

# Public Document Pack

## CABINET MEMBER FOR TRANSPORT – 31 MARCH 2011

### ADDENDA

#### 2. Questions from County Councillors

##### **Councillor Jean Fooks**

“Last year I and a local resident, Allan Freinkel, presented a petition from residents in Elisabeth Jennings way for the removal of the rumble strips which are causing serious noise disturbance to the people living nearby. At the time the road was unadopted so outside the control of the County Council. The road has now been adopted and an estimate has s been obtained for the replacement of the cobbles with plain tarmac, but no funds are as yet identified The yellow lines that are now painted have removed the parking that used to occur, and it is felt that traffic speeds have increased as a result to way over the 20mph limit. Residents would like to have some measure in place which was designed to reduce the excessive speeds here; to replace the current raised table and cobbles would cost nearer £7,500 . Would the County Council now please consider the speed issue as well as the noise nuisance and identify funds that could be used to address the problems here? “

##### **Reply from Councillor Rodney Rose, Cabinet Member for Transport**

The design meets the Council’s design requirements and was introduced to reduce speeds in the residential area. We feel that it does achieve what it is meant to. The noise seems to be exacerbated by the speeds of the approaching vehicles from the main entrance road.

As pointed out at a recent site meeting with Cllr Fooks, there have been no complaints from residents close to similar features at other locations in the development.

Whilst I appreciate that this is a concern for Cllr Fooks and some residents it cannot be considered a priority for funding, which we all know is extremely restricted.

##### **Councillor John Tanner**

"Will the Cabinet member accept my thanks for rebuilding the Iffley Road which is long overdue for repair?

"Will he consider bringing forward the establishment of the pelican crossing at Percy Street to the first phase of the road improvement? The route across Iffley Road at this point between the split school site is much used by children attending Saints Mary & John Primary School and the earlier the installation of the pedestrian crossing the better. I am not arguing against starting the repairs from the Plain but

adding the crossing initially as a stand alone feature at an earlier stage.

"Will he consider consulting residents about the removal of parking, particularly during peak hours, on the north outward-bound side of Iffley Road? This could allow for a cycle lane east bound (as well as west bound) on Iffley Road. I am not arguing for a delay in starting the works. Once the residents have been consulted and the road works completed lines could then be painted for parking or for a cycle lane as appropriate.

"I hope you are fully recovered."

### **Reply from Councillor Rodney Rose, Cabinet Member for Transport**

Yes!.....

Officers have considered the possibility of bringing forward the construction of the zebra crossing, which is scheduled to be built in Phase 2 (Henley Street to Donnington Bridge Road). This would require a temporary facility to be built, including works that would need to be removed and replaced during Phase 2. The budget for the project is limited and there is no additional funding available for this work. A permanent crossing is due to be installed in summer 2012, and until then, people wanting a formal crossing can continue to use the pelican crossing near Fairacres Road, which is only a short walk away.

Officers have had internal discussions about how to accommodate cycle lanes on both sides of the road, particularly near to the Plain, and are making investigations, including looking into the parking situation. They will of course discuss the matter with local councillors before any consultations are carried out.

### **Councillor John Sanders**

"How do the proposals for the Highfield area address the issue of speeding traffic in the residential streets between Old Road and London Road?"

### **Reply from Councillor Rodney Rose, Cabinet Member for Transport**

The proposals for the Highfield Area incorporate features which will help to slow traffic. These are side road entry treatments at each side road into the area between London Road and Old Road, and at the junction of Latimer and All Saints Roads, and a raised table junction, incorporating carriageway narrowing, at the junction of All Saints Road and Lime Walk. Side road entry treatments include a raised crossing point and, in some cases, a slight narrowing of the junction. As well as physically slowing traffic as it turns, these indicate to motorists that they are entering a residential area, which can alter behaviour and therefore speeds. The raised table would help reduce speeds because it involves vertical and horizontal deflection, and drivers would need to wait for oncoming traffic.

### 3. Petitions and Public Address

<i>Request from</i>	<i>Item</i>
Frank McKenna Councillor Roy Darke (Local Member)	) 5. Highfield and Old Road
Councillor David Turner (Shadow Cabinet)	10. Transport for All
Councillor David Wilmshurst (Local Member)	) 12E. Bus Service Subsidies
Councillor David Turner (Local Member)	)

### 4. Frideswide Square Design Approaches

Additional representations submitted on behalf of Rescue Oxford (attached).

### 5. Oxford, Highfield and Old Road Transport Improvements

Additional representations submitted by City Councillor Ruth Wilkinson (attached).

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30<sup>th</sup> March, 2011

## Submission to Cabinet Member for Transport for Meeting on Thursday, 31 March 2011

I am sorry that although I had registered to talk at this meeting on its original date last week, I am unable to do so this afternoon because of a prior commitment. I hope that my following comments will however be noted by the meeting.

### **Frideswide Square Design Approaches**

Many years ago **ROX** recognised that this very important square and multi-functional junction was failing Oxford and its visitors. A sub-committee met and we submitted to the County Council the outline of a scheme, which we believe would improve the performance of the square and would make better use of the space. This was based on two roundabouts, one large and one small, with a mix of large and small traffic islands, which tried to take into account the needs of pedestrians, cyclists, buses and other vehicular users as well as local businesses. At the start of the new consultation with stakeholders we made some improvements and refinements.

Although different in several ways, we are pleased that the work carried out over the last two years by your transport planners and resulting in “design approach D” has recognised many of the key elements in our scheme.

As the most significant junction in the whole of the city centre, the main priority of a change is that of functionality. The plans proposed should achieve that with some alterations to bus bays and if the ‘calmed’ approach to traffic movement is successful.

