



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

***Thursday, 29 April 2021 at 10.00 am***

***Virtual***

If you wish to view proceedings via the live stream please use [this link](#). However, that will not allow you to participate in the meeting. If you wish to do that please contact the Committee Officer (details below) bearing in mind the information set out at Item 3 on this Agenda.

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Monday 10 May 2021 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

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

Yvonne Rees  
Chief Executive

April 2021

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

*Note:*    *Date of next meeting: 27 May 2021*

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## Items for Decision

- 1. Declarations of Interest**
- 2. Questions from County Councillors**

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

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

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

- 3. Petitions and Public Address**

*This Cabinet Member for Environment Delegated Decisions meeting will be held virtually in order to conform with current guidelines regarding social distancing. Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 23 April 2021. Requests to speak should be sent to [graham.warrington@oxfordshire.gov.uk](mailto:graham.warrington@oxfordshire.gov.uk). We ask for a written statement of your presentation to ensure that if the technology fails then your views can still be considered. That statement can either be submitted with your request but should in any event be provided no later than 9 am 2 working days before the meeting – Tuesday 27 April 2021).*

*Where a meeting is held virtually and the addressee is unable to participate virtually a written submission will be accepted.*

*Written submissions should be no longer than 1 A4 sheet.*

- 4. Oxford: Jericho and Walton Manor Area Pilot Scheme and Walton Street Experimental Prohibition of Motor Vehicles (Pages 1 - 92)**

*Forward Plan Ref: 2021/019*

*Contact: Robert Freshwater Mobile: 07775007926/Naomi Barnes, Project Manager Tel: 07824 528681*

*Report by Assistant Director Growth & Place (CMDE4).*

In November 2019, the Cabinet Member for Environment approved implementation of an Experimental Traffic Regulation Order (ETRO) to restrict motor vehicle access on Walton Street at its junction with Worcester Street. The 18-month period for this trial concludes on 17 May 2021.

Prior to that date, a decision is required on whether to make the trial measure permanent or whether it should be removed. Following formal consultation on the trial measures between November 2019 and May 2020, the Cabinet Member decided to continue the experimental order at a Cabinet Members Decisions meeting in August 2020 pending consultation and progress on a local traffic neighbourhood scheme. Following receipt of Department for Transport (DfT) Active Travel funding in late 2020, an area pilot scheme for the Jericho and Walton Manor area, aimed at promoting active travel for the area, was consulted on between 5 March 2021 and 19 March 2021. The area pilot was proposed as an alternative to the current ETRO arrangements. This report details the outcomes of the area pilot scheme consultation.

***The Cabinet Member for Environment is RECOMMENDED to:***

- a) ***Terminate the current Experimental Traffic Regulation Order on Walton Street, to not make the trial scheme permanent and remove all traffic management measures associated with the trial.***
- b) ***Not proceed with the Jericho and Walton Manor area pilot scheme consulted on by the county council, in recognition of local opinion provided during the consultation phase.***
- c) ***Note the wide range of important issues raised by those opposing, supporting, and neutral about the Jericho and Walton Manor area pilot scheme proposals.***

## **5. Henley - A4155 Marlow Road - Proposed Puffin Crossing (Pages 93 - 100)**

*Forward Plan Ref: 2021/010*

*Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Lee Turner, Principal Officer – Traffic Schemes Tel: 07917 072678*

Report by Corporate Director for Environment & Place (**CMDE5**).

The report presents responses received to a statutory consultation on a proposed zebra crossing on the A4155 Marlow Road, Henley to address concerns raised over the safety of pedestrians crossing Marlow Road near Swiss Farm.

***The Cabinet Member for Environment is RECOMMENDED to approve the provision of a puffin crossing at A4155 Marlow Road, Henley, as advertised.***

**6. Henley - Gravel Hill - Proposed Zebra Crossing** (Pages 101 - 108)

*Forward Plan Ref: 2021/011*

*Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Lee Turner, Principal Officer – Traffic Schemes Tel: 07917 072678*

Report by Corporate Director for Environment & Place (**CMDE6**).

The report presents responses received to a statutory consultation on a proposed zebra crossing on Gravel Hill, Henley to address concerns raised over the safety of pedestrians crossing Gravel Hill near its junctions with Hop Gardens and Paradise Road.

***The Cabinet Member for Environment is RECOMMENDED to approve the provision of a zebra crossing at Gravel Hill.***

**7. Witney and Eynsham - Proposed Bus Stop Build Outs** (Pages 109 - 110)

*Forward Plan Ref: 2021/026*

*Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Geoff Barrell, Senior Infrastructure Planner Tel: 07392 318869*

Report by Corporate Director for Environment and Place (**CMDE7**).

Formal consultation objections were received following proposed bus stop build outs in Witney and Eynsham as reported to the Cabinet Member for Environment Delegated Decisions meeting on 17 December 2020. The proposals responded to passenger access concerns and operator needs to improve journey time reliability and help meet the Equality Act (2010) strictures. A decision was deferred to enable further consultations with local County Councillors, parish/town Councils and bus operators. The report covers those discussions.

***The Cabinet Member for Environment is RECOMMENDED to approve the two amended smaller permanent bus stop build outs in Witney and a year trial for the amended bus stop build out in Eynsham.***

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**Divisions Affected – Jericho and Osney, St Margaret's, University Parks**

## **CABINET MEMBER FOR ENVIRONMENT – 29 APRIL 2021**

### **JERICO AND WALTON MANOR AREA PILOT SCHEME AND WALTON STREET EXPERIMENTAL PROHIBITION OF MOTOR VEHICLES**

**Report by Assistant Director Growth and Place, Communities**

#### **RECOMMENDATION**

1. The Cabinet Member for Environment is RECOMMENDED to:
  - a) Terminate the current Experimental Traffic Regulation Order on Walton Street, to not make the trial scheme permanent and remove all traffic management measures associated with the trial.
  - b) Not proceed with the Jericho and Walton Manor area pilot scheme consulted on by the county council, in recognition of local opinion provided during the consultation phase.
  - c) Note the wide range of important issues raised by those opposing, supporting, and neutral about the Jericho and Walton Manor area pilot scheme proposals.

#### **Executive Summary**

2. In November 2019, the Cabinet Member for Environment implemented an Experimental Traffic Regulation Order (ETRO) to restrict motor vehicle access on Walton Street at its junction with Worcester Street. The 18-month period for this trial concludes on 17 May 2021. Prior to this date, a decision is required on whether to make the trial measure permanent or whether it should be removed.
3. Following formal consultation on the trial measures between November 2019 and May 2020, the Cabinet Member decided to continue the experimental order at a Cabinet Members Decisions meeting in August 2020 pending consultation and progress on a local traffic neighbourhood scheme. Following receipt of Department for Transport (DfT) Active Travel funding in late 2020, an area pilot scheme for the Jericho and Walton Manor area, aimed at promoting active travel for the area, was consulted on between 5 March 2021 and 19 March 2021. The area pilot was proposed as an alternative to the

current ETRO arrangements (see annex 1 for proposals plan) This report details the outcomes of the area pilot scheme consultation.

4. Following feedback from residents, wider public, local businesses, and other stakeholders on both the area pilot consultation and through the previous Walton Street ETRO consultation, officers recommend that neither of the measures is progressed as their benefits do not outweigh their impacts. Instead, it is recommended that work to secure active travel benefits for the area are advanced through the wider programme of measures being led by the council, including:
  - Connecting Oxford
  - Oxford Zero Emission Zone
5. Certainty regarding the traffic management measures to be in place from the date of expiry of the Walton Street ETRO (17 May 2021 onwards) is required. It is therefore considered critical that a decision on the Walton Street ETRO is made at the same time as a decision on the area pilot scheme to give definitive clarity to onwards traffic arrangements in the area. A delay in decision making on the area pilot, would potentially also result in abortive works. It is for these reasons that both matters are being considered at Cabinet Members Decision on 29 April 2021.
6. If it is decided to terminate the ETRO, removal of current traffic management measures would take place after 7 May 2021.

## **Background**

7. Following a period of maintenance works on Walton Street, which commenced in July 2019, a trial closure of Walton Street via an ETRO was implemented in November 2019, close to its junction with Worcester Street. The aim of the trial closure was to deliver Local Transport Plan policy through assessing the impacts of an environment that enhanced the attractiveness of active travel modes in the area, reduced local traffic congestion and improved air quality.
8. A 6-month statutory consultation on the trial closure commenced on 7 November 2019 and concluded on 29 May 2020. In response, 51% of respondents expressed support for the trial, while 43% of respondents expressed an objection, 6% expressed no opinion. 630 separate responses were received during the course of the 6-month consultation period.
9. More extensive reporting on this consultation held on the current Walton Street ETRO measures was reported to the Cabinet Member Decision meeting in July 2020. The report is available to view here; [https://mycouncil.oxfordshire.gov.uk/documents/s51936/CMDE\\_JUL1620R15%20-%20Oxford%20Walton%20Street.pdf](https://mycouncil.oxfordshire.gov.uk/documents/s51936/CMDE_JUL1620R15%20-%20Oxford%20Walton%20Street.pdf)
10. In light of the ongoing COVID-19 situation, together with the split public response for the ETRO measure, in July 2020 the Cabinet Member decided to defer a final decision on the trial measures. This decision was reconfirmed at a Cabinet Member Decision meeting in August 2020, where it was determined

to continue with the Walton Street experimental order pending consultation and progress on a local traffic neighbourhood scheme for the area.

11. As well as receiving a split opinion through the formal consultation, it is acknowledged that the existing Walton Street ETRO creates a number of unintended consequences, including local concerns about increased traffic volumes on smaller residential streets in the area, which despite a number of localised measures, have not been easy to mitigate against.
12. In November 2020, Oxfordshire County Council (OCC) learnt that it had secured £2.98m of Active Travel funding from DfT, to deliver measures aimed at promoting active travel across the city, including in the Jericho and Walton Manor area.
13. To help develop proposals for the Jericho and Walton Manor area two workshops were held with identified local stakeholders in early 2021. The process informed and developed a set of active travel proposals for the area that could be consulted upon publicly. These measures, promoted as an area pilot, were put forward as an alternative to the existing Walton Street ETRO. Further details of the optioning process for the development of the area pilot consulted upon is provided in Annex 2.
14. It should be noted that over recent history, the Jericho and Walton Manor area has been the subject of a number of county council led road safety and traffic calming schemes. These include measures on Kingston Road, St Bernard's Road and restricted traffic access measures on Hayfield Road/ Aristotle Lane. The area also has a strong base for active travel choice. Over 50% of households (Jericho) do not have a car/ van (33% Oxford), and 49% of journeys to work from Jericho are also by cycle or foot, (34% Oxford - Census 2011).
15. It is critical that measures aimed at promoting active travel across the Jericho and Walton Manor area complement the wider package of measures being advanced by the council to improve air quality, support house and jobs growth, assist with moving people sustainably around the wider city, including:
  - Connecting Oxford
  - Oxford Zero Emission Zone
  - Extensive programme of sustainable travel schemes across the city;
    - £9.1m - Botley Road
    - £2.4m - Banbury Road + remaining £9.6m currently being agreed
    - £12.5m for Woodstock Road
    - £10.6m for other city cycling and walking schemes
    - £2.98m Tranche 2 Active Travel funding
16. This report summarises the output of the consultation for a Jericho and Walton Manor area pilot scheme and details, in the context of a highly ambitious programme of sustainable transport projects for Oxford, why officers consider

it is not appropriate to advance either the Jericho and Walton Manor area pilot scheme or the Walton Street ETRO measures.

## **Consultation and feedback on area pilot scheme**

17. Consultation on the Jericho and Walton Manor area pilot scheme, was carried out between 5 March and 19 March 2021. 815 responses were received during the consultation period, comprising;
  - 721 questionnaires submitted via the county council's online portal
  - 96 emails or letters received by the county council.
18. An independent external research agency provided resource to meet the reporting deadline for Cabinet Member Decisions, whilst also providing a thorough, robust and independent analysis of the consultation results. A full in-depth report of the consultation is provided in Annex 3, whilst a summary note of the consultation and officer response is provided in Annex 4.
19. When asked about overall feelings about the area pilot proposal, a majority (62%) of respondents indicated that they had negative feelings. Meanwhile 27% of respondents indicated positive feelings towards the proposals. When asked about each individual motor vehicle restrictions put forward by the area pilot, there was largely an equal split in opinion.
20. The main reasons given for negative feelings on the proposals were:
  - General concern about traffic levels in residential streets / redistributing traffic to other roads (mentioned in 23% of all responses received)
  - Concern about access issues on Walton Street (23%)
  - That proposals do not go far enough/ are not a proper Low Traffic Neighbourhood (22%)
  - Preference for the current Walton Street ETRO measures to remain (13%)
  - Preference for an alternative Low Traffic Neighbourhood scheme (13%)
21. Both the area pilot consultation and previous formal consultation on the Walton Street ETRO (reported to Cabinet Member Decisions in July 2020) generated a strong response. Strong arguments and legitimate concerns were expressed by those both for and against the proposals. The polarised response both to the area pilot and previous consultations, suggest that developing a scheme which is both deliverable and has a broad consensus of support in the area is challenging.
22. Officers acknowledge that removing the ETRO trial and not advancing the area pilot is considered to both negatively impact upon protected groups/ sustainability outcomes (see annex 5) and conflict with Local Transport Plan objectives in the short term. However on balance, it is recommended that terminating the ETRO and not advancing the area pilot is an appropriate step, given there is a lack of local support for either measure and that over the short



to medium term there is a commitment to bringing forward a wider programme of robustly evidenced measures that can be expected to bring both positive active travel enhancements to the area and also address negative impacts that are forecast for protected groups and sustainability outcomes as a result of the recommendation Measures include;

- 2021 - Consultation and delivery of active travel improvements to Banbury and Woodstock Road corridors
- 2022 - Potential expansion of the Oxford Zero Emission Zone area
- 2023 onwards – Delivery of Woodstock Road/ Banbury Road Corridor Improvement schemes
- 2023 onwards - Implementation of Connecting Oxford

23. In addition to the above measures being actively planned for, officers are also aware of the following initiatives, which could have relevance to future development of active travel priority schemes in the area;

- Proposed national amendments to allow local highway authorities, powers to enforce moving traffic restrictions. Such powers would allow for implementation of a camera enforced (ANPR) schemes which, for example, could prohibit vehicle access except for specific identified users. The use of such camera enforcement was suggested by a number of respondents.
- Recommencement of the Thames Valley Polices Community Speedwatch scheme, including greater opportunities for community involvement. Further details available at: <https://www.thamesvalley-pcc.gov.uk/get-involved/speedwatch/>. A number of respondents directly responded to the area pilot consultation that measures would do little to address concerns of vehicle speeding in the area.

## **Risk Management**

24. Risks associated with not implementing either the Jericho and Walton Manor area pilot scheme or current Walton Street closure ETRO measures are:

- Enhancements to active travel in Jericho and Walton Manor are not realised. It is for this reason officers recommend that advancement of the wider committed programme of measures including Connecting Oxford and the Zero Emission Zone is pursued if a decision is taken not to progress either the area pilot scheme or ETRO measures.
- Perception that active travel enhancements have been tested with public and stakeholders and rejected. This can be challenged as a number of those with negative feelings on the proposals sought a more ambitious active travel scheme for the area. Active travel schemes in other areas of the city have also got wider public support.
- Adverse impacts upon protected groups and upon sustainability outcomes, as identified in the Equality and Climate Impact Assessment (ECIA) see Annex 5 and paragraphs 30, 31.

## **Financial Implications**

25. The area pilot scheme measures consulted upon form part of the wider Oxford active travel programme and budget. Funding has been provided through an allocation of £2.98m via the DfT Active Travel Tranche 2 Fund.
26. In the Jericho and Walton Manor area an initial allocation was made to implement either;
  - A permanent fixing of the Walton Street ETRO - £40k.
  - Area pilot scheme proposals - £55k.
27. Funding identified for advancing a Jericho and Walton Manor active travel scheme is not lost if measures in this area are not progressed. Instead, it is proposed that the funding will be re-provided back to the wider Active Travel Tranche 2 programme of measures for the city. A modest allocation of funding has to-date been spent on developing area pilot scheme proposals to their current form.

Comments checked by:

Rob Finlayson, Finance Business Partner, [rob.finlayson@oxfordshire.gov.uk](mailto:rob.finlayson@oxfordshire.gov.uk)

## **Staff Implications**

28. The recommended decision to not advance either the area pilot scheme or implement as permanent the Walton Street ETRO measures, would have no staffing implications.

## **Equality & Inclusion Implications**

29. A combined ECIA has been undertaken which covers both the recommended decision to terminate the Walton Street ETRO, as well as options to make the ETRO permanent, or to remove the ETRO and implement the area pilot proposal (see annex 5). This assessment identified negative impacts, should the recommended decision be followed, to a number of groups with protected characteristics. These impacts will be monitored in line with the process set out in the ECIA. These negative impacts on protected groups were not identified for the alternative options of making the ETRO permanent or implementing the area pilot proposal.
30. On balance, officers are content that equality implications of the recommended decision to remove the ETRO are justified, on the basis that there is an existing strong commitment to implement a range of other measures (see paragraph 16) that would mitigate negative impacts upon protected groups.

## **Sustainability Implications**

31. A combined ECIA has been undertaken which covers both the recommended decision to terminate the Walton Street ETRO, as well as options to make the ETRO permanent, or to remove the ETRO and implement the area pilot proposal (see annex 5). This assessment identified negative climate and sustainability impacts should the recommended decision be followed. These

impacts will be monitored in line with the process set out in the ECIA. These negative impacts on sustainability outcomes were not identified for the alternative options of making the ETRO permanent or implementing the area pilot proposal.

32. On balance, officers are content that the sustainability implications of the recommendation are justified, on the basis that there is an existing strong commitment to implement a range of other measures (see paragraph 16) that would mitigate anticipated negative sustainability impacts.

