to Chalgrove, Cowley and Oxford. It might be tempting to consider serving Watlington – Henley by extending some journeys of route 101. However, this could unnecessarily complicate the 101's current simple timetable in which two buses suffice to give an hourly service.

Prices sought: - Indications are that existing support from Oxfordshire Rural Community Council is likely to cease. Further developments will be recorded in Annex 2.

SECTION B: Other contracts elsewhere in County requiring a decision.

ITEM L

PT/O 8 Service H1 Old Marston – Headington

Extension to serve Headington Quarry

Description:- It is proposed that an existing service, provided since June 2010 between Old Marston and Headington shops will be extended to the Headington Quarry area replacing journeys currently provided by diversion of service 108/118 (PT/S 8). Certain journeys would also serve Sandhills

Operator: - Oxfordshire County Council Special Transport Services

Days of operation: - H1 – Wednesday and Friday (existing).
H2 – Mondays to Fridays (proposed)

Frequency: - Currently three jnys e.w (Mon-Sat) (108/118)
Proposal is for four jnys at broadly hourly intervals (Mon-Fri) (H2)

Towns/Parishes served: - Oxford City, Risinghurst and Sandhills P.C.

Alternative services: - **Frequent** services (daily) along London Road serve the north side of the area but the parts of the Quarry are more than 400m from a bus service. Narrow roads in the area make access for full sized vehicles difficult.

Current subsidy per annum: - £2,460 for service H1

Cost per passenger journey: - N/A

Loading breakdown: - Approximately 5.0 passengers per day use the section to/from Headington Quarry on the existing 108 service.

Comments from consultation:-

Bus Users UK: - 1) Headington Quarry should have a more frequent service but this should not be provided by routes 108 and 118. Please evaluate whether it would be cost-effective to subsidize a midibus operating at least four or five journeys *per day* between Headington Quarry and central Oxford.
2) The new service should run *via* Headington shops, where many Headington Quarry residents shop, bank and use the Post Office and some of them work. The route should be *via* Margaret Road and either Wharton Road as at present, or Windmill Road if this can be done without road congestion delaying the service.
3) Such a service should include at least one morning peak hour journey into Oxford at least one evening peak hour journey to Headington Quarry.
4) Please evaluate whether it would be useful to include an afternoon journey to Headington Quarry as well for secondary school pupils and college students. Evaluate whether such a service, operated by a midibus, could be extended to serve either Quarry High Street or Quarry Hollow and Beaumont Road. Both streets have narrow points, but the addition of short lengths of double yellow lines could make some of these much easier to pass.

PT/O 8 Service H1 Old Marston – Headington

Comments from consultation (Continued):-

5) Such a service could terminate at Headington Quarry. However, if a midibus could get through either Quarry High Street or Quarry Hollow, please evaluate whether the service could continue *via* Green Road Roundabout to terminate at Sandhills. Four or five buses *per* day for Sandhills, including ones timed to serve commuting workers, college students and secondary school pupils, could significantly reduce car dependency and increase social and economic inclusion for this neighbourhood.

Public Letter:-

Concern at possible loss of service to Headington Quarry; valued by users and issues of public safety as drop off users at front doors (route has hail & ride sections, although some fixed stops now introduced).

Prices sought: - A “*de minimis*” quotation sought from OCC Special Transport Services to extend their existing operations to include the Quarry area. No change to contract end date (June 2016). Details will be reported in Confidential Annex 2.

ITEM M**PT/S 61 Service 125:- Watlington – Wallingford**

Description: - Service runs mainly along the B4009 road between the two centres but diverts in Ewelme village serving parts not covered by the regular 132 route.

Premature surrender of contract (due to expire June 2012) by existing contractor. Whilst in the review area (serving Watlington) this service was not included as part of the review process, as contract is deemed to be part of the Wallingford area, due to be undertaken next year.

Operator: - Thames Travel

Days of operation: - Monday to Saturday

Frequency: - Currently three jnys (2 westbound, 1 eastbound) Mondays to Fridays.
Four journeys (2 each way) Saturdays.