One concern we do have is that of capacity.

At busier times of the day will the system cope with emergency vehicles, allowing them enough space?

If, as so often happens, the A34 is blocked through yet another incident, will the square be able to cope with large volumes of diverted traffic?

It is important that within the design of single carriageways, some extra road width could be made available to cope with such emergencies, and possibly for longer periods, without having to dig up newly laid paving and kerb stones.

As one of the most used entries into the city centre, it is vitally important that the new square gives a positive and pleasing impression to visitors and, on these grounds, the road split design, with some modifications, would seem to be the best of the two options.

At present the square is a blight on a city. Therefore, we look forward to being involved in further consultation as this scheme progresses and to the implementation of the finally approved version as quickly as possible.

Best wishes,

***Graham***

Graham Jones

For ***ROX – Promoting Oxford Business***

## Submission re Item 5 Highfield/Old Road traffic scheme

### Old Road

Intelligent traffic signal improvements are welcome as are the Toucan crossings

Residents generally support the Old Road scheme with one exception – the zebra crossing

- Responses were 3 in favour, 4 against, including TVP (p103)
- A number of residents have safety concerns about egress from their driveways which are adjacent to the proposed crossing in Old Road
- Given that there are few positive responses and that there is another fairly new crossing nearby, should this be pended for review on the grounds that the case for it has not been demonstrated, and that other proposed changes may obviate the need for this?
- If a good case can be made for the crossing, it could be incorporated within s106 agreements with the University in existing pre-app discussions as they plan to move more of their staff into the Old Road campus development
- I propose that the money saved should be used to augment the funding of improvements in the Highfield area which have been under discussion for a very long time, and specifically for the reduction in traffic speed in its residential streets which supports the county's overall transport strategy by creating improved conditions for pedestrians and cyclists

### Highfield Area

The document sets out the recent consultations, but discussions on this have been on-going for twelve years in conjunction with Highfield Residents' Association

Windmill Road residents were not invited to take part in the second consultation but believe the case for improvements in traffic speed and volume through their area, coupled with accident data, is overwhelming

The response rate to the second consultation was 5.8% in contrast to the response rate of 18.7% to the previous controversial consultation, and I note the frequency with which the new scheme is labelled "watered down" by those who did respond to it. Many residents I have spoken to were so disappointed with the current proposals that they chose not to send in any comments at all as they felt the scheme no longer addressed their needs and that their voices have not been listened to.

- Residents in the Highfield area of Headington Ward have demonstrated a need for significant reduction in traffic speed through their area, and this has been borne out in the consultation
- A number of responses in this report have signalled the need for low cost

improvements that they think would help reduce traffic speed: these include painting the speed limit in large letters across the road surface, and by putting up notices at road entries to tell drivers they are entering a residential area

- The report notes that more people liked rather than disliked the pinch points along Lime Walk (p48 refers) yet these have been dropped from the scheme, presumably in response to funding pressures (para 14, p 41).
- Table 2 on page 51 of the report shows that there was greater support and less opposition for pinch points than there was for gateways; I would ask the Cabinet Member to give this further consideration, especially as there are repeated responses from the officers throughout Annex 6 to concerns raised by residents about safety issues and accidents re gateways – if 15% respondents think this is an issue, then I would respectfully suggest that they may have a point!
- At the open meeting of the Highfield Residents' Association, there was overwhelming support for traffic calming measures half way down the straight stretches of road in Lime Walk, i.e. half way between the All Saints/Lime Walk raised table junction and the Old Road/Lime Walk junction, and half way between the All Saints/Lime Walk raised table junction and the London Road/Lime Walk junction

## **Summary**

I recognise that the County Council is obliged to reduce expenditure in the current economic situation we have been left with, and that it needs to prioritise several major projects in Oxford, namely Frideswide Square and the expansion of the Thornhill Park and Ride in order to address its objectives under the current LTP.

I note also that the improvements proposed by the Highfield scheme will not cost much more than £70K, around half of the sum that has been discussed previously with HRA with regard to the provision of an effective traffic management scheme.

In view of the demonstrated response from residents in Highfield that their no. 1 priority is the reduction of traffic speed, I would respectfully suggest the following:

1. That the Cabinet Member gives further consideration to dropping the idea of a zebra crossing near the existing one; if needed, then funding for this could be negotiated with the University as part of the ongoing pre-app discussions over developments at the Old Road Campus which will accommodate an increase in University employees
2. That the Cabinet Member considers viring the sum allocated for the zebra crossing in the Old Road scheme to the Highfield Scheme for further improvements to reduce traffic speed



3. That the Cabinet Member investigates the reason why the option for pinch points on Lime Walk was dropped, in view of the greater support given to this option than to the raised entry treatments, and to consider whether these could still be funded if the zebra crossing option is dropped or extra money can be found
4. That the Cabinet Member considers whether 20 mph markings can be painted on the road surface at entry points to the Highfield residential areas and that these road marking can be maintained by County Highways or by local residents
5. That the Cabinet Member considers whether signage can be erected at entry points to residential roads to inform drivers that they are entering a residential area
6. That the Cabinet Member considers whether staggered parking arrangements can be made (at relatively low cost) in Latimer Road and adjacent roads where possible as this too would address the need for speed reduction that has been demonstrated so clearly

Finally, I would ask the Cabinet Member if he could advise Highfield residents on sources of funding for which they could apply for 'softer' traffic calming measures similar to those introduced in Beech Croft Road, and alluded to by the author of the report in note 8 on p57.

Ruth Wilkinson  
Ward Councillor for Headington, Oxford City Council  
21 March 2011

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