ERIC OWENS

Assistant Director Growth and Place, Communities

Annexes:

Annex 1: Area pilot proposals plan

Annex 2: Summary of optioning development for area pilot

Annex 3: Area pilot consultation report

Annex 4: Area pilot consultation summary and officer response

Annex: ECIA - Walton Street Experimental Prohibition of Motor Vehicles ETRO

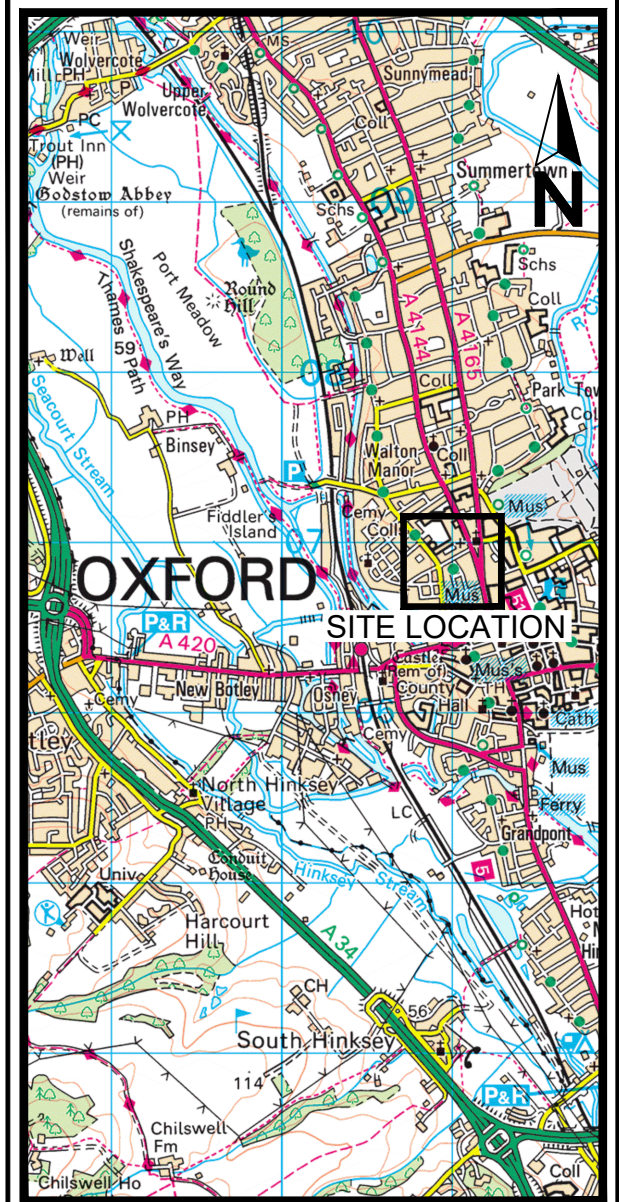
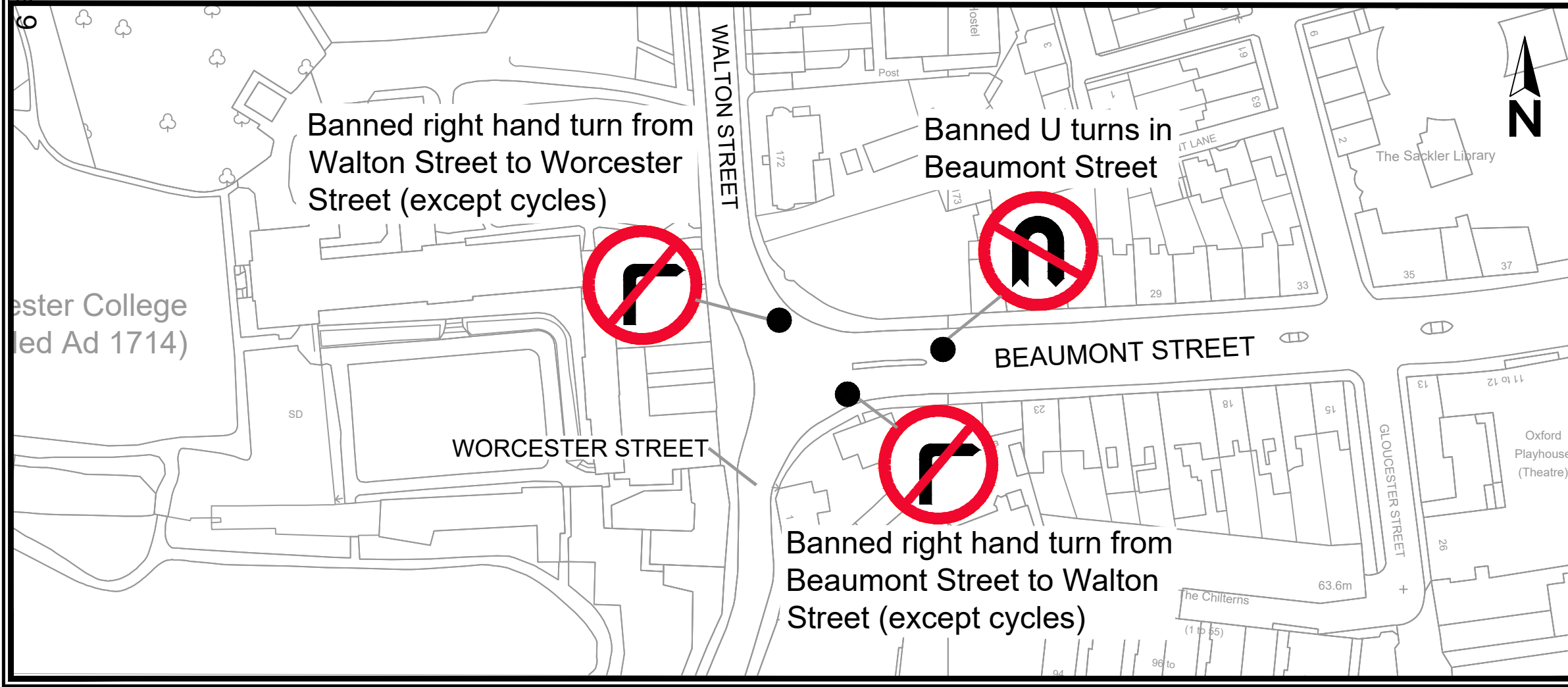
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April 2021

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Project title  
**JERICO AND WALTON MANOR  
EXPERIMENTAL TRAFFIC REGULATION ORDER**

Drawing title  
**PROPOSED BANNED  
MOVEMENTS (EXCEPT CYCLES)**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:1000	JaC	CM	AK
	Date drawn	Date checked	Date approved
	02/21	01/03	01/03

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## Annex 2 – Summary of optioning development for the area pilot

1. Funding and timescale constraints of the Department for Transport's Active Travel Tranche 2 funding allocation, determined that many physical priority infrastructure measures for active travel modes (i.e. new cycle routes/ crossings/ traffic calming measures) would not be achievable. Instead, to promote an environment where active travel modes are prioritised and users felt safe, options were focussed on measures to afford active travel users enhanced access opportunities relative to other transport modes. In doing so to also create an environment where active travel users felt safe. Vehicle access for those with origins or destinations within the Jericho and Walton Manor area was considered essential to retain – albeit there is a desirability to make such access more appealing by active travel modes. Focus was therefore placed on removing 'through' traffic from roads in the area.
2. In developing proposals key criteria were set, including that:
  - The scheme is safe
  - No property that had vehicle access would have this removed
  - In view of the proposed extension to the Zero Emission Zone (ZEZ), that no property should rely solely on access via Walton Street south of Little Clarendon Street, which is proposed to be within the ZEZ area.
  - Impact of the measures would be equitable across the area
  - The scheme is easily enforced
3. Once practical requirements were worked through, a limited number of access proposals were considered achievable. These had varying degrees of perceived benefits for active travel users and were presented and discussed with a group of local stakeholders.
4. Assessment of potential options included consideration for relocating the current Walton Street ETRO traffic filter to a location further north on Walton Street. Through feedback and prior engagement with local groups in the area, officers were aware that there was an element of local support for the broad principles of such a measure. In considering these options further, officers were also aware that support for such a measure was by no-means widespread throughout the area. There were recognised concerns with such proposals, including that such a measure would potentially;
  - Not deter through traffic in the area/ that it would access via other routes
  - Create unsafe arrangements for delivery vehicles servicing the area
  - Lead to unsuitable vehicle flows on a number of adjoining roads.
5. In view of feedback on this and other proposals presented, the scheme Oxfordshire County Council consulted on sought to provide a considered balance, by targeting restriction measures for non-active travel modes at locations where it was considered there would be a desirability for through traffic trips to be made. These were;
  - Left turn from Little Clarendon Street to Walton Street and

- Right turn from Walton Street to Worcester Street.

The measures together with accompanying restrictions at the Worcester Street/ Walton Street junction, required to further enforce the principle of these measures and their workability, are illustrated in Annex 1.

6. Officers accept that the area pilot proposal consulted upon would likely imply a level of traffic in the area greater than what has been experienced since the Walton Street closure ETRO was implemented. However, against the comparator of access arrangements pre-Walton Street ETRO (i.e. prior to July 2019), it is considered that traffic volumes would be reduced and active travel priority enhanced. Officers also consider the area pilot scheme would provide a more equitable distribution of traffic in the area (although this would need to be monitored) – an acknowledged challenge of the existing ETRO.



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Prepared for:

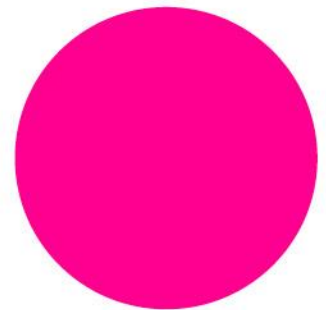
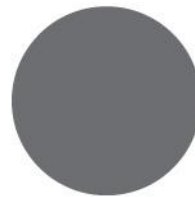
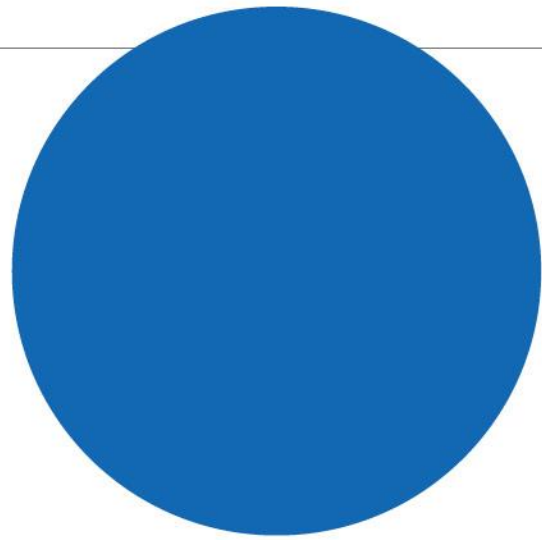


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# Consultation Report:

Jericho and Walton Manor  
Area Pilot Traffic Scheme.

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March 2021

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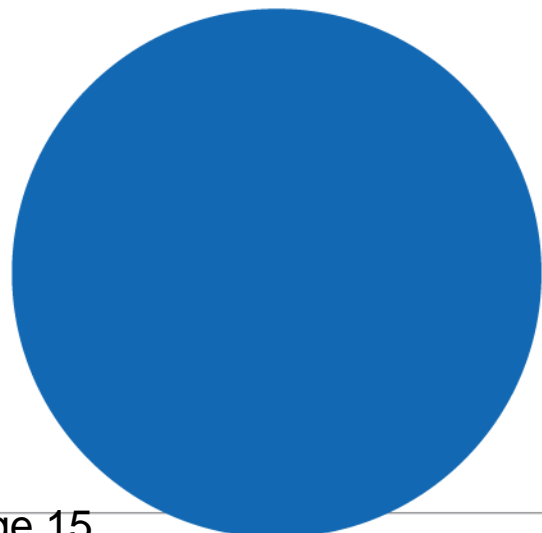
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# Executive summary





Here we summarise the findings from a consultation to gather feedback from residents and stakeholders on the proposed new pilot traffic scheme for Jericho and Walton Manor.

### **Background to the survey**

Oxfordshire County Council have recently run a public consultation to gather views on the development of a new pilot traffic scheme for the Jericho and Walton Manor areas of Oxford. It is proposed as an alternative to the existing traffic filter on Walton Street at the Worcester Street junction, which was introduced by an Experimental Traffic Regulation Order (ETRO). The trial of this traffic filter expires in May 2021.

The current traffic filter on Walton Street has its pros and cons and the pilot scheme seeks to retain the benefits of the current barrier whilst addressing the concerns received by Oxfordshire County Council about it.

Oxfordshire County Council's key aims for the development of a new pilot traffic scheme for the Jericho and Walton Manor areas are:

- To create a low traffic environment where more people choose to walk or cycle;
- To address the transport challenges that come with growth across the county; and
- To complement other transport measures, including the proposed Oxford Zero Emission Zone and Connecting Oxford.

The pilot would be introduced by a new Experimental Traffic Regulation Order (ETRO) and will last no longer than 18 months. It aims to reduce motorised traffic cutting through the area, making it easier for more people to walk and cycle. The pilot would restrict turning movements for vehicles at some junctions, namely:

- No left turn for motor traffic from Little Clarendon Street into Walton Street;
- No right turn for motor traffic from Walton Street into Worcester Street;
- No right turn for motor traffic from Beaumont Street into Walton Street;
- No U turn for eastbound motor traffic on Beaumont Street.

Following this consultation on a new pilot traffic scheme, Oxfordshire County Council will decide whether to:

- Remove the existing traffic filter on Walton Street; or
- Make the existing Walton Street traffic filter measure permanent; or
- Remove the existing Walton Street traffic filter and introduce the proposed pilot traffic scheme.

The council encouraged feedback on the proposals through an online survey which was accessible on the Oxfordshire County Council website ([www.consultations.oxfordshire.gov.uk](http://www.consultations.oxfordshire.gov.uk)) from 5 March to 19 March 2021. In addition, the Council received feedback in the form of letters, emails and comments on social media which have been analysed separately to the survey.



DJS Research, an independent market research company, was commissioned by the Council to provide an independent analysis of the consultation findings and produce this report.

## **Overall sentiment about the proposed traffic pilot scheme for Jericho and Walton Manor**

Overall, just over a quarter of all respondents (27%) feel 'positive' towards the proposed traffic pilot system for Jericho and Walton Manor. However, more than three-fifths (62%) feel 'negative' towards the proposed traffic pilot scheme. A tenth (10%) say they are 'neutral' about the proposed traffic pilot scheme.

When looking at sub-groups of respondents, just over a quarter (26%) of all residents feel 'positive' towards the proposed traffic pilot scheme for Jericho and Walton Manor, although a majority (more than three-fifths - 63%) – express a 'negative' view towards it. This finding for all residents is very similar to the findings seen for residents of Jericho or Walton Manor (26% feel 'positive' and 62% feel 'negative'). However, less than a fifth (19%) of residents in other areas of Oxford feel 'positive' towards the proposed traffic pilot scheme for Jericho and Walton Manor, with more than seven tenths (72%) expressing 'negative' views towards it.

The small number of respondents answering on behalf of local businesses appear more likely to view the proposed traffic pilot scheme positively, with 71% (15 out of 21 respondents) saying they feel 'positive' about it. There is also some evidence to suggest that the small number of respondents answering on behalf of groups and organisations may also be slightly more likely than residents to feel positively about the proposed traffic pilot scheme (4 out of 10 respondents feeling this way).

## **Support for individual elements of the traffic pilot scheme for Jericho and Walton Manor**

Overall, the highest level of support recorded for the four measures is seen for 'no right turn for motor traffic from Beaumont Street to Walton Street', with just under half (47%) of all respondents supporting this measure to some extent (36% 'fully support' it and a further 11% 'tend to support' it). However, more than two-fifths (45%) object to this measure to some degree (36% saying they 'strongly object' to it and 9% indicating that they 'object').

A similar level of support is seen for the measure 'no U turn for eastbound motor traffic on Beaumont Street', with just under half (46%) of all respondents supporting this measure to some extent (35% 'fully support' it and a further 11% 'tend to support' it). Interestingly, of the four proposed traffic pilot scheme elements, this measure is opposed by the lowest proportion of respondents, with two-fifths (40%) of respondents objecting to this measure to some degree (33% say they 'strongly object' and 7% indicate that they 'object').

A slightly lower level of support is recorded for the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street' – more than two-fifths (44%) of all respondents support this measure to some extent (33% 'fully support' it and a further 11% 'tend to support' it). However, more than two-fifths (44%) object to



this measure to some degree (36% saying they 'strongly object' to it and 8% indicating that they 'object').

The lowest level of support for the four measures is seen for the measure 'no right turn for motor traffic from Walton Street to Worcester Street' – just under two-fifths (39%) of all respondents support this measure to some extent (30% 'fully support' it and a further 9% 'tend to support' it). Interestingly, this is the only measure that is opposed by more than half of respondents (53% object to this measure to some degree, with 44% saying they 'strongly object').

The only significant difference in support for any of the four proposed measures between residents of Jericho or Walton Manor and residents in other parts of Oxford is seen for the measure 'no right turn for motor traffic from Beaumont Street to Walton Street'. Residents of Jericho or Walton Manor are more likely than residents of other parts of Oxford to support this measure to some extent, with more than half (54%) of Jericho or Walton Manor residents saying they either 'fully support' or 'tend to support' this measure, compared to just over two-fifths (44%) of residents of Oxford.

There is some evidence to suggest that the small number of respondents completing the consultation on behalf of a local business may be slightly more likely than residents of other parts of Oxford to express higher levels of support for the measures 'no left turn for motor traffic from Little Clarendon Street to Walton Street' and 'no U turn for eastbound motor traffic on Beaumont Street'. However, due to the low sample base size this should be treated as indicative rather than statistically significant.

For each of the four individual elements of the traffic pilot scheme for Jericho and Walton Manor, there is some evidence to suggest that the small number of respondents completing the survey on behalf of a group or organisation may express slightly higher levels of support than residents – however, due to the low base size this should be treated as indicative rather than statistically significant.