Towns/Parishes served: - 6) Benson, Brightwell Baldwin, Crowmarsh, Ewelme, Wallingford
Watlington.

Alternative services: -

Benson: - Is also served by routes X39/X40 (daily, from the Marina stop) to/from Oxford/Reading; Service 132 also serves the Village centre.

Crowmarsh: - Is served by the X39/X40 and additionally has service 139 to Henley (daily).

This is the only bus service to **Brightwell Baldwin, Britwell and Ewelme village** – the 132 serves Ewelme (Shepherd's Hut).

Watlington has links to Oxford (route 101), Thame (124) and Nettlebed/Reading (route M1).

Wallingford also has regular Mon-Sat links to Abingdon, Didcot, Goring, and Henley, Oxford and Reading (daily).

Current subsidy per annum: - £22,155.77

Cost per passenger journey: - N/A

Loading breakdown: - Only limited surveys undertaken recently. Usage at last review in 2008 was an average of 12 passenger journeys per day (based on different timetable). Main usage is for end to end journeys and from Ewelme village to/from Wallingford.

Comments from consultation:-

In view of short notice given by the operator of this surrender (although within the prescribed timescale in the contract), route 125 was not included in the main consultation exercise as part of the review. Accordingly the parishes affected have been written to separately seeking their views, particularly as one option suggested includes a reduction in the level of service. This exercise will be concluded before the Cabinet Member Decision Meeting and the outcome will be reported in Confidential Annex 2.

Prices sought:

PT/S 61A – Existing level of service.

PT/S 61B – Reduction to 1 jny e.w (possibly on only certain days of the week)

ITEM N**PT/S 69:- Service 138:- Wallingford – Berinsfield**

Description: - Service runs mainly along the A4074 road between the two centres but diverts to serve Dorchester on Thames, which is not served by the regular commercial X39 /X40 routes, also operated by Thames Travel, between Oxford and Wallingford.

Premature surrender of contract (due to expire June 2012) by existing contractor. The service is currently incorporated in route 106 (Oxford – Berinsfield – Wallingford), the section from Oxford to the Golden Balls roundabout being operated commercially by Thames Travel. Proposed changes to service 106 (from June 2011), dissociates the contracted section which has been surrendered.

Operator: - Thames Travel

Days of operation: - Monday to Saturday

Frequency: - Currently six northbound and five southbound jnys, at hourly intervals, off-peak only (09.30-14.30)

Towns/Parishes served: - 5 – Berinsfield, Brightwell cum Sotwell, Dorchester, Wallingford, and Warborough.

Alternative services: -

The section between Wallingford and Shillingford/Berinsfield roundabout is also served by Thames Travel commercial routes X39/X40 (Daily) (Oxford-Wallingford- Reading), and these routes stop on the Dorchester by-pass. Peak hour journeys on routes 105, 114 and 115 also serve this section and go through Dorchester. The current 106 is now the only off-peak service through Dorchester on Thames.

Current subsidy per annum: - £32,055.62

Cost per passenger journey: - N/A

Loading breakdown: - No surveys have been undertaken on this route recently. Usage at last review In 2008 was an average of 70 passenger journeys per day.

Comments from consultation:-

Route 138 is not part of the current review and in view of the short notice (albeit within the terms of the contract), no consultation has been undertaken.

Prices Sought:-

PT/S 69:- Tenders have been invited for an exact replacement of the existing service for a one year period only enabling a full review to be undertaken as part of the Wallingford area review in June 2012. The outcome will be reported in confidential Annex 2

ITEM O**PT/S 70:- Service 105:- Wallingford – Berinsfield – Oxford**

Description: - The 105 service runs mainly along the A4074 road between the two centres but diverts to serve Dorchester on Thames, Berinsfield village and Sandford on Thames, which are not served by the regular commercial express X39 /X40 routes, also operated by Thames Travel, between Oxford and Wallingford.

Proposals by Thames Travel to reorganise their commercial operations on route 106 (Oxford - Wallingford) - which is similar to the 105 but also serves Oxford Science Park and the Kassam Stadium, - will result in two morning peak buses into Oxford being de-registered as no longer commercial. Loading supplied by the operator have indicated that a replacement could be sought for one contracted journey at an intermediate timing.