### **Additional comments received on the Jericho and Walton Manor traffic pilot scheme**

Reflective of the overall sentiment expressed when asked how they feel about the proposed traffic pilot scheme for Jericho and Walton Manor, the majority of comments received by respondents relate to concerns about the proposed traffic pilot scheme rather than positives.

The most common themes for the comments made by respondents relate to 'concerns about specific location/access to Walton Street/Manor Street', 'concerns for residents/residential streets (e.g. amount of traffic) and 'I do not agree that it is a proper LTN scheme/I don't believe it will work', all of which are mentioned in between 22%-23% of the total number of comments made.

At a lower level, the most commonly-recurring themes in the comments (receiving mentions in between 10%-13% of the total number of comments made) are 'I prefer/support the previous/current LTN scheme', 'keep the Walton Street barrier/keep it closed', 'concerns for pollution', 'I don't support the scheme/it is disappointing (general comments)', 'concerns for rat runs', 'concerns for pedestrians/cyclists' and 'concerns about specific location/access: St Bernard's Road'.



## **Current travel behaviour for local journeys**

Overall, the most-used form of travel for local journeys amongst respondents is walking, with approaching three-quarters of all respondents (73%) walking for local journeys most days and a further sixth (16%) walking a few times a week. More than a third (37%) use cycling most days for local journeys, with a fifth (25%) cycling a few times a week.

Although three-fifths of respondents (60%) use car driving as a means for undertaking for local journeys at least once a week, only just over a tenth (11%) travel this way most days for local journeys. Meanwhile, only a quarter (25%) say they are a car passenger for local journeys once a week or more and only a very small minority (3%) use taxis for local journeys at least once a week.

The use of other means of transport for local journeys is relatively much less frequent amongst respondents, although 4% say they travel as a car club driver or passenger at least once a month. The least-used methods of transport are motorbikes or mopeds (97% never use this form of transport for local journeys) and mobility scooters (99% never use this mode of transport).

## **Opinions on cycling in Jericho and Walton Manor in summer 2019 (before the Walton Street traffic filter)**

Of the four cycling statements that respondents are asked to rate, the highest agreement levels are seen for the statement that before the Walton Street traffic filter 'cycling was unsafe because of the traffic'; half (50%) of all respondents agree to some extent with this statement, with 26% strongly agreeing with it.

Agreement levels with the two statements that before the Walton Street traffic filter 'my local area was pleasant for cycling' and 'there was safe space for cycling' are similar, with just over three-tenths (31%) of all respondents agreeing to some extent with both of these. However, more than half of respondents (51% and 57% respectively) disagree to some extent with both of these statements.

The lowest level of agreement is seen for the statement that before the Walton Street traffic filter 'my local area was safe for children to cycle on the roads', with a quarter (25%) of all respondents agreeing to some extent with this. However, more than three-fifths (61%) disagree with this statement to some extent (33% disagreeing strongly with it).

## **Opinions on walking in Jericho and Walton Manor in summer 2019 (before the Walton Street traffic filter)**

Of the three walking statements that respondents are asked to rate, the highest agreement levels are seen for the statement that before the Walton Street traffic filter 'there were enough safe places to cross roads'; more than half (52%) of all respondents agree to some extent with this statement, with 23% strongly agreeing with it. However, more than a third (36%) disagree with this statement to some extent.

The pattern of agreement/disagreement levels with the statement that before the Walton Street traffic filter 'my local area was pleasant for walking' are broadly similar, with half (50%) of all respondents agreeing to some extent with this



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statement and 22% strongly agreeing. However, just over a third (34%) disagree to some extent with this statement.

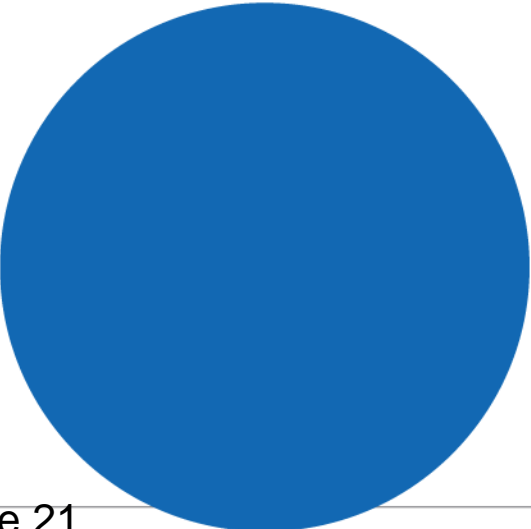
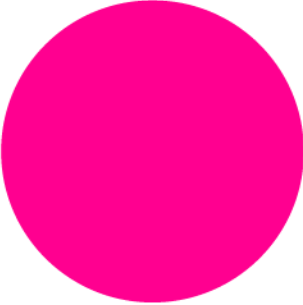
The lowest level of agreement is seen for the statement that before the Walton Street traffic filter 'walking was unsafe because of the traffic', with nearly a third (32%) of all respondents agreeing to some extent with this. However, more than half (54%) disagree with this statement to some extent (34% disagreeing strongly with it).





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# Introduction





In this section we provide details of the background, objectives and methodology used in the consultation.

### **Background to the consultation**

Oxfordshire County Council have recently run a public consultation to gather views on the development of a new pilot traffic scheme for the Jericho and Walton Manor areas of Oxford. It is proposed as an alternative to the existing traffic filter on Walton Street at the Worcester Street junction, which was introduced by an Experimental Traffic Regulation Order (ETRO), and the trial of this traffic filter expires in May 2021.

The legal process called an Experimental Traffic Regulation Order (ETRO) is used when it is very difficult to assess the impacts of the scheme in terms of traffic or public support, but the cost of implementation and removal is relatively low cost. In an ETRO, the Council introduces the scheme first and there is then a six-month period after the scheme is introduced when the public can submit objections or letters of support. At the end of the six-month period, the Council assesses the objections and decides whether to confirm, cancel or extend the ETRO for up to 12 months longer to allow further consultation and monitoring.

The current traffic filter on Walton Street has its pros and cons and the pilot scheme seeks to retain the benefits of the current barrier whilst addressing the concerns received by Oxfordshire County Council about it.

Oxfordshire County Council's key aims for the development of a new pilot traffic scheme for the Jericho and Walton Manor areas are:

- To create a low traffic environment where more people choose to walk or cycle;
- To address the transport challenges that come with growth across the county; and
- To complement other transport measures, including the proposed Oxford Zero Emission Zone and Connecting Oxford.

The pilot would be introduced by a new Experimental Traffic Regulation Order (ETRO) and will last no longer than 18 months. It aims to reduce motorised traffic cutting through the area, making it easier for more people to walk and cycle. The pilot would restrict turning movements for vehicles at some junctions, namely:

- No left turn for motor traffic from Little Clarendon Street into Walton Street;
- No right turn for motor traffic from Walton Street into Worcester Street;
- No right turn for motor traffic from Beaumont Street into Walton Street;
- No U turn for eastbound motor traffic on Beaumont Street.

Following this consultation on a new pilot traffic scheme, Oxfordshire County Council will decide whether to:

- Remove the existing traffic filter on Walton Street; or
- Make the existing Walton Street traffic filter measure permanent; or



- 
- Remove the existing Walton Street traffic filter and introduce the proposed pilot traffic scheme.

### **About the consultation approach**

The council encouraged feedback on the proposals through an online survey which was accessible on the Oxfordshire County Council website ([www.consultations.oxfordshire.gov.uk](http://www.consultations.oxfordshire.gov.uk)) from 5 March to 19 March 2021.

There has been a reasonably high level of interest in this exercise and good response to the survey, with a total of 721 responses. A full profile (by respondent type and demographics) of who responded to the survey is provided overleaf.

In addition, the Council received feedback in the form of letters, emails and comments on social media which have been analysed separately to the survey.

### **About this report**

DJS Research, an independent market research company, was commissioned by the councils to provide an independent analysis of the survey findings.

The survey introduced the proposals then asked respondents a series of questions including closed ('tick-box') questions, and an open question where respondents could type in other comments they had on the Jericho and Walton Manor traffic pilot scheme that had not been covered in their feedback.

In addition to analysing the closed questions, DJS Research carried out thematic analysis of the open comments from the online survey on a question-by-question basis, coding them into themes so that these could be quantified.

This document summarises the findings from the independent analysis.



## Respondent profile

In total, 721 responses to the survey were received. A profile of the respondents who completed the consultation is provided below and overleaf (tables 1 to 6).

**Table 1: Please say whether you are responding as...?**  
**OVERALL RESULTS** (all responses: n=721).

Respondent type	No. responses	% responses
Resident of Jericho or Walton Manor	535	74%
Resident of (another part of) Oxford	106	15%
Worker in Jericho or Walton Manor	31	4%
Resident living outside of Oxford	18	2%
Owner of a local business	21	3%
Representative from a group or organisation	10	1%

The large majority of respondents are Oxford residents – nearly three-quarters (74%) are residents of Jericho or Walton Manor, with a further 15% living in other parts of Oxford and a small minority (2%) residing outside of Oxford. A further 4% are workers in Jericho or Walton Manor. The remainder of responses are made up of people responding to the survey as a local business (3% - 21 respondents) or as a representative of a group or organisation (1% - 10 respondents).

**Table 2: What is your age group? OVERALL RESULTS** (all responses: n=713).

Respondent type	No. responses	% responses
Under 16	0	0%
16-24	17	2%
25-34	46	6%
35-44	85	12%
45-54	131	18%
55-64	161	23%
65-74	161	23%
75-84	79	11%
Over 85	6	1%
Prefer not to say	27	4%



Most age groups are well represented, although only 2% of respondents are aged under 25.

**Table 3: What is your ethnic group? OVERALL RESULTS** (all responses: n=608).

Respondent type	No. responses	% responses
White (i.e. British, Irish, Scottish or any other white background)	586	96%
Asian or Asian British (i.e. Indian, Pakistani, Bangladeshi, any other Asian background)	8	1%
Black or Black British (i.e. Caribbean, African, or any other Black background)	1	0%
Mixed (i.e. White & Black Caribbean, White & Black African, White & Asian and any other Mixed background)	8	1%
Chinese	5	1%
Prefer not to say	0	0%

**Table 4: Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months? OVERALL RESULTS** (all responses: n=683).

Respondent type	No. responses	% responses
No	610	89%
Yes – limited a little	51	7%
Yes – limited a lot	22	3%
Prefer not to say	0	0%



**Table 5: Please tell us how best to describe your disability or disabilities. OVERALL RESULTS** (all responses: n=683).

Respondent type	No. responses	% responses
Mobility issues	48	7%
Sight issues	14	2%
Hearing issues	23	3%
General health issues	30	4%
Prefer not to say	97	14%

**Table 6: How did you find out about this consultation? OVERALL RESULTS** (all responses: n=715).

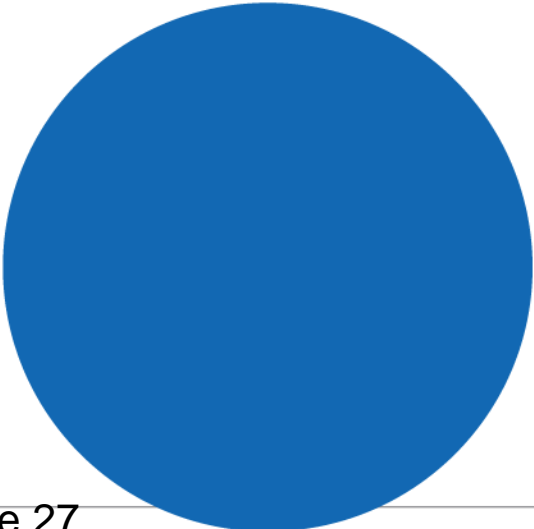
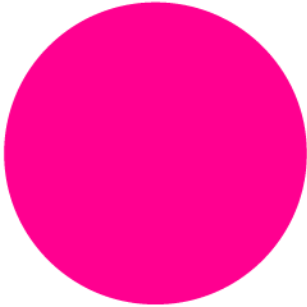
Respondent type	No. responses	% responses
Local community group/ organisation	273	38%
Leaflet from council through my door	219	31%
Friend / relative / neighbour	83	12%
Email from the county council	50	7%
Facebook	22	3%
Local newspaper online or print	22	3%
Twitter	18	3%
Instagram	0	0%
LinkedIn	0	0%
Oxfordshire.gov.uk website	28	4%

In the remainder of this report, where appropriate we have analysed how views differ by the various respondent types and demographic groups outlined above.



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# Views on the proposed traffic pilot scheme for Jericho and Walton Manor



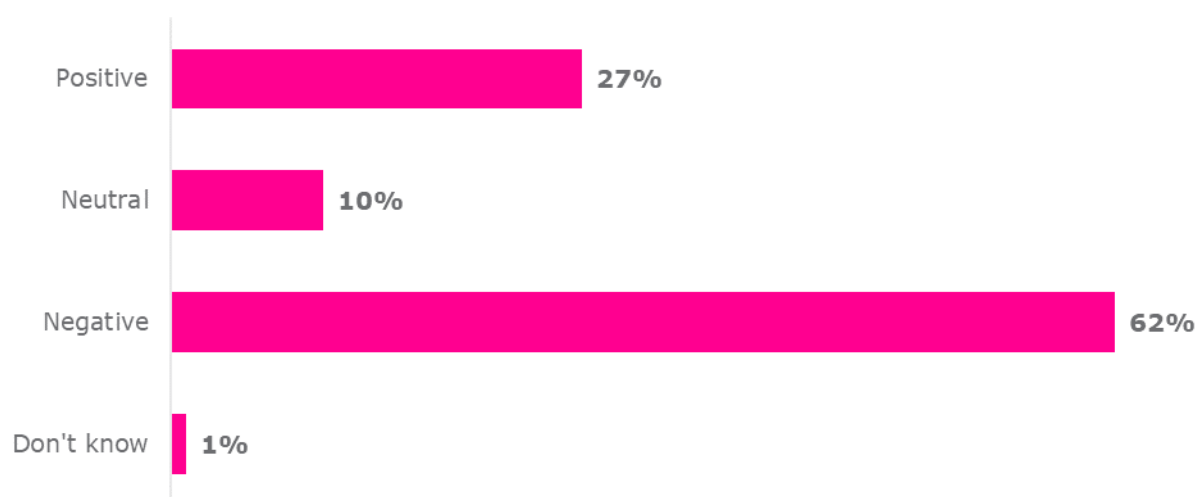


Those responding to the survey were asked how they feel about the proposed traffic pilot scheme for Jericho and Walton Manor.

### Headline findings

Results for all respondents for this question are summarised in figure 1, below.

**Figure 1: Overall, how do you feel about the proposed traffic pilot scheme for Jericho and Walton Manor? RESULTS FOR ALL RESPONDENTS (n=719).**



Overall, just over a quarter of all respondents (27%) feel 'positive' towards the proposed traffic pilot system for Jericho and Walton Manor. However, more than three-fifths (62%) feel 'negative' towards the proposed traffic pilot scheme. A tenth (10%) say they are 'neutral' about the proposed traffic pilot scheme.

### Results by Resident type

Figure 2 (overleaf) show how responses to this question varied for different types of respondent.

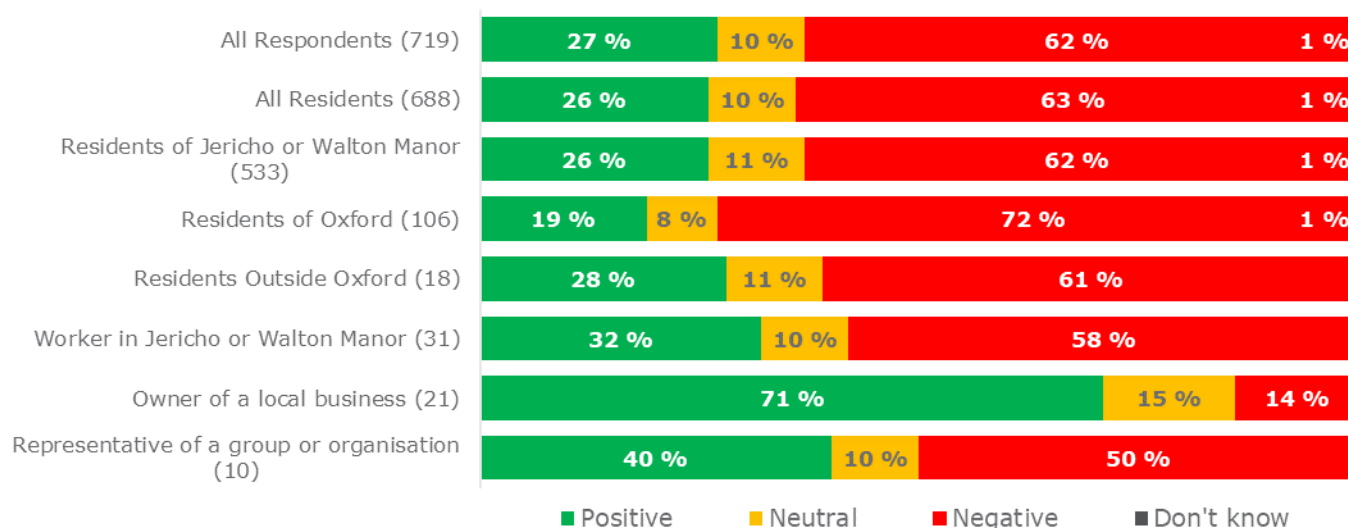
It should be noted that the base sizes for those answering on behalf of workers in Jericho or Walton Manor (31 respondents in total), those responding on behalf of a local business (21 respondents in total) and those answering on behalf of a group or organisation (10 respondents in total) are relatively low – although comment has been made on the findings from these respondents where appropriate, the findings for these groups should be treated as indicative rather than statistically significant.

Further analysis of feedback from residents also highlights some differences in opinion by demographic factors (such as age and disability). Where applicable, these differences are detailed under figure 2 (overleaf).