Operator: - Thames Travel

Days of operation: - Monday to Friday

Frequency: - Currently two northbound journeys at 06.30 and 07.00 from Wallingford to Oxford.

Towns/Parishes served: -

11 – Berinsfield, Brightwell cum Sotwell, Clifton Hampden, Crowmarsh Dorchester, Nuneham Courtenay, Oxford City, Sandford on Thames, Wallingford and Warborough.

Alternative services: -

Commercial Service X39 provides a faster service between Oxford and Wallingford but does not serve Dorchester, Berinsfield village or Sandford on Thames.

Dorchester is also served by peak journeys on route 114 and Berinsfield village by route 116.

Current subsidy per annum: - Not subsidised

Cost per passenger journey: - N/A

Loading breakdown: - No surveys have been undertaken on this route. Usage details provided by the current operator indicate that the 06.30 bus currently carries on average 13.1 passengers in total and the 07.00, 23.7 passengers.

Comments from consultation:-

Not undertaken

Prices Sought:-

Tenders have been invited for one replacement journey leaving Wallingford between 06.30 and 07.00. A "De minimis" proposition has already been received from Thames Travel to operate journey at 06.20 from Wallingford which is prior to the existing times. All the bids received will be reported in Confidential Annex 2.

Note:- Prices for the replacement of certain late PM peak buses from Oxford (between 18.00 and 19.00) have not been sought for as it was considered that alternative facilities already exist on routes 115 or X39/X40.

ITEM P**PT/C 16:- Services B1, B2, B5, B8 and 500 Banbury Town services**

Description: - At the Banbury area review undertaken in June 2009 a contract (rev PT/S 16) was awarded covering all the supported routes in the Banbury area on a Sunday. This covered all of the operations on routes B1, B2 and B8 and one early AM trip on route B5 – the remainder of the half-hourly Sunday daytime B5 being provided commercially by Stagecoach South Midlands. In addition the hourly daytime service on Northamptonshire County Council supported route 500 (Banbury – Brackley) was included within the overall contract price offered by Stagecoach as this gave scheduling and staff efficiencies. An agreed price was off-charged to Northants based on the proportional mileage. Northamptonshire County Council has advised that as part of the efficiencies required as a result of a funding shortfall, support for all Sunday services is being withdrawn. As a result the combined contract for Banbury Sunday services will have to be re-negotiated.

Operator: - Stagecoach South Midlands

Days of operation: - Sundays and Public Holidays.

Frequency: -
B1 – Four trips every two hours
B2 – Five trips every two hours
B5 – One jny (09.00 from Bridge Street)
B8 – Hourly 09.00 – 19.00
500 – Hourly 08.40 – 18.40

Towns/Parishes served: -

1 – Banbury Town.

Alternative services: -

Service B5 to Bretch Hill is mainly a commercially on Sundays, whilst service 59 (OCC Supported) (Banbury – Oxford), provides alternative facilities close to parts of the B2 route.

Current subsidy per annum: - £44,327.94

(OCC = £21,649.77 Northants = £22,678.17)

Cost per passenger journey: - N/A

Loading breakdown: - No surveys have been undertaken on these routes since the 2009 review.

Comments from consultation:-

Not undertaken

Prices Sought:-

Stagecoach has indicated that they may continue to provide a number of journeys on route 500 on Sundays on a commercial basis. They have been requested to extrapolate the Banbury town operations from the current joint scheduling arrangement retaining as many of the existing trips on B1, B2, B5(1 trip) and B8 as possible (although some retiming may be required). This exercise will be discussed further with the Company and the outcome reported in Confidential Annex 2. Current contract was awarded until June 2013.

ITEM Q**PT/S 31:- Service 800 High Wycombe – Marlow – Henley – Reading**

Description: - The above contract (for a Sunday and Public Holiday service) is between the County Council and the operator (Arriva the Shires Ltd), for an hourly daytime operation within the County only. This is from a point east of Henley at Fawley Court to the Reading Borough Boundary at Caversham. It is due to expire in June 2012.