**Figure 2: Overall, how do you feel about the proposed traffic pilot scheme for Jericho and Walton Manor? RESULTS BY RESPONDENT TYPE (n=719).**



Overall, just over a quarter (26%) of all residents feel positively towards the proposed traffic pilot scheme for Jericho and Walton Manor, with the large majority – more than three-fifths (63%) – expressing a negative view towards it. This finding for all residents is very similar to the findings seen for residents of Jericho or Walton Manor. However, less than a fifth (19%) of residents in other areas of Oxford feel positively towards the proposed traffic pilot scheme for Jericho and Walton Manor, with more than seven tenths (72%) expressing negative views towards it.

There is some evidence to suggest that workers in Jericho or Walton Manor may be slightly more likely than Oxford residents to feel positively towards the proposed traffic pilot scheme (32% of them expressing a positive view).

Respondents answering on behalf of local businesses appear more likely to view the proposed traffic pilot scheme positively (71% - 15 out of 21 respondents - saying they feel positive about it). There is some evidence to suggest that those answering on behalf of groups and organisations may also be slightly more likely than residents to feel positively about the proposed traffic pilot scheme (4 out of 10 respondents feeling this way).

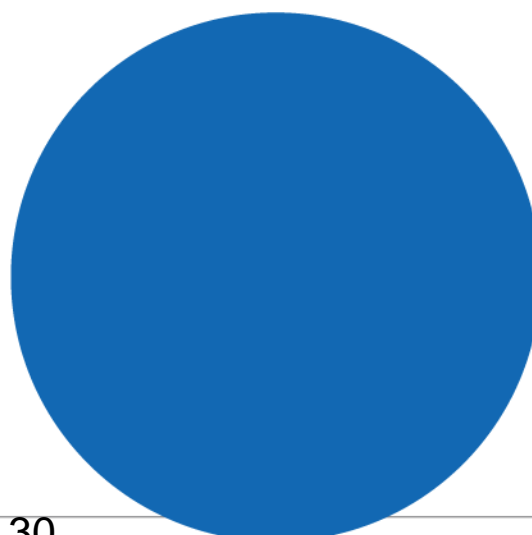
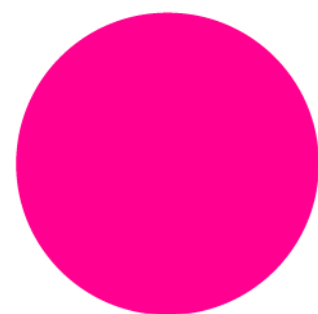
Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- Those aged between 45-54 appear slightly more likely than other age groups to feel positive about the proposed traffic pilot scheme (31% of 45-54s, compared with 25% of 35-44s and 23% of 65-74s).
- There is some evidence to suggest that those with a limiting disability may be slightly more likely than those with no disability to feel positive about the proposed traffic pilot scheme (32% of those with a limiting disability, compared to 27% of those with no disability).



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# Levels of support for individual elements of the traffic pilot scheme for Jericho and Walton Manor



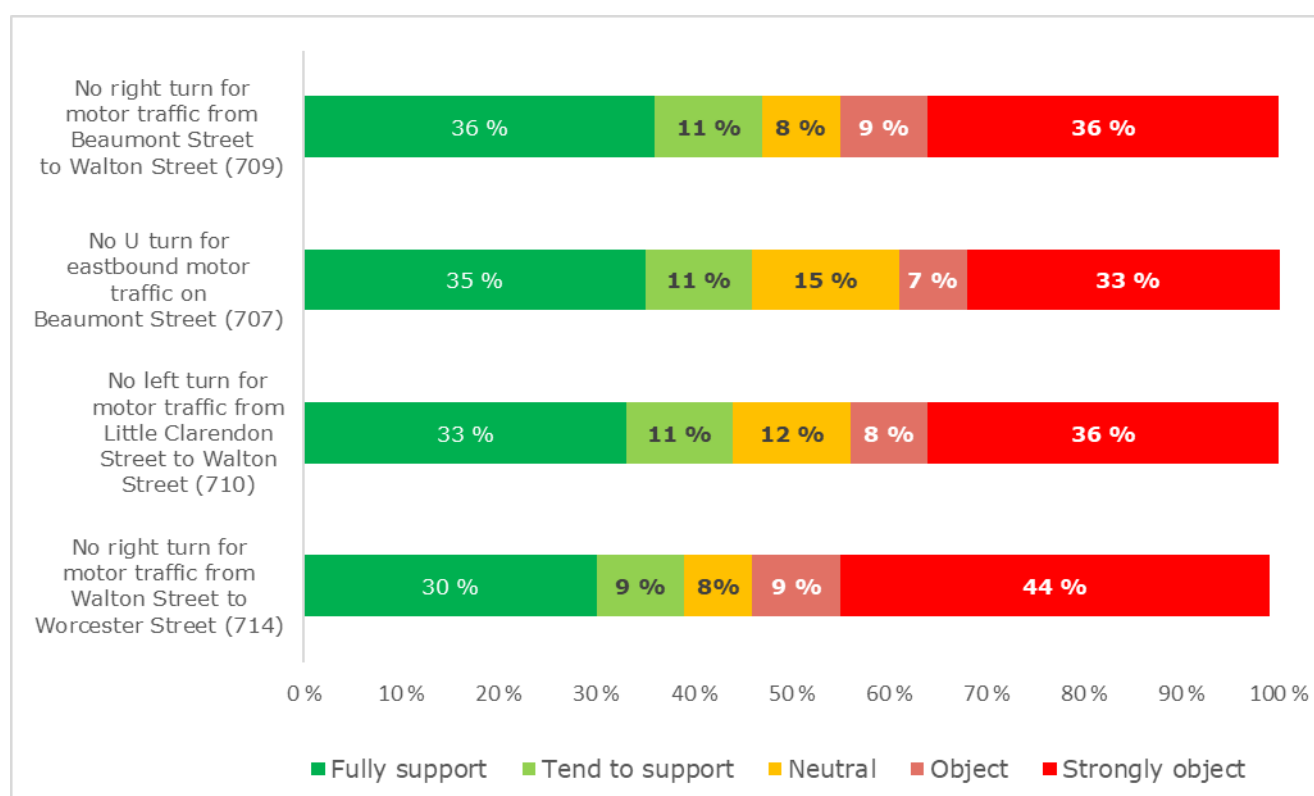


Those responding to the survey were presented with the four proposed elements of the pilot scheme and were asked to indicate their level of support or objection for each one.

### Headline findings

Results for all respondents for this question are summarised in figure 3, below.

**Figure 3: To what extent do you support the following measures? RESULTS FOR ALL RESPONDENTS (n=707-714).**



Overall, the highest levels of support recorded for the four measures is seen for 'no right turn for motor traffic from Beaumont Street to Walton Street', with just under half (47%) of all respondents supporting this measure to some extent (36% fully supporting it and a further 11% tending to support it). However, more than two-fifths (45%) object to this measure to some degree (36% saying they 'strongly object' to it and 9% indicating that they 'object').

A similar level of support is seen for the measure 'no U turn for eastbound motor traffic on Beaumont Street', with just under half (46%) of all respondents supporting this measure to some extent (35% fully supporting it and a further 11% tending to support it). Interestingly, of the four proposed traffic pilot scheme elements, this measure is opposed by the lowest proportion of respondents, with



two-fifths (40%) of respondents objecting to this measure to some degree (33% say they 'strongly object' and 7% indicate that they 'object').

A slightly lower level of support is recorded for the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street' – more than two-fifths (44%) of all respondents support this measure to some extent (33% fully supporting it and a further 11% tending to support it). However, more than two-fifths (44%) object to this measure to some degree (36% saying they 'strongly object' to it and 8% indicating that they 'object').

The lowest level of support for the four measures is seen for the measure 'no right turn for motor traffic from Walton Street to Worcester Street' – just under two-fifths (39%) of all respondents support this measure to some extent (30% fully supporting it and a further 9% tending to support it). Interestingly, this is the only measure that is opposed by more than half of respondents (53% object to this measure to some degree, with 44% strongly objecting).

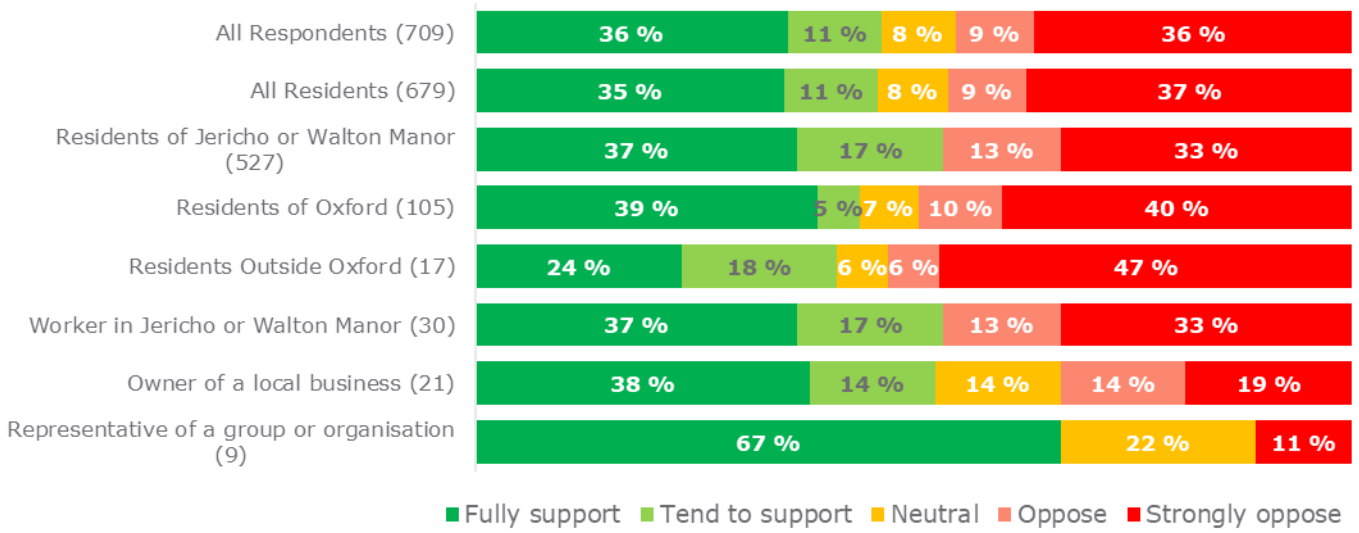
### Results by Resident type

Figures 4-7 (below and overleaf) show how responses vary for different types of respondent for each of the four proposed measures presented.

It should again be noted that the base sizes for those answering on behalf of workers in Jericho or Walton Manor, those responding on behalf of a local business and those answering on behalf of a group or organisation are relatively low. Although comment has been made on the findings from these respondents where appropriate, the findings for these groups should be treated as indicative rather than statistically significant.

Further analysis of feedback from residents also highlights some differences in opinion by demographic factors (such as age and disability). Where applicable, these differences are detailed under figures 4-7.

**Figure 4: To what extent do you support the following measures: 'No right turn for motor traffic from Beaumont Street to Walton Street'. RESULTS BY RESPONDENT TYPE (n=9-679).**



Overall, more than two-fifths of all residents (42%) support the measure 'no right turn for motor traffic from Beaumont Street to Walton Street' to some extent - 35% saying they 'fully support' it and a further 11% indicating that they 'tend to support' it.

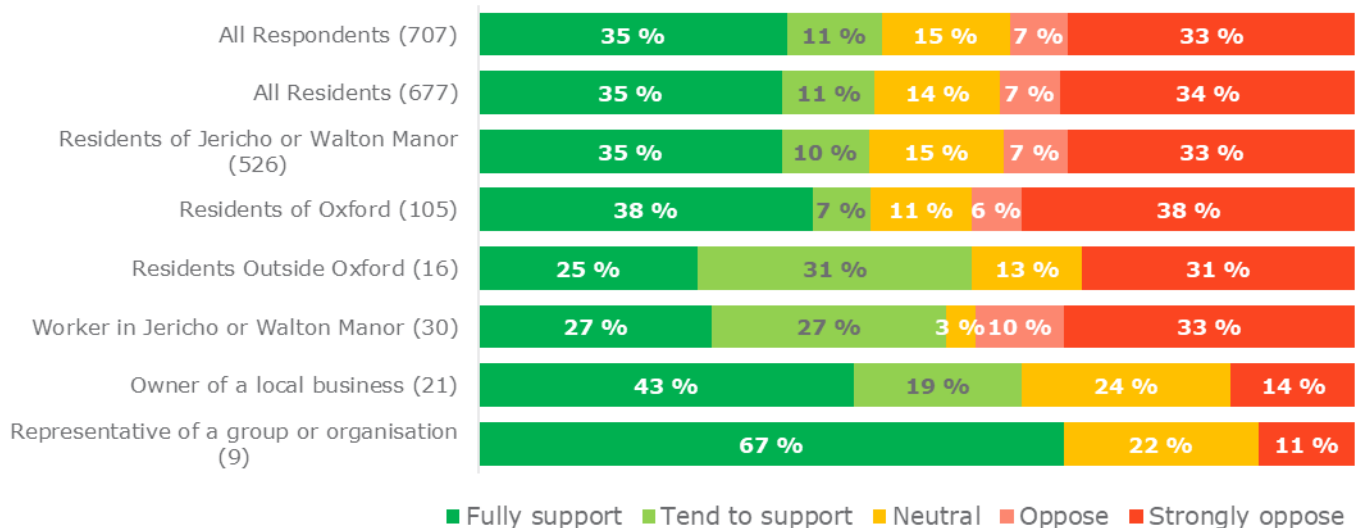
Residents of Jericho or Walton Manor are more likely than residents of other parts of Oxford to support the measure 'no right turn for motor traffic from Beaumont Street to Walton Street' to some extent. More than half (54%) of residents of Jericho or Walton Manor either 'fully support' or 'tend to support' this measure, compared to just over two-fifths (44%) of residents of Oxford.

The responses of the small number of respondents answering on behalf of local businesses follow a fairly similar pattern to the resident findings, with just over half (52%) of businesses supporting this measure to some degree (38% saying they 'fully support' it and a further 14% indicating that they 'tend to support' it).

There is some evidence to suggest that the small number of respondents answering on behalf of groups and organisations may be more likely than residents and businesses to support the measure 'no right turn for motor traffic from Beaumont Street to Walton Street', with more than two-thirds (67% - 6 out of 9 respondents) saying they 'fully support' this measure.

Further analysis of feedback from residents highlights no differences in opinion by demographic factors.

**Figure 5: To what extent do you support the following measures: 'No U turn for eastbound motor traffic on Beaumont Street'. RESULTS BY RESPONDENT TYPE (n=9-677).**



Overall, more than two-fifths of all residents (46%) support the measure 'no U turn for eastbound motor traffic on Beaumont Street' to some extent - 35% saying they 'fully support' it and a further 11% indicating that they 'tend to support' it.

There are no significant differences between the various resident types in terms of overall support for the measure 'no U turn for eastbound motor traffic on Beaumont Street'.

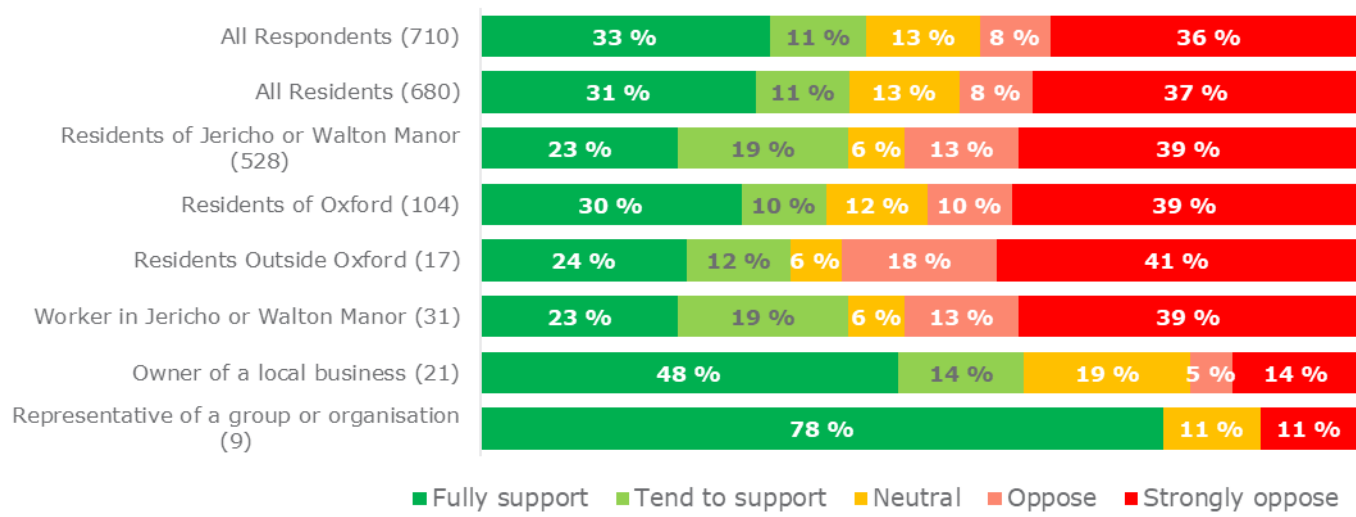
There is some evidence to suggest that the small number of respondents answering on behalf of local businesses may be slightly more likely than residents to support the measure 'no U turn for eastbound motor traffic on Beaumont Street' to some extent. More than three-fifths (62%) of businesses support this measure - 43% saying they 'fully support' it and a further 19% indicating that they 'tend to support' it.

There is also some evidence to suggest that respondents answering on behalf of groups and organisations may be more likely than residents and businesses to support the measure 'no U turn for eastbound motor traffic on Beaumont Street'. More than three-quarters (67% - 6 out of 9 respondents) of groups and organisations say they 'fully support' this measure.

Further analysis of feedback from residents highlights one difference in opinion by demographic factors:

- Those aged between 65-74 appear slightly more likely than other age groups to support this measure to some extent (56% of 65-74s either strongly support or tend to support this measure, compared with 37% of under 35s, 33% of 35-44s, 49% of 45-54s and 43% of 55-64s).

**Figure 6: To what extent do you support the following measures: 'No left turn for motor traffic from Little Clarendon Street to Walton Street'. RESULTS BY RESPONDENT TYPE (n=9-680).**



Overall, more than two-fifths of all residents (42%) support the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street' to some extent - 31% saying they 'fully support' it and a further 11% indicating that they 'tend to support' it.

Although there are no significant differences between the various resident types in terms of overall support for the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street', residents in other parts of Oxford are slightly more likely than residents of Jericho or Walton Manor to 'fully support' this measure (30% and 23% respectively).

There is some evidence to suggest that respondents answering on behalf of local businesses may be slightly more likely than residents to support the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street' to some extent. More than three-fifths (62%) of businesses support this measure - 48% saying they 'fully support' it and a further 14% indicating that they 'tend to support' it.

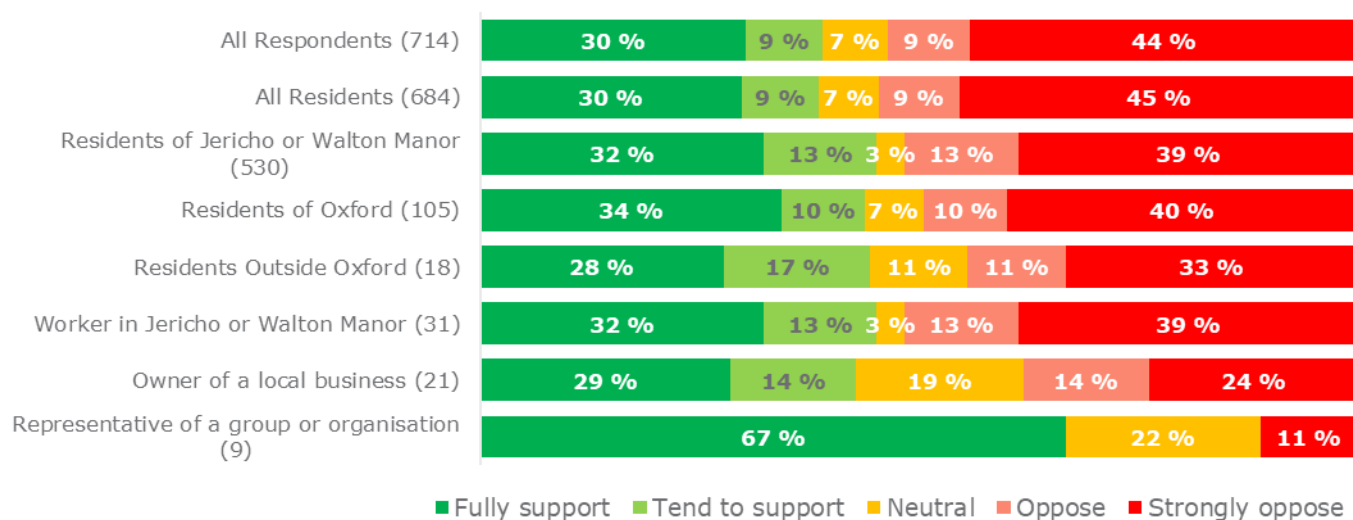
There is also some evidence to suggest that respondents answering on behalf of groups and organisations may be more likely than residents and businesses to support the measure 'no left turn for motor traffic from Little Clarendon Street to Walton Street'. More than three-quarters (78% - 7 out of 9 respondents) of groups and organisations strongly support this measure.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- Those aged between 65-74 appear slightly more likely than other age groups to support this measure to some extent (50% of 65-74s either strongly support or tend to support this measure, compared with 40% of under 35s, 46% of 35-44s, 42% of 45-54s and 36% of 55-64s).
- There is some evidence to suggest that those with a limiting disability may be slightly more likely than those with no disability to support this measure to some extent (51% of those with a limiting disability either strongly support or tend to support this measure, compared to 42% of those with no disability).



**Figure 7: To what extent do you support the following measures: 'No right turn for motor traffic from Walton Street to Worcester Street'. RESULTS BY RESPONDENT TYPE (n=9-684).**



Overall, just under two-fifths of all residents (39%) support the measure 'no right turn for motor traffic from Walton Street to Worcester Street' to some extent - 30% saying they 'fully support' it and a further 9% indicating that they 'tend to support' it.

There are no significant differences between the various resident types in terms of overall support for the measure 'no right turn for motor traffic from Walton Street to Worcester Street'.

The responses of the small number of respondents answering on behalf of local businesses follow a similar pattern to the resident findings, with more than two-fifths (43%) of businesses supporting this measure to some degree (29% saying they 'fully support' it and a further 14% indicating that they 'tend to support' it).

There is some evidence to suggest that the small number of respondents answering on behalf of groups and organisations may be more likely than residents and businesses to support the measure 'no right turn for motor traffic from Walton Street to Worcester Street'. More than two-thirds (67% - 6 out of 9 respondents) of groups and organisations 'fully support' this measure.

Further analysis of feedback from residents highlights one difference in opinion by demographic factors:

- Support for this measure tends to increase with age – only 31% of 25-34s either strongly support or tend to support this measure, compared with 33% of 35-44s, 37% of 45-54s, 38% of 55-64s and 46% of 65-74s.







Respondents were encouraged to provide any additional comments they had on the Jericho and Walton Manor pilot traffic scheme that hadn't already been covered in their feedback.

This was an open-ended question where respondents could expand on their reasons for giving their viewpoints detailed in the two previous questions; DJS Research have analysed the comments and coded them into themes to provide a quantified sense of the themes and sentiment. Overall results for this question are summarised in table 7, below.

**Table 7: Please provide any additional comments you have on the Jericho and Walton Manor pilot scheme which haven't already been covered in your feedback. RESULTS FOR ALL RESPONDENTS WHO MADE COMMENTS** (all responses: n=721).

Comment	No. responses	% responses
Concerns about specific location/access: Walton Street	166	23%
Concerns for residents/residential streets (e.g. amount of traffic.)	163	23%
Do not agree it's a proper LTN scheme/don't believe it will work	156	22%
Prefer/support the previous/current LTN scheme	96	13%
Keep the barrier/it closed	95	13%
Concerns for/will increase pollution	79	11%
Don't support the scheme/it is disappointing	79	11%
Concerns for rat runs	78	11%
Concerns for pedestrians/cyclists	74	10%
Concerns about specific location/access: St Bernard's Road	72	10%
Support/agree with the proposal	65	9%
The proposal doesn't go far enough	65	9%
The Local Council should give an explanation/consult/listen to us	62	9%
Concerns about specific location/access: Jericho	55	8%
Concerns for local businesses	55	8%



Concerns about specific location/access: Leckford 48 7%

**Table 7 (continued): Please provide any additional comments you have on the Jericho and Walton Manor pilot scheme which haven't already been covered in your feedback. RESULTS FOR ALL RESPONDENTS WHO MADE COMMENTS** (all responses: n=721).

Comment	No. responses	% responses
Full reopening of the street/no restrictions	44	6%
Concerns about specific location/turning: Walton Street to Worcester Street and vice versa	37	5%
Roads are narrow/can't handle heavy traffic	34	5%
Concerns about specific location/turning: Little Clarendon Street left turn/into Walton Street	33	5%
Journey times will be increased	31	4%
Concerns about specific location/access: Other	28	4%
Concerns about specific location/turning: Beaumont Street	27	4%
Concerns about specific location/access: Kingston Street	20	3%
Concerns about specific location/access: Observatory Street	19	3%
Not practical/people need to use their cars	18	2%
Concerns for lorries/heavy vehicles on roads not suitable for them	17	2%
Lack of traffic data/evidence	16	2%
It will prevent rat runs	15	2%
Concerns about specific location/turning: Other	15	2%
Concerns about specific location/access: Woodstock Road	14	2%
One way systems would be better	14	2%
Concerns about specific location/access: St Giles	8	1%
Concerns about specific location/turning: St Johns Street	4	1%

In total, 721 respondents made a comment. Reflecting the overall sentiment expressed when asked how they feel about the proposed traffic pilot scheme for Jericho and Walton Manor, respondents who feel negative about the pilot traffic scheme are more likely to make comments than those who feel positive about it.



Table 8 below summarises the nature of the comments received from respondents answering the consultation on behalf of a business.

**Table 8: Please provide any additional comments you have on the Jericho and Walton Manor pilot scheme which haven't already been covered in your feedback. RESULTS FOR BUSINESSES WHO MADE COMMENTS** (all responses: n=21).

Comment	No. responses	% responses
Support/agree with the proposal	5	24%
Full reopening of the street/no restrictions	4	19%
Concerns for local businesses	3	14%
Concerns about specific location/access: Walton Street	3	14%
Concerns for rat runs/It will prevent rat runs	3	14%
Concerns for residents/residential streets (e.g. amount of traffic.)	2	10%
Do not agree it's a proper LTN scheme/don't believe it will work	2	10%
Roads are narrow/can't handle heavy traffic	2	10%
Prefer/support the previous/current LTN scheme	1	5%
Don't support the scheme/it is disappointing	1	5%
The Local Council should give an explanation/consult/listen to us	1	5%
Concerns about specific location/turning: Walton Street to Worcester Street and vice versa	1	5%
Not practical/people need to use their cars	1	5%

In contrast to the views of Residents, those answering on behalf of a business appear slightly more likely to make positive comments about the proposed traffic pilot scheme, with 5 out of 21 saying they 'support/agree with the proposal'. A similar number (4 out of 21) want a 'full reopening of (Walton) street/no restrictions', while other concerns raised include 'concerns about specific location/access for Walton Street/Manor Street' and 'concerns for rat runs'.



Table 9 below summarises the nature of the comments received from respondents answering the consultation on behalf of a group or organisation.

**Table 9: Please provide any additional comments you have on the Jericho and Walton Manor pilot scheme which haven't already been covered in your feedback. RESULTS FOR GROUPS OR ORGANISATIONS WHO MADE COMMENTS** (all responses: n=10).

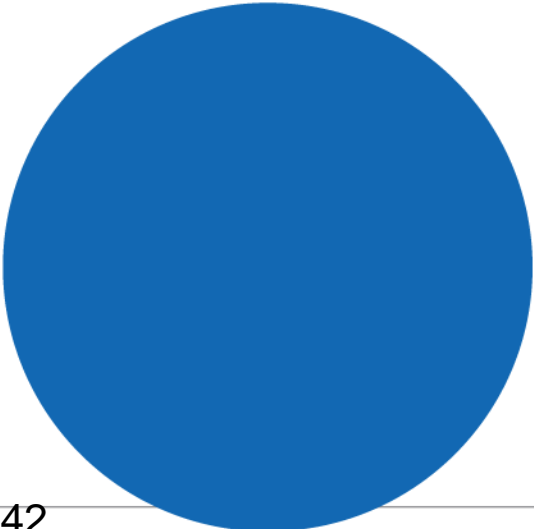
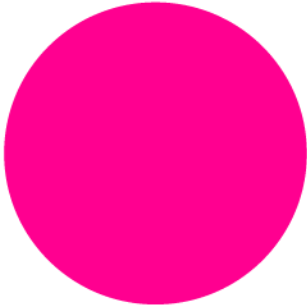
Comment	No. responses	% responses
Support/agree with the proposal	3	30%
The Local Council should give an explanation/consult/listen to us	3	30%
Concerns about specific location/access: Walton Street	2	20%
Concerns for residents/residential streets (e.g. amount of traffic.)	2	20%
Do not agree it's a proper LTN scheme/don't believe it will work	2	20%
Prefer/support the previous/current LTN scheme	2	20%
Concerns for/will increase pollution	2	20%
The proposal doesn't go far enough	2	20%
Don't support the scheme/it is disappointing	1	10%
Keep the barrier/keep it closed	1	10%
Concerns for pedestrians/cyclists	1	10%
Concerns about specific location/access: Jericho	1	10%
Journey times will be increased	1	10%
Concerns about specific location/turning: Beaumont St	1	10%
Lack of traffic data/evidence	1	10%

Of the small number of respondents – ten - answering the consultation on behalf of a group or organisation, the concern raised most often is that 'The Local Council should give us an explanation/consult/listen to us'. Other concerns raised include issues such as 'concerns for residents/residential streets (e.g. amount of traffic)', 'do not agree that the proposals are a proper LTN/believe that it won't work', 'prefer/support the previous/current LTN scheme', 'concerns for/will increase pollution' and 'the proposal doesn't go far enough'.



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# Current travel behaviour and potential effect of LTN trial on walking and cycling behaviour



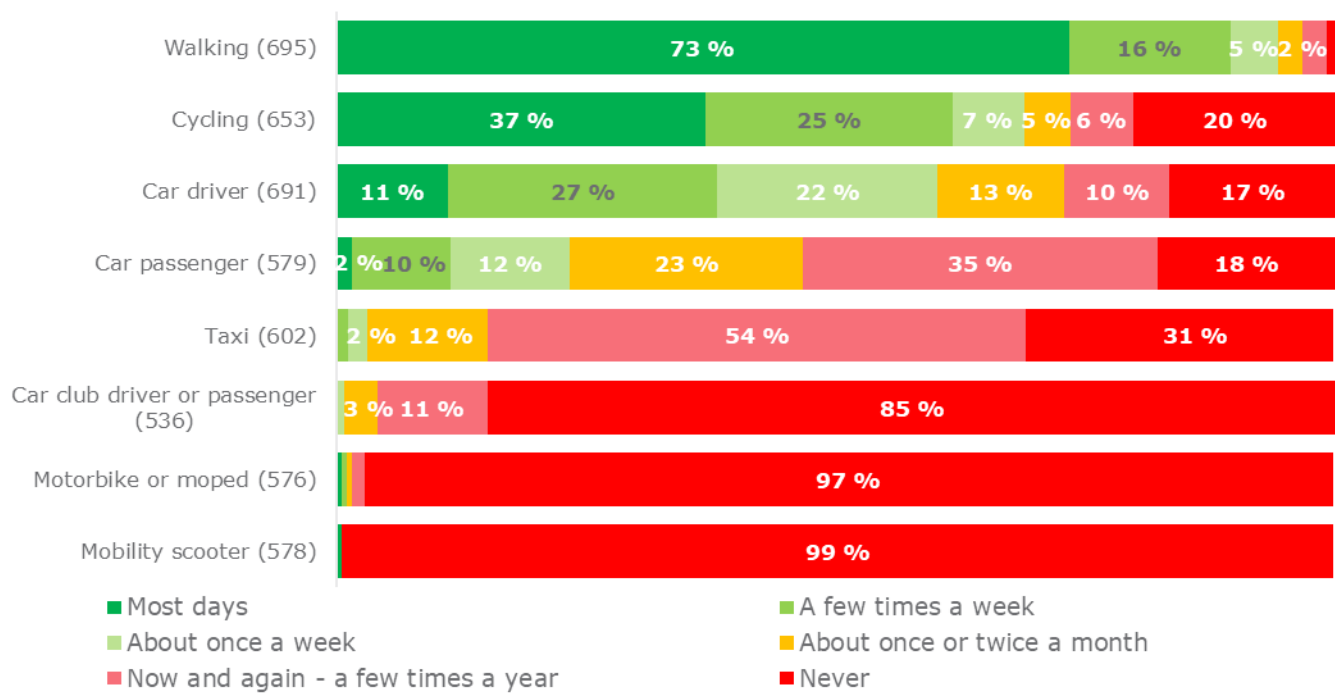


Those responding to the survey were asked to indicate how they typically travelled and the frequency with which they used that mode of transport for local journeys.

### Headline findings

Results for all respondents for this question are summarised in figure 8, below.

**Figure 8: For each of the following ways of travel, please say how often you use them for local journeys. RESULTS FOR ALL RESPONDENTS (n=536-691).**



Overall, the most-used form of travel for local journeys amongst respondents is walking, with approaching three-quarters of all respondents (73%) walking for local journeys most days and a further sixth (16%) walking a few times a week. More than a third (37%) use cycling most days for local journeys, with a fifth (25%) cycling a few times a week. Although three-fifths (60%) use car driving for local journeys at least once a week, only just over a tenth (11%) travel this way most days for local journeys. Meanwhile, only a quarter (25%) say they are a car passenger for local journeys once a week or more and a very small minority (3%) use taxis for local journeys at least once a week.

The use of other means of transport for local journeys is minimal, although 4% say they travel as a car club driver or passenger at least once a month. The least-used



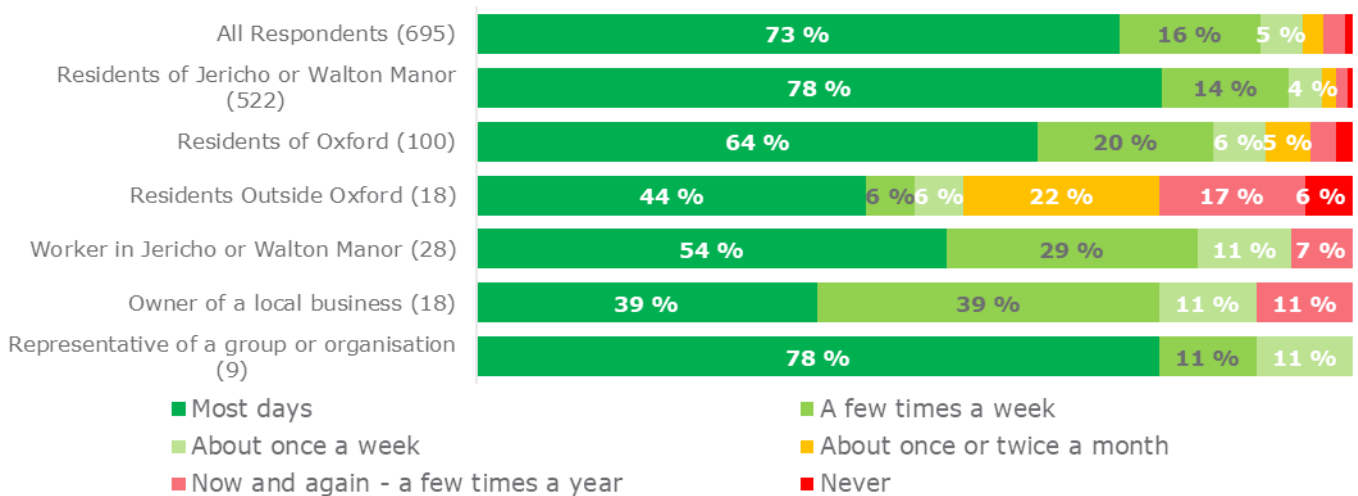
methods of transport are motorbikes or mopeds (97% never use) and mobility scooters (99% never use).