Buses however operate as a through service from High Wycombe to Reading, the section within Buckinghamshire being supported by that authority under a separate agreement. The operations within Reading do not receive any support on Sundays and are therefore deemed as commercial.

The company run the 800 service on Monday – Saturdays (supplemented by service 850 via Wargrave) on a wholly commercial basis within Oxfordshire.

Arriva has indicated that support for the section within Buckinghamshire may be withdrawn as part of a current review by the County, as a result of a reduced budget for supported bus services.

Operator: - Arriva the Shires Ltd.

Days of operation: - Sundays and Public Holidays.

Frequency: - 800 – Hourly

Towns/Parishes served: - 4 - Binfield Heath, Eye & Dunsden, Henley, Shiplake

Alternative services: -

Henley also has a two-hourly service to Wallingford (service 139) on Sundays
First Great Western runs an hourly service to the main line at Wargrave for connections to Reading and London.

Current subsidy per annum: - £4,659.82

Cost per passenger journey: - N/A

Loading breakdown: - No surveys have been undertaken on this service since a review in 2008.
Summary data has been requested from the operator.

Comments from consultation:-

Not undertaken

Prices Sought:-

Discussions are continuing with the operator as to the future of the Sunday 800 service. Retention of as Henley – Reading link is considered as worthwhile but this should be at a similar or lesser price than the current contract. Any arrangement would only be for one year until the full review in June 2012. Further developments will be reported in Confidential Annex 2.

ITEM R**PT/O 20:- Diversion of service 2A via Lyne Mead, Kidlington (Eves & Suns)**

Description: - The above contract (for an evening and Sunday/Public Holiday service) covers the diversion of a commercially operated service provided by Oxford Bus between Oxford City Centre and Kidlington, to include also serving Lyne Mead Estate in Kidlington.

This was considered as part of Oxford City review undertaken in June 2010 and at the time the Company offered to incorporate the evening and Sunday loop round Lyne Mead as part of the new Quality Bus Agreement covering the Oxford – Kidlington corridor, and at no cost to the County Council. This would have accrued a saving, but it was recommended at the respective Cabinet Member Decision Meeting (held on 25th March 2010) that the “de minimis” payment covering this diversion be continued until the QBA was introduced (expected at the time to be autumn 2010).

Issues regarding compatibility of ticket machines have meant that the full introduction of the Quality Bus Agreement has been unavoidably deferred and no date has currently been set for its introduction.

Whilst in June 2010 it was legally possible to extend contract PT/O 20 for what was expected to be a further temporary period, the current “de minimis” contract is limited to a legal maximum of five years and must therefore terminate in June 2011. The Company has quoted a new rate (at the same price as the current contract), to continue this diversion beyond 5th June 2011 should the QBA have not been implemented by this date.

Operator: - Oxford Bus Company

Days of operation: - Evenings (Mon-Sat) and all day Sundays and Public Holidays.

Frequency: - 2A – Hourly

Towns/Parishes served: - 1 – Kidlington.

Alternative services: - These journeys are the only buses round Lyne Mead at these times although the main (and more frequent) Oxford Bus service 2 and Stagecoach Service 7 serve Grovelands. Stagecoach 59 also serves Banbury Road, Kidlington during Sunday daytime (4 jnys e.w.).

Current subsidy per annum: - £21,149.11

Cost per passenger journey: - N/A

Loading breakdown: - No surveys have been undertaken on this service since the review in 2010.

Comments from consultation:-

Not undertaken

Prices Sought:-

“De Minimis” price for diversion of service 2A via Lyne Mead under new contract PT/O 21. Contract would only be awarded until the date of introduction of the Quality Bus Agreement. Any further developments will be reported in Confidential Annex 2.