### Results by Resident type

Figures 9-13 (below and overleaf) show how responses to this question varied for different types of respondent.

Please note: Of the very small proportions of respondents saying that they use either **car clubs, motorbikes or mopeds**, or **mobility scooters** as a means of transport, there are no demographic differences in these cases so illustrations for these three modes of transport are not shown in this section.

**Figure 9: For each of the following ways of travel, please say how often you use them for local journeys. 'Walking' RESULTS BY RESPONDENT TYPE (n=9-522).**



Residents living in Jericho or Walton Manor are more likely than residents in other parts of Oxford to travel regularly for local journeys by walking; approaching four-fifths (78%) of Jericho or Walton Manor residents travel for local journeys most days by walking, compared to just under two-thirds (64%) of residents of Oxford.

Of the relatively small number of respondents answering on behalf of a business, around two-fifths (39%) use walking for local journeys most days. Meanwhile, 7 out of 9 of those answering on behalf of a group or organisation use walking for local journeys most days.

Further analysis of feedback from residents highlights some differences by demographic factors:

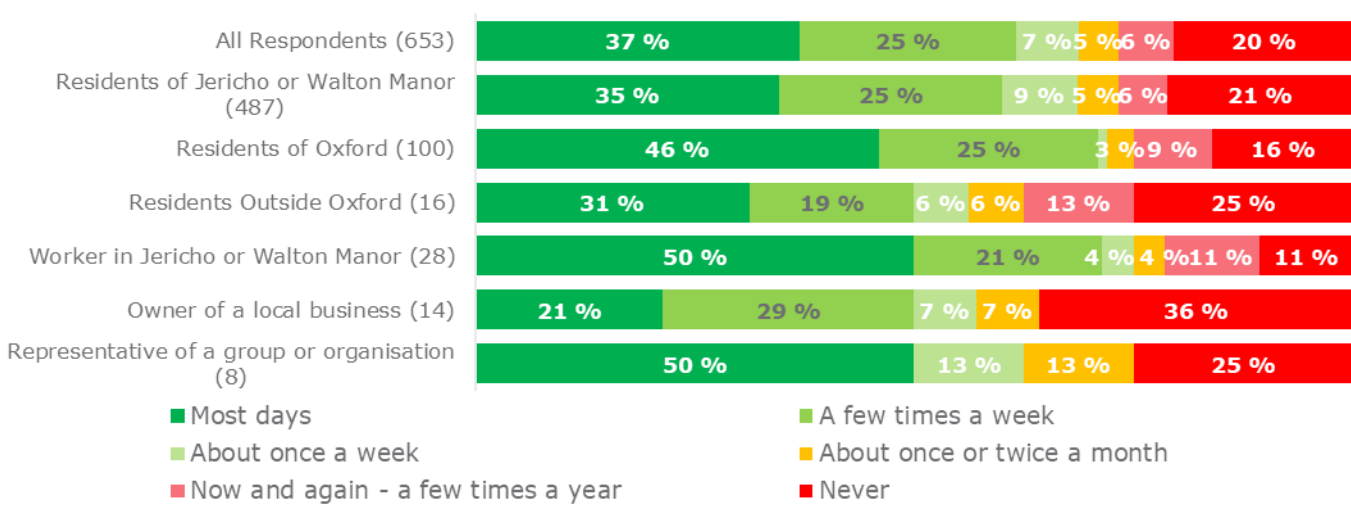
- The proportions that use walking most days for local journeys tends to decrease slightly with age (80% of 25-34s walk most days for local journeys, compared with 73% of 35-44s, 70% of 45-54s and 64% of 75-84s).





- Those whose day to day activities are limited because of a long-term illness or health problem or disability are less likely than those whose day to day activities are not limited to use walking most days for local journeys (57%, compared to 75% of those without limitations).

**Figure 10: For each of the following ways of travel, please say how often you use them for local journeys. 'Cycling' RESULTS BY RESPONDENT TYPE (n=8-487).**



Residents living in Jericho or Walton Manor are less likely than residents in other parts of Oxford to travel regularly for local journeys by cycling; just over a third (35%) of Jericho or Walton Manor residents travel for local journeys by cycling most days, compared to 46% of residents of Oxford. When looking at the proportions who use cycling for local journeys at least a few times a week, three-fifths (60%) of Jericho or Walton Manor residents do so, compared to more than seven-tenths (71%) of residents of Oxford.

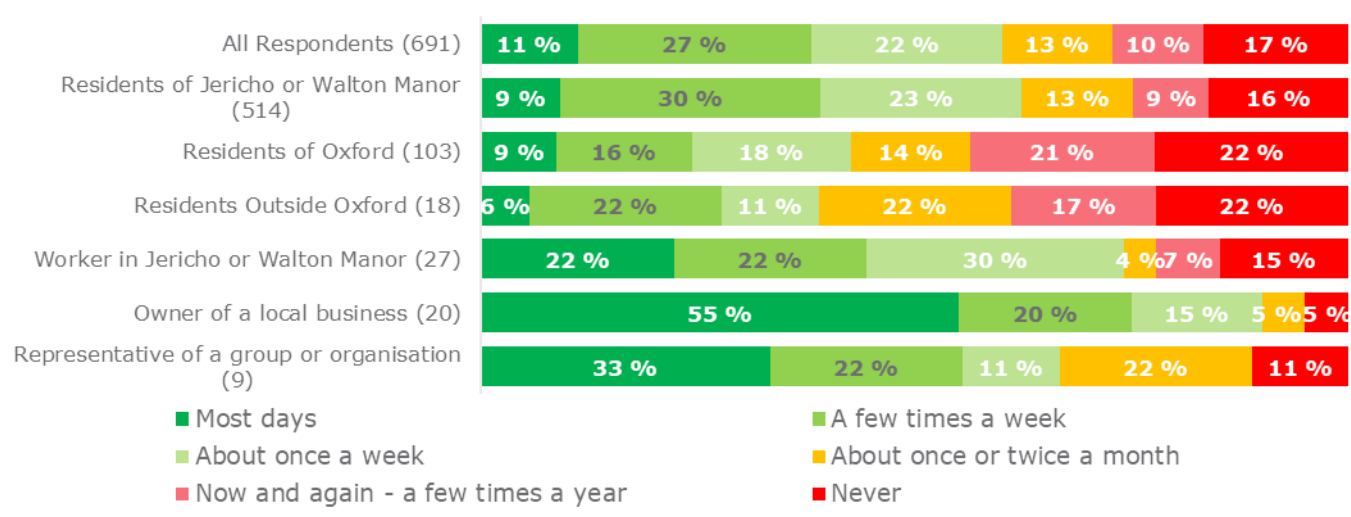
Of the relatively small number of respondents answering on behalf of a business, half (50%) use cycling for local journeys at least a few times a week. Meanwhile, 4 out of 8 of those answering on behalf of a group or organisation use cycling for local journeys most days.

Further analysis of feedback from residents highlights some differences by demographic factors:

- The proportions that use cycling a few days a week or more for local journeys is highest amongst the 25-34 and 35-44 age groups (77% of 25-34s and 68% of 35-44s, compared with 66% of 45-54s, 65% of 55-64s and 54% of 65-74s).
- Those whose day to day activities are limited because of a long-term illness or health problem or disability are less likely than those whose day to day activities are not limited to use cycling at least a few times a week for local journeys (32%, compared to 65% of those without limitations).



**Figure 11: For each of the following ways of travel, please say how often you use them for local journeys. 'Car driver' RESULTS BY RESPONDENT TYPE (n=9-514).**



Residents living in Jericho or Walton Manor are more likely than residents in other parts of Oxford to travel regularly for local journeys by car driving; more than three-fifths (62%) of Jericho or Walton Manor residents travel for local journeys by car at least once a week, compared to just over two-fifths (43%) of residents of Oxford. When looking at the proportions who use car driving for local journeys at least a few times a week, nearly two-fifths (39%) of Jericho or Walton Manor residents do so, compared to a quarter (25%) of residents of Oxford.

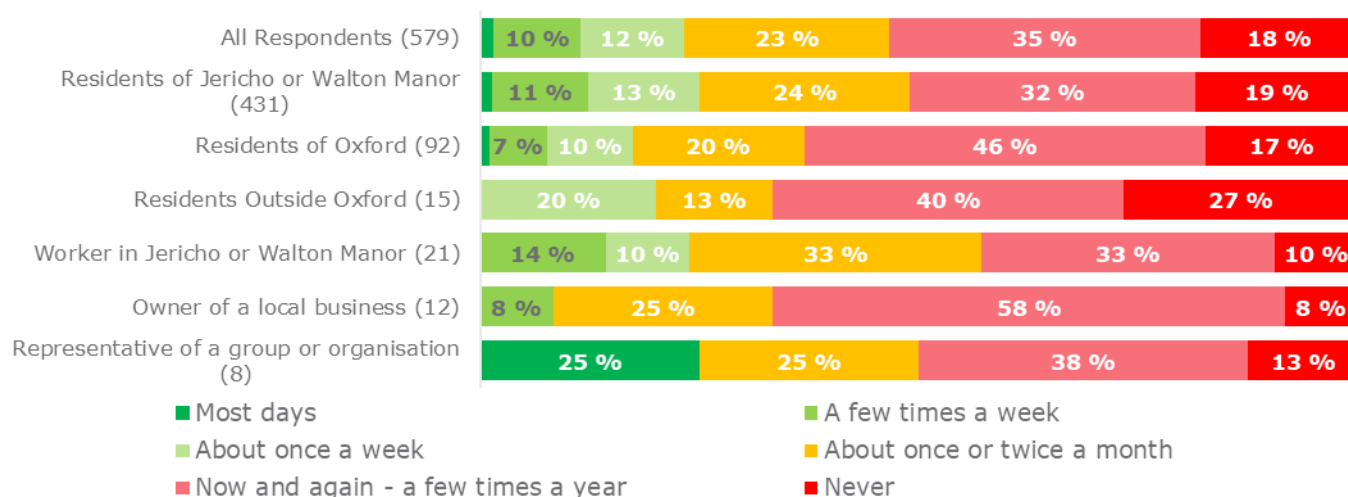
Of the small number of respondents answering on behalf of a business, nine-tenths (90%) use car driving for local journeys at least once a week, with over half (55%) doing so most days. Meanwhile, 6 out of 9 of those answering on behalf of a group or organisation use car driving for local journeys at least once a week.

Further analysis of feedback from residents highlights some differences by demographic factors:

- The proportions that use car driving at least once a week for local journeys tends to increase with age (40% of 25-34s, 45% of 35-44s, 65% of 45-54s, 72% of 55-64s, 65% of 65-74s and 60% of 75-84s).
- There is some evidence to suggest that those whose day to day activities are limited a lot because of a long-term illness or health problem or disability are more likely than those whose day to day activities are not limited to use car driving at least a few times a week for local journeys (65%, compared to 37% of those without limitations).



**Figure 12: For each of the following ways of travel, please say how often you use them for local journeys. 'Car passenger' RESULTS BY RESPONDENT TYPE (n=8-431).**



Residents living in Jericho or Walton Manor are more likely than residents in other parts of Oxford to travel regularly for local journeys by being a car passenger; a quarter (25%) of Jericho or Walton Manor residents travel for local journeys as a car passenger at least once a week, compared to just over a sixth (18%) of residents of Oxford.

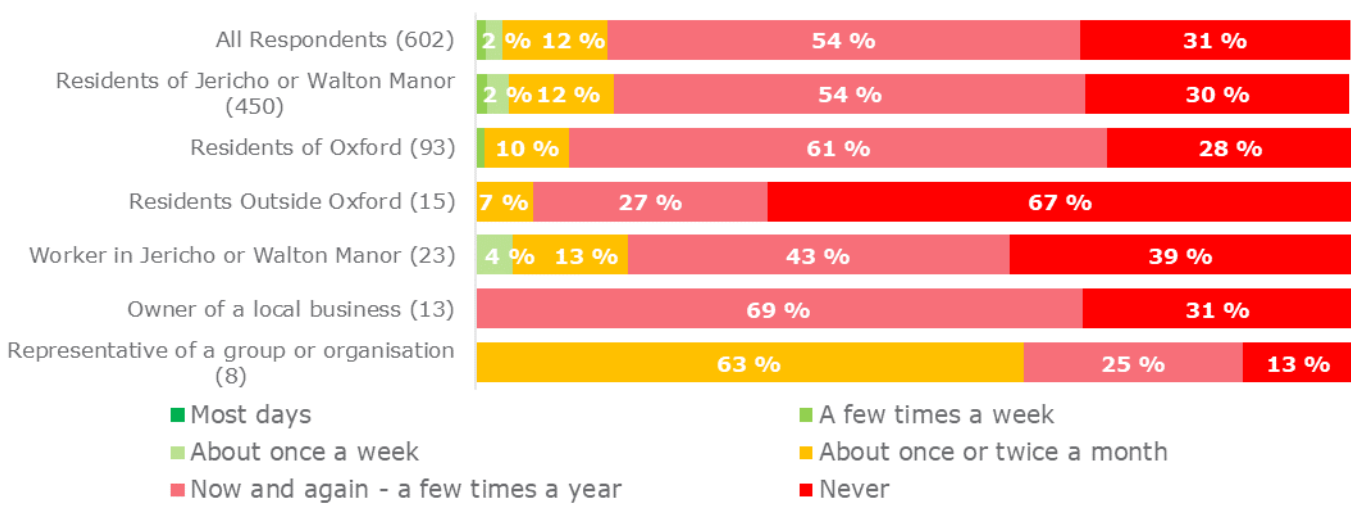
Of the small number of respondents answering on behalf of a business, less than a tenth (8%) are car passengers for local journeys at least once a week. Meanwhile, 2 out of 8 of those answering on behalf of a group or organisation are car passengers for local journeys most days.

Further analysis of feedback from residents highlights one slight difference by demographic factors:

- There is some evidence to suggest that those whose day-to-day activities are limited because of a long-term illness or health problem or disability are more likely than those whose day to day activities are not limited to be a car passenger at least once a week for local journeys (35%, compared to 21% of those without limitations).



**Figure 13: For each of the following ways of travel, please say how often you use them for local journeys. 'Taxi' RESULTS BY RESPONDENT TYPE (n=8-450).**



There are no differences between the proportions of residents living in Jericho or Walton Manor or other parts of Oxford in relation to the frequency with which they use taxis for local journeys, with less than a sixth using taxis once or twice a month or more.

Of the small number of respondents answering on behalf of a business, none use taxis for local journeys at least once or twice a month. Meanwhile, 5 out of 8 of those answering on behalf of a group or organisation use taxis once or twice a month.

Further analysis of feedback from residents highlights one slight difference by demographic factors:

- There is some evidence to suggest that those whose day-to-day activities are limited a lot because of a long-term illness or health problem or disability are more likely than those whose day to day activities are not limited to use taxis for local journeys at least once a week (21%, compared to 2% of those without limitations).

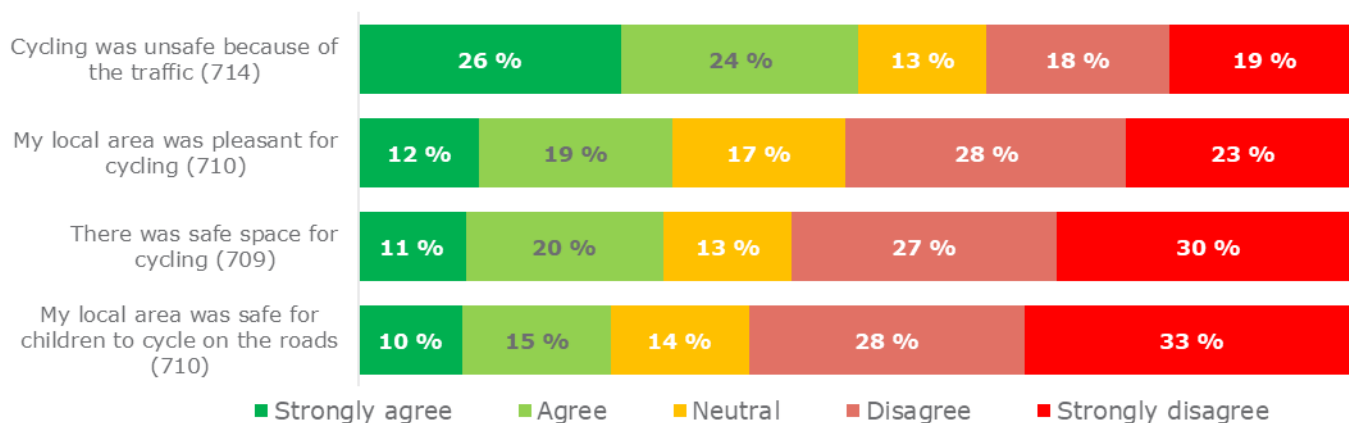


Those responding to the survey were asked to indicate their opinions about what they thought about cycling in Jericho and Walton Manor in the summer of 2019 (before the Walton Street traffic filter was introduced).

### Headline findings

Results for all respondents for this question are summarised in figure 14, below.

**Figure 14: We would like to understand how you feel about cycling in Jericho and Walton Manor. Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about cycling in Jericho and Walton Manor? RESULTS FOR ALL RESPONDENTS** (all responses: n=709-714).



Of the four cycling statements rated by respondents, the highest agreement levels are seen for the statement that before the Walton Street traffic filter 'cycling was unsafe because of the traffic'; half (50%) of all respondents agree to some extent with this statement, with 26% strongly agreeing with it.

Agreement levels with the two statements that before the Walton Street traffic filter 'my local area was pleasant for cycling' and 'there was safe space for cycling' are similar, with just over three-tenths (31%) of all respondents agreeing to some extent with both of these. However, more than half of respondents (51% and 57% respectively) disagree to some extent with both of these statements.