REVIEW OF GRANTS FOR PROVISION OF LOCALLY ORGANISED TRANSPORT SCHEMES FOR PEOPLE WITH MOBILITY IMPAIRMENTS

Introduction

1. This report invites the Cabinet Member to consider future funding for two locally organised community transport schemes, the current funding arrangements for which expire on 31 March 2011. This date marks the end of an experimental one-year funding agreement, entered into as a result of the decision of the Cabinet Member for Transport in January 2010.
2. Oxfordshire County Council has continued to give grants for a number of locally-organised transport schemes, some of which date back to the 1980s. Both the schemes being considered in this report fall into this category. In both cases, the local community is either providing funds or volunteer effort (or both) and therefore the absolute cost of these schemes is low.
3. In the case of both of the community car schemes referred to below, the client pays the volunteer driver a fare for the journey (which in the case of hospital journeys meeting NHS criteria may be re-claimed from the Hospital Trust on application), and it is the irrecoverable overhead costs related to the scheme organiser, the administration of the scheme, and the need to match journey requests with volunteer drivers which the County Council is being asked to contribute towards.
4. All volunteer car schemes are encouraged to try to secure funding from the appropriate NHS Trusts to support the costs associated with those journeys undertaken to meet hospital appointments and by clients referred to schemes by the Hospital Transport Unit. Oxfordshire Rural Community Council (ORCC) works with schemes, collectively and individually, to lobby the NHS in this way.
5. For both of these reviews consultation has been carried out with all the appropriate Parish Councils, the District Council and relevant County Councillors, as well as Transport For All, Oxfordshire Unlimited, and ORCC. Specific responses are summarised in the appropriate sections and copies of all consultation responses have been deposited in the Members' Resource Centre. Any additional responses received will be reported to the meeting orally.

Didcot Volunteer Centre car scheme

6. Didcot Volunteer Centre was established in March 2000 and is based currently in a room at the Methodist Church in Didcot. The centre reports that it has over 400 clients, who have mobility and low income issues and are disadvantaged older adults. The Centre provides, amongst its services to the community, a car scheme providing transport to and from medical, hospital and other appointments for those who are physically unable to use

conventional public transport. The car scheme is served by a pool of some 20 volunteer drivers (mainly themselves aged over 60 years), who provide pre-booked journeys to the clients, using the drivers' own cars. The service is provided to residents of Didcot and outlying villages and parishes (which include the Astons, Milton, Blewbury, the Moretons, Chilton, Steventon, the Hagbournes, Upton, Harwell and the Wittenhams).

7. All the drivers are volunteers, who give their time freely. Users of the service are charged at a rate of 40p per mile, except that there is a flat-rate charge of £4 for local trips and £15 for Oxfordshire hospitals.
8. The service is unable to accommodate the needs of wheelchair-users. Parishes in the Vale of White Horse district are additionally served by the Octabus Dial-a-Ride service, but there is currently no Dial-a-Ride service serving South Oxfordshire parishes, and most of the parishes served by the Didcot Volunteer Centre car scheme have no other community-based transport scheme for the benefit of residents of the parish.
9. Information provided by Didcot Volunteer Centre reports that the service undertook 2,870 drives during the period 11th January to 4th November 2010 (and anticipated that the 2010 year-end total would reach 3,500 drives), taking service users to hospital appointments, doctors, shopping, hairdressers, hospital visiting, dentist, clubs and visiting friends etc.
10. The total annual running costs for the scheme are currently around £4,500 per annum. The greatest single outlay is £2,000 per annum to pay the scheme organiser for six hours per week (at close to minimum wage). The Centre states that "it is becoming increasingly difficult to find funding for this running cost each year". The Centre have accordingly asked the County Council if it would be prepared to fund the costs of the scheme organiser in future – "A longer term agreement would give us a more stable basis for the future, enabling Didcot Volunteer Centre to maintain this low-cost solution for our community transport users and keep pace with the planned expansion in Great Western Park".
11. Oxfordshire County Council's Social & Community Services Directorate supports the Volunteer Centre with a grant of £500 in recognition of the number of journeys which the car scheme undertakes to and from Council-run Day Centres. This supplements the Council's own transport provision, either to provide journeys for new clients where there is no Council-provided transport available or where the only Council provision is too early in the morning for the client. Sometimes the car scheme will take clients to the Day Centre, and S&CS will provide the return journey.
12. Following an initial experimental grant of £250 for the financial year 2010/11, the organisers of the car scheme have now requested a grant of £2,000 per annum in future.