The lowest level of agreement is seen for the statement that before the Walton Street traffic filter 'my local area was safe for children to cycle on the roads', with a quarter (25%) of all respondents agreeing to some extent with this. However,

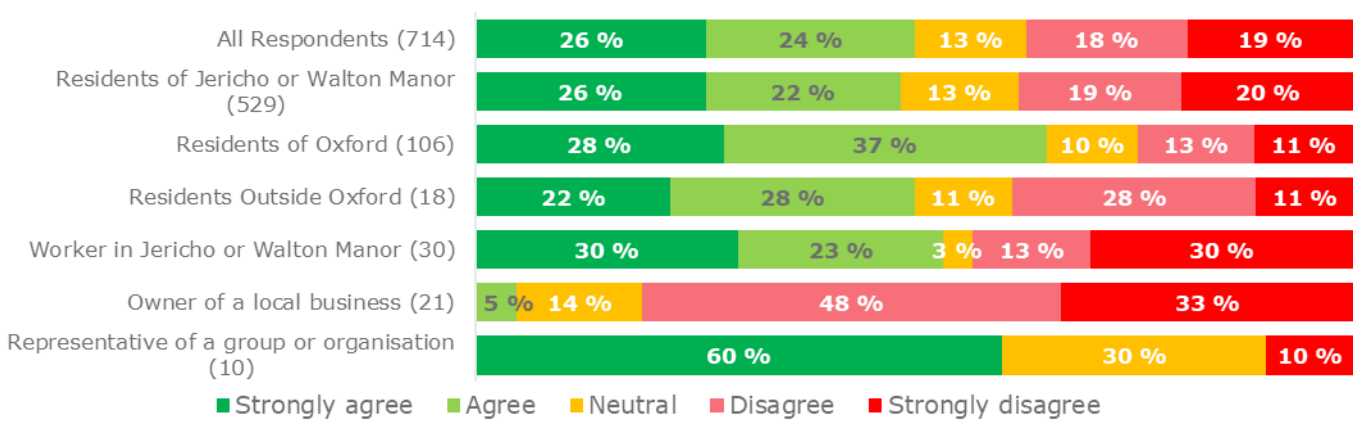


more than three-fifths (61%) disagree with this statement to some extent, with a third (33%) disagreeing strongly with it.

### Results by Resident type

Figures 15-18 (below and overleaf) show how responses to this question varied for different types of respondent.

**Figure 15: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about cycling in Jericho and Walton Manor: 'Cycling was unsafe because of the traffic'. RESULTS BY RESPONDENT TYPE** (all responses: n=10-529).



Residents in the Jericho or Walton Manor area are less likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'cycling was unsafe because of the traffic'; just under half (48%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to nearly two-thirds (65%) of residents of Oxford.

Of the small number of respondents answering on behalf of a business, they appear less likely than average to agree with the statement that before the Walton Street traffic filter 'cycling was unsafe because of the traffic', with only 5% agreeing with the statement and more than four-fifths (81%) disagreeing with it to some degree. Meanwhile, 6 out of 10 of those answering on behalf of a group or organisation strongly agree with this statement, with only 1 out of 10 strongly disagreeing.

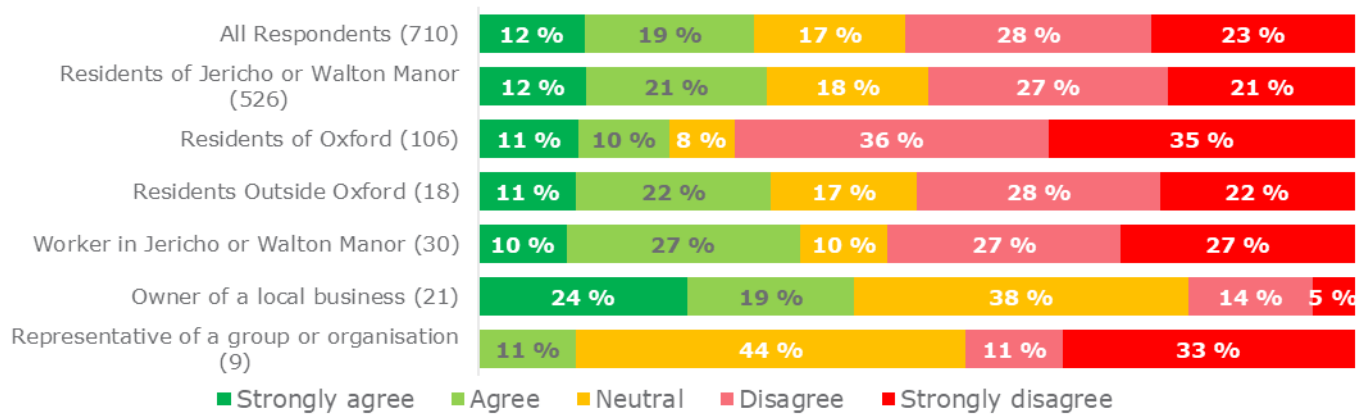
Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- There is some evidence to suggest that those in the 25-34 age group may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'cycling was unsafe because of the traffic'; 69% of 25-34s agree strongly or agree with this statement, compared with 47% of 35-44s and 44% of 45-54s, 51% of 55-64s, 54% of 65-74s and 46% of 75-84s.



- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability are less likely to agree with this statement than those whose day to day activities are not limited (32% of those with limitations, compared to 52% of those without limitations).

**Figure 16: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about cycling in Jericho and Walton Manor: 'My local area was pleasant for cycling'. RESULTS BY RESPONDENT TYPE** (all responses: n=9-526).



Residents in the Jericho or Walton Manor area are more likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'my local area was pleasant for cycling'; a third (33%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to just over a fifth (21%) of residents of Oxford. In addition, residents of Oxford are more likely to express disagreement with this statement, with more than three-fifths (61%) disagreeing with it to some extent, compared with 48% of Jericho or Walton Manor residents.

Of the small number of respondents answering on behalf of a business, more than two-fifths (43%) agree with the statement that before the Walton Street traffic filter 'my local area was pleasant for cycling', with less than a fifth (19%) disagreeing with it to some extent. Meanwhile, only 1 out of 9 of those answering on behalf of a group or organisation strongly agree with this statement, with 4 out of 9 disagreeing with it to some degree.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- There is some evidence to suggest that those in the 35-44 age group may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'my local area was pleasant for cycling'; 38% of 35-44s agree to some extent with this statement, compared with 22% of 25-34s, 34% of 45-54s, 33% of 55-64s, 32% of 65-74s and 22% of 75-84s.
- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability may be slightly more likely to agree with this statement than those whose day to day



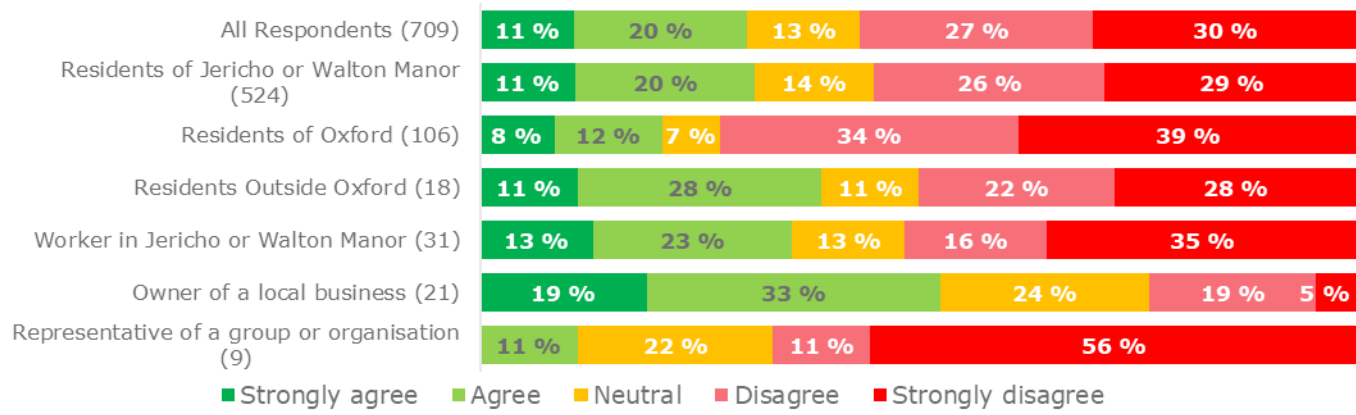
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activities are not limited (40% of those with limitations, compared to 32% of those without limitations).





**Figure 17: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about cycling in Jericho and Walton Manor: 'There was safe space for cycling'. RESULTS BY RESPONDENT TYPE (all responses: n=9-524).**



Residents in the Jericho or Walton Manor area are more likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'there was safe space for cycling'; more than three-tenths (31%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to a fifth (20%) of residents of Oxford. In addition, residents of Oxford are more likely to express disagreement with this statement, with approaching three-quarters (73%) disagreeing with it to some extent, compared with 55% of Jericho or Walton Manor residents.

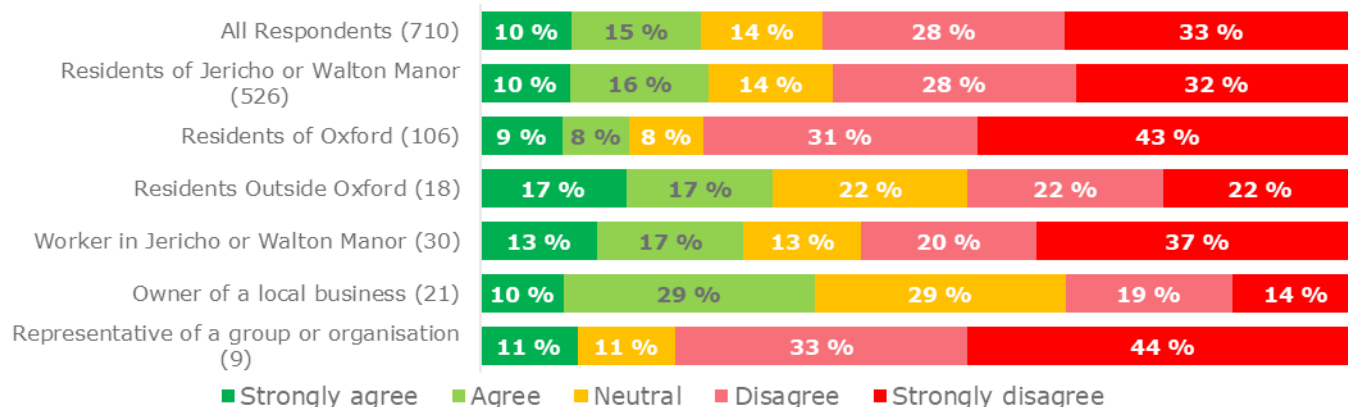
Of the small number of respondents answering on behalf of a business, more than half (52%) agree with the statement that before the Walton Street traffic filter 'there was safe space for cycling', with nearly a quarter (24%) disagreeing with it to some degree. Meanwhile, only 1 out of 9 of those answering on behalf of a group or organisation strongly agree with this statement, with 5 out of 9 disagreeing with it to some extent, mainly expressing strong disagreement.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- There is some evidence to suggest that those in the 45-54 age group may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'there was safe space for cycling'; 40% of 45-54s agree to some extent with this statement, compared with 14% of 25-34s, 34% of 35-44s, 32% of 55-64s, 28% of 65-74s and 21% of 75-84s.
- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability may be slightly more likely to agree with this statement than those whose day to day activities are not limited (42% of those with limitations, compared to 29% of those without limitations).



**Figure 18: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about cycling in Jericho and Walton Manor: 'My local area was safe for children to cycle on the roads'. RESULTS BY RESPONDENT TYPE (all responses: n=9-526).**



Residents in the Jericho or Walton Manor area are more likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'my local area was safe for children to cycle on the roads'; just over a quarter (26%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to just over a sixth (17%) of residents of Oxford. In addition, residents of Oxford are again more likely to express disagreement with this statement, with nearly three-quarters (74%) disagreeing with it to some extent, compared with 60% of Jericho or Walton Manor residents.

Of the small number of respondents answering on behalf of a business, nearly two-fifths (39%) agree with the statement that before the Walton Street traffic filter 'my local area was safe for children to cycle on the roads', with a third (33%) disagreeing with it to some extent. Meanwhile, only 1 out of 9 of those answering on behalf of a group or organisation strongly agree with this statement, with 7 out of 9 disagreeing with it to some degree.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- There is some evidence to suggest that those in the middle age groups may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'my local area was safe for children to cycle on the roads'; 30% of 35-44s, 28% of 45-54s and 30% of 55-64s agree to some extent with this statement, compared with 17% of 25-34s, 19% of 65-74s and 18% of 75-84s.
- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability may be slightly more likely to agree with this statement than those whose day to day activities are not limited (34% of those with limitations, compared to 24% of those without limitations).

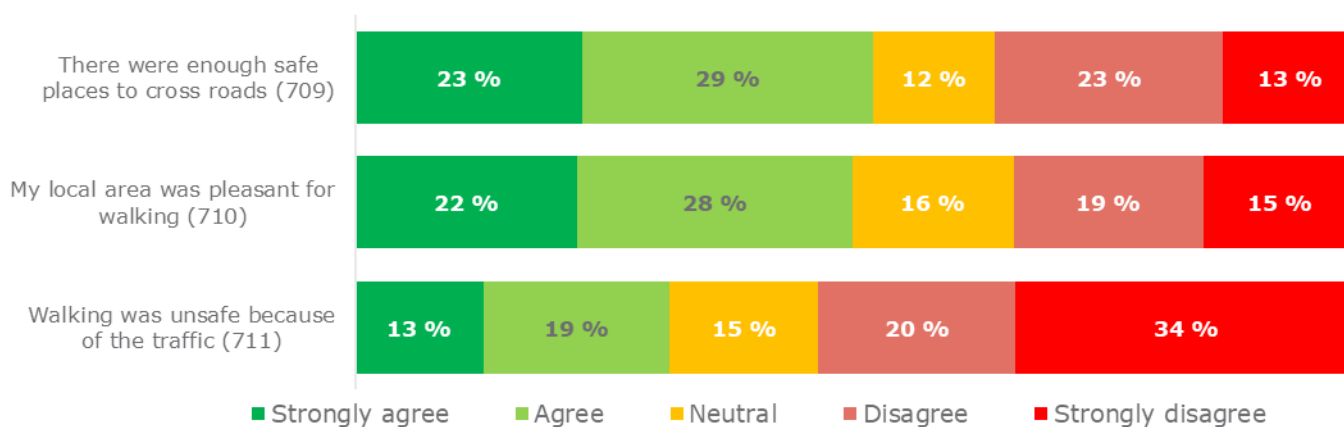


Those responding to the survey were asked to indicate their opinions about what they thought about walking in Jericho and Walton Manor in the summer of 2019 (before the Walton Street traffic filter was introduced).

## Headline findings

Results for all respondents for this question are summarised in figure 19, below.

**Figure 19: We would like to understand how you feel about walking in Jericho and Walton Manor. Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about walking in Jericho and Walton Manor? RESULTS FOR ALL RESPONDENTS** (all responses: n=709-711).



Of the three walking statements rated by respondents, the highest agreement levels are seen for the statement that before the Walton Street traffic filter 'there were enough safe places to cross roads'; more than half (52%) of all respondents agree to some extent with this statement, with 23% strongly agreeing with it. However, more than a third (36%) disagree with this statement to some degree.

The pattern of agreement/disagreement levels with the statement that before the Walton Street traffic filter 'my local area was pleasant for walking' are similar, with half (50%) of all respondents agreeing to some extent with this statement and 22% strongly agreeing. However, just over a third (34%) disagree to some extent with this statement.

The lowest level of agreement is seen for the statement that before the Walton Street traffic filter 'walking was unsafe because of the traffic', with nearly a third (32%) of all respondents agreeing to some extent with this. However, more than

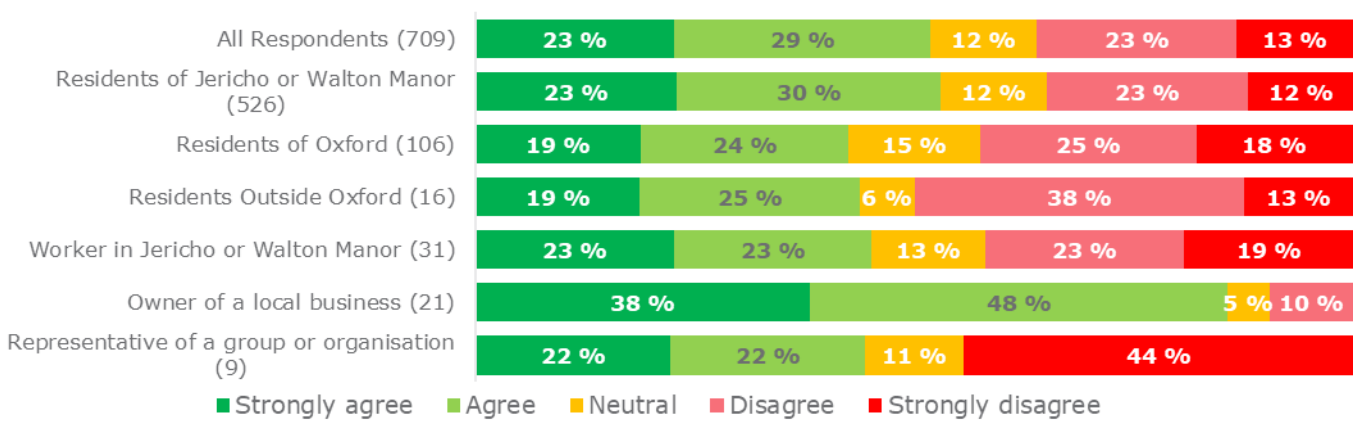


half (54%) disagree with this statement to some extent, with just over a third (34%) disagreeing strongly with it.

### Results by Resident type

Figures 20-22 (below and overleaf) show how responses to this question varied for different types of respondent.