13. On this basis, and extrapolating the figure for passenger journeys shown above, the subsidy cost per passenger journey in a full year would be approximately 29p.
14. A letter of support has been received from Cllr Tony Harbour (County Council member for Didcot South division) who stated: "I fully support the group and the work they do. Without this service a lot of people would be stranded and not able to leave their home, which is something most of us take for granted. As a member of Didcot Town Council I know we do grant aid them a small sum each year to enable them to carry on the fantastic work they do. Therefore if there is any way that the County could continue to support them and possibly increase the money they are able to make available I would be fully supportive of this".

Cholsey Car Scheme

15. Cholsey Car Scheme was formed in 2000 and is managed by a committee of six persons. The scheme has a co-ordinator who is paid for six hours' work each week. The scheme does not have any premises, as the co-ordinator works from home.
16. The scheme is operated to provide door-to-door transport to elderly and disabled residents of Cholsey who cannot use conventional public transport. It currently has a complement of 20 volunteer drivers (of whom approximately ten are regular drivers for the scheme), who provide journeys for some 40 clients. Clients tend to be over 70 years old, and reach 90+.
17. The service is provided solely to Cholsey residents who are unable to use, or who find it very difficult to use, conventional bus services. The service is unable to accommodate the needs of wheelchair-users. There is currently no Dial-a-Ride service serving Cholsey parish, and no other community-based transport scheme is known to operate for the benefit of residents of the parish.
18. The Car Scheme organiser reports that the service undertook 309 journeys during the first six months of 2010 (with a further 184 journeys between 1 July and 11 October 2010), taking service users to hospital appointments, doctors, hairdressers, church meetings, shopping, opticians and visiting friends etc. Cholsey car scheme organisers report an upward trend in the level of demand for their service. Based on figures supplied by Cholsey car scheme, journeys for health purposes generally seem to account for approximately a quarter to a half of all journeys.
19. The scheme has supported itself significantly in the past, raising some £600 per annum from cake and book sales towards its current £1,300 per annum running costs. However, it is expected that these costs will now rise to some £1,800 per annum in the course of compliance with employment legislation, and this may threaten the continuation of the service without the surety of a grant contribution. The scheme organiser is paid an honorarium of £1,200 per annum, but this has not paid regard to minimum wage legislation.

20. The car scheme is seeking a grant of £1,000 per annum to assist its continuation. Based on 625 return journeys each year (extrapolated from the figure for January-October 2010) this would equate to a cost per passenger journey of £1.60.
21. Supportive comments were received from Cholsey Parish Council, which stated "Cholsey Parish Council fully appreciates and values the service that the above scheme provides for the village and a small donation is generally contributed on an annual basis from the Parish Council. The service is well used, no other transport scheme operates within the Cholsey parish, and the drivers are all volunteers. There is currently no Medical Centre within the village. The scheme provides a door to door service, unlike the bus which can be difficult for the elderly and not necessarily at the required times. It also has the added advantage that the car driver will assist, if necessary, the patient safely through doors etc, to the appropriate waiting area at a hospital/doctor appointment. I do hope the Council will continue to support this much needed and appreciated service."

Financial and Staff Implications (including revenue)

22. The total cost of these various schemes currently amounts to £1,250.00 per annum. The total cost of the recommendations below amounts to £3,000.00 per annum. The report is not considered to raise any staff implications.

RECOMMENDATIONS

23. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **Pay Didcot Volunteer Centre £2,000.00 per annum to support the provision of its volunteer car scheme for a period of four years commencing 1 April 2011, and to ask officers to work with the organisers of the scheme and with Oxfordshire Rural Community Council to develop methods to streamline the administration of the scheme and to enable it to provide more robust data on the number of journeys made, journey purpose, etc.**
 - (b) **Pay Cholsey Car Scheme £1,000.00 per annum to support the provision of this volunteer car scheme for a period of four years commencing 1 April 2011, and to ask officers to work with the organisers of the scheme and with Oxfordshire Rural Community Council to develop methods to streamline the administration of the scheme and to enable it to provide more robust data on the number of journeys made, journey purpose, etc.**