**Figure 20: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about walking in Jericho and Walton Manor: 'There were enough safe places to cross roads'. RESULTS BY RESPONDENT TYPE (all responses: n=9-526).**



Residents in the Jericho or Walton Manor area are more likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'there were enough safe places to cross roads'; more than half (53%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to more than two-fifths (43%) of residents of Oxford. In addition, residents of Oxford are more likely to express disagreement with this statement, with more than two-fifths (43%) disagreeing with it to some extent, compared with 35% of Jericho or Walton Manor residents.

Of the small number of respondents answering on behalf of a business, more than four-fifths (86%) agree with the statement that before the Walton Street traffic filter 'there were enough safe places to cross roads', with only a tenth (10%) disagreeing with it to some extent. Meanwhile, 4 out of 9 of those answering on behalf of a group or organisation agree to some extent with this statement, with 4 out of 9 disagreeing strongly with it.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

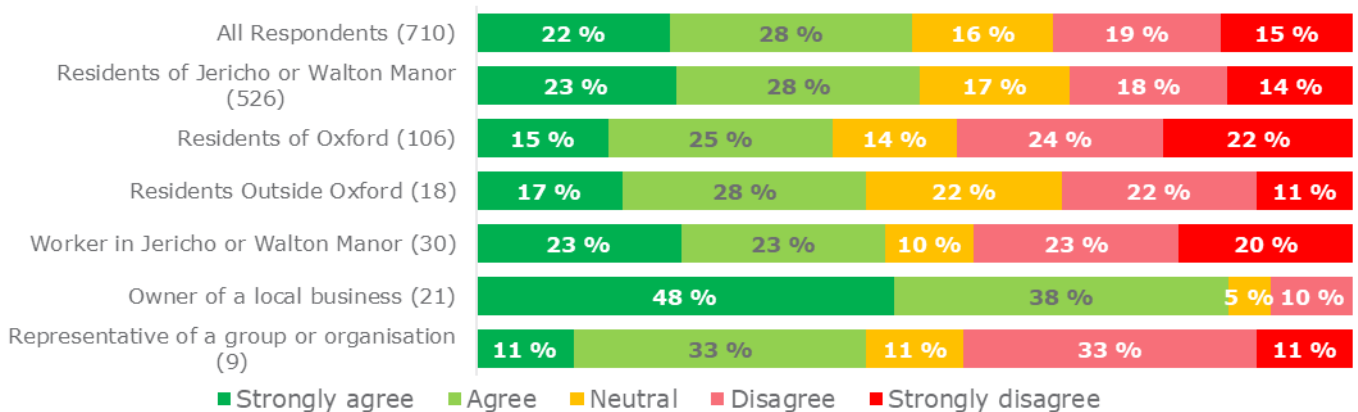
- There is some evidence to suggest that those in the 75-84 age group may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'there were enough safe places to cross roads'; 64% of 75-84s agree with this statement to some degree,



compared with 26% of 25-34s, 51% of 35-44s, 55% of 45-54s, 53% of 55-64s and 52% of 65-74s.

- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability may be slightly more likely to agree with this statement than those whose day to day activities are not limited (61% of those with limitations, compared to 51% of those without limitations).

**Figure 21: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about walking in Jericho and Walton Manor: 'My local area was pleasant for walking'. RESULTS BY RESPONDENT TYPE (all responses: n=9-526).**



Residents in the Jericho or Walton Manor area are more likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'my local area was pleasant for walking'; just over half (51%) of Jericho or Walton Manor residents agree to some extent with this statement, compared with two-fifths (40%) of residents of Oxford. Again, residents of Oxford are more likely to express disagreement with this statement - more than two-fifths (46%) disagree with it to some extent, compared with 32% of Jericho or Walton Manor residents.

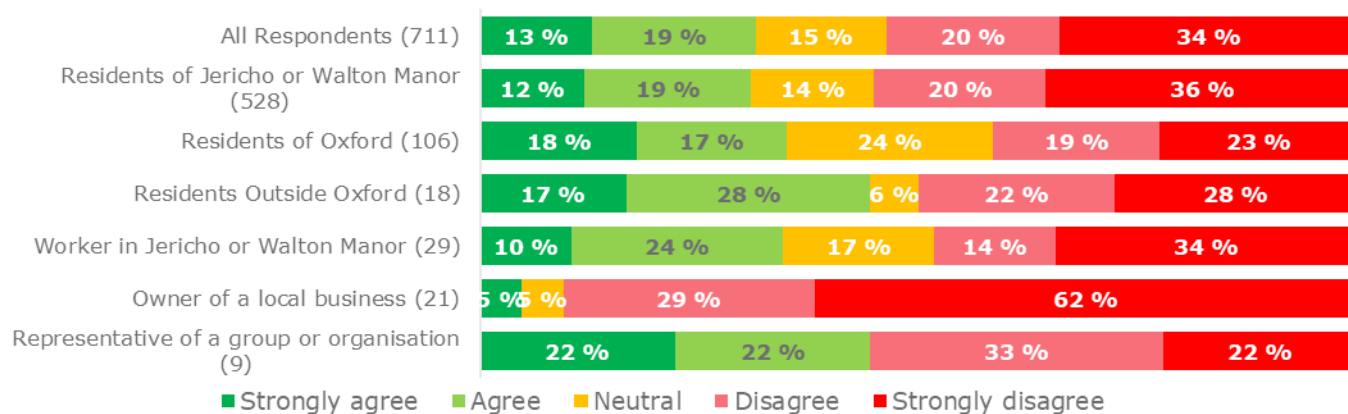
Of the small number of respondents answering on behalf of a business, more than four-fifths (86%) agree with the statement that before the Walton Street traffic filter 'my local area was pleasant for walking', with only a tenth (10%) disagreeing with it. Meanwhile, 4 out of 9 of those answering on behalf of a group or organisation agree to some extent with this statement, with 4 out of 9 disagreeing with it to some extent.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- There is some evidence to suggest that those whose day to day activities are limited because of a long-term illness or health problem or disability may be more likely to agree with this statement than those whose day to day activities are not limited (65% of those with limitations, compared to 48% of those without limitations).



**Figure 22: Thinking back to summer 2019 (before the Walton Street traffic filter) to what extent do you agree or disagree with the following statements about walking in Jericho and Walton Manor: 'Walking was unsafe because of the traffic'. RESULTS BY RESPONDENT TYPE (all responses: n=9-528).**



Residents in the Jericho or Walton Manor area are slightly less likely than residents of other parts of Oxford to agree with the statement that before the Walton Street traffic filter 'walking was unsafe because of the traffic'; just over three-tenths (31%) of Jericho or Walton Manor residents agree to some extent with this statement, compared to more than a third (35%) of residents of Oxford. However, residents of Jericho or Walton Manor are much more likely than residents of other parts of Oxford to disagree with this statement; more than half (56%) disagree with it to some extent, compared with 42% of Oxford residents.

Of the small number of respondents answering on behalf of a business, only a small minority (5%) agree with the statement that before the Walton Street traffic filter 'walking was unsafe before the traffic', with nine-tenths (10%) disagreeing with it to some extent (62% express strong disagreement with this). Meanwhile, 4 out of 9 of those answering on behalf of a group or organisation agree to some extent with this statement, with 5 out of 9 disagreeing with it to some extent.

Further analysis of feedback from residents highlights some differences in opinion by demographic factors:

- There is some evidence to suggest that those in the 45-54 age group may be slightly more likely than other age groups to express agreement with the statement that before the Walton Street traffic filter 'walking was unsafe because of the traffic'; 23% of 45-54s agree with this statement to some degree,

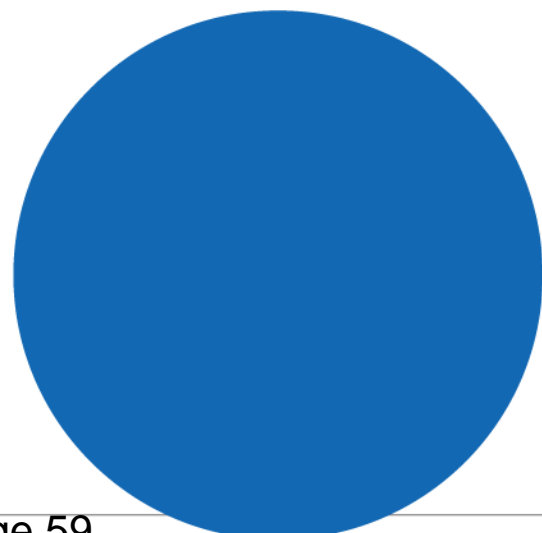


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compared with 45% of 25-34s, 35% of 35-44s, 30% of 55-64s, 33% of 65-74s and 30% of 75-84s.

- There is some evidence to suggest that those whose day to day activities are limited a lot because of a long-term illness or health problem or disability may be slightly more likely to disagree with this statement than those whose day to day activities are not limited (82% of those with severe limitations, compared to 52% of those without limitations).

## Social media and correspondence







In addition to analysing the survey results, we have reviewed the themes/sentiment of social media comments and written/email correspondence regarding the proposed scheme.

There were only three relevant comments made overall across all twelve of the Facebook and Twitter posts that Oxfordshire County Council posted about this consultation between 5<sup>th</sup>–19<sup>th</sup> March, all of which relate to issues or concerns with the proposed traffic pilot scheme.

The main concerns raised by the two residents making comments on the Facebook posts is that the pilot scheme will have a detrimental effect on local businesses and that roads in Oxford in general should stop being closed.

It should be noted that the only comment on Oxfordshire County Council's Twitter posts about this consultation relates to a belief that the proposed Jericho and Walton Manor area traffic pilot scheme 'falls far short of the low traffic neighbourhood that the council got government funding for'. The exact wording of this comment, the link to the petition and the full wording of the online petition (which has received a total of 622 signatures as at the end of Thursday 25<sup>th</sup> March) is shown below.

The Council also received 96 pieces of email correspondence and one paper copy of the online questionnaire regarding the consultation.

The large majority of these are from residents, with the remainder coming from businesses (6) and representatives of organisations (3) which included community, travel and essential services groups.

Sentiments expressed in the email correspondence received overall largely opposes the proposals contained in the proposed traffic pilot scheme and breaks down as follows:

- 56 emails opposing the proposals (51 residents, 1 business and 2 groups/organisations, with a further 2 emails received from a source that could not be confirmed);
- 10 emails expressing support for the proposals (4 residents, 3 businesses and 3 groups/organisations); and
- 11 that were broadly supportive but expressed specific concerns/caveats (6 residents, 3 businesses and 2 groups/organisations).

The main concerns raised are as follows:

- 'Oxfordshire County Council has gone back on the originally proposed Jericho LTN plans' - 23 pieces of correspondence (22 residents, 0 businesses, 0 groups/organisations, 1 unknown respondent type).
- 'Concerns for rat runs' - 10 pieces of correspondence (7 residents, 0 businesses, 1 group/organisation, 1 unknown respondent type).



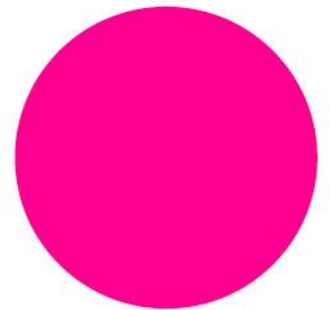
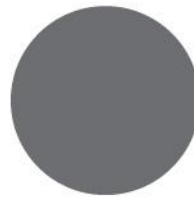
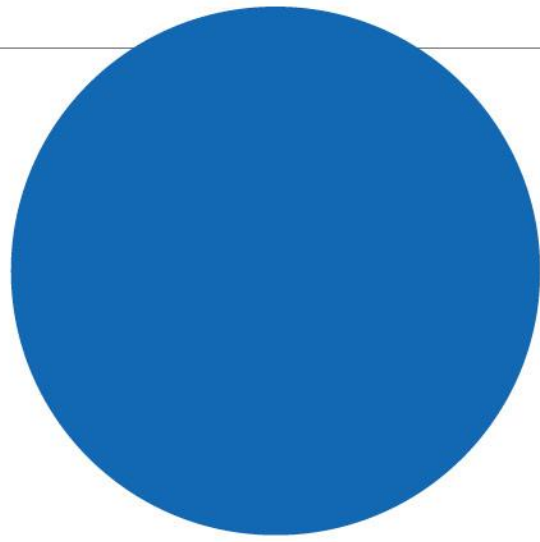


- 'Concerns about specific location/access: Walton Street' - 9 pieces of correspondence (8 residents, 1 business, 0 groups/organisations).
- 'Concerns for residents/residential streets (e.g. amount of traffic)' - 9 pieces of correspondence (6 residents, 0 business, 3 groups/organisations).
- 'Prefer/support the previous/current LTN scheme' - 9 pieces of correspondence (8 residents, 0 businesses, 0 groups/organisations, 1 unknown respondent type).
- 'Support/agree with the proposal' - 9 pieces of correspondence (4 residents, 3 businesses, 2 groups/organisations).
- 'Keep the Walton Street barrier/keep it closed' - 8 pieces of correspondence (8 residents, 0 businesses, 0 groups/organisations).
- 'Full reopening of the street/no restrictions' - 8 pieces of correspondence (7 residents, 0 businesses, 1 group/organisation).
- 'Concerns about specific location/access': St Bernard's Road - 5 pieces of correspondence (3 residents, 0 businesses, 1 group/organisation, 1 unknown respondent type).
- 'The Local Council should give an explanation/consult/listen to us' - 5 pieces of correspondence (4 residents, 0 businesses, 1 group/organisation).
- 'Concerns for/will increase pollution' - 3 pieces of correspondence (3 residents, 0 businesses, 0 groups/organisations).
- 'Ensure greater enforcement of prohibited vehicle turning/restrictions' - 3 pieces of correspondence (0 residents, 1 business, 1 group/organisation, 1 unknown respondent type).
- 'Do not agree it's a proper LTN scheme/don't believe it will work' - 2 pieces of correspondence (1 resident, 0 businesses, 1 group/organisation).
- 'Concerns for local businesses' - 2 pieces of correspondence (1 resident, 1 business, 0 groups/organisations).
- 'Don't support the scheme/it's disappointing' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns for pedestrians/cyclists' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/access: Leckford Road' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/turning: Walton Street to Worcester Street and vice versa' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/turning: Little Clarendon Street left turn/into Walton Street' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Journey times will be increased' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/turning: Beaumont Street' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/access: Observatory Street' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Lack of traffic data/evidence' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).
- 'Concerns about specific location/turning: St Johns Street' - 1 piece of correspondence (1 resident, 0 businesses, 0 groups/organisations).



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For more  
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## Annex 4 – Area pilot consultation summary and officer response

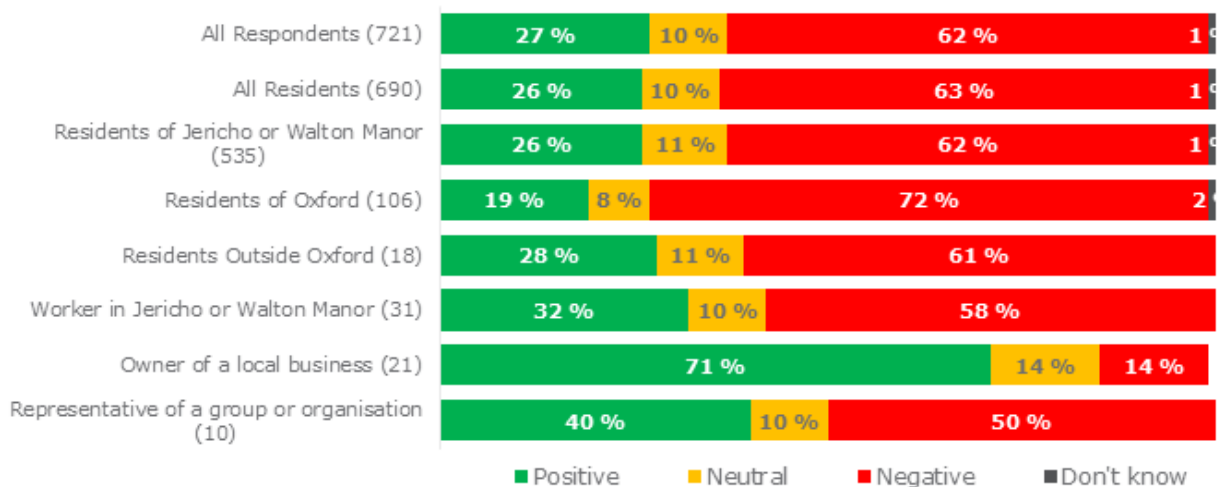
### Overview

1. Consultation on the Jericho and Walton Manor area pilot scheme was carried out between 5 March and 19 March 2021. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, South Central Ambulance service, Oxford City Council, and local City and County Councillors. Leaflets advising of the consultation were sent to 4,316 properties in the areas. Proposals were discussed with the emergency services who did not raise any objections to the proposals.
2. An independent external research agency was instructed to provide short term resource to meet the reporting deadline for Cabinet Member Decisions, whilst also providing a thorough, robust and independent analysis of the consultation results. A full in-depth report of the consultation is provided in Annex 2.
3. 815 responses were received during the consultation period, comprising;
  - 721 questionnaires submitted via the county council's online portal
  - 96 emails or letters received by the county council.

### Headline results - Online survey

4. The majority of online survey respondents were Jericho or Walton Manor residents (74%), or individuals living in Oxford (15%). The remainder of the responses is made up of those who work in either Jericho or Walton Manor (4%) owners of local businesses (3%), groups/organisations (1%) and those living outside of Oxford (2%).
5. Table 1 shows the overall feelings from these different respondent types to the package of area pilot scheme measures proposed for the area.

Table 1: Summary of feelings about the proposed area pilot scheme



**Reasons for support/opposition – online survey**

6. Some respondents made comments to support their view. The main reasons given for supporting or opposing the proposals are listed below. The percentage of all online respondents mentioning each reason is given in brackets.
7. The main reasons respondents gave for supporting the proposals are:
  - General support for the proposals (mentioned in 9% of all responses received)
  - Measures would prevent rat running (2%)
8. The main reasons given for opposing the proposals are:
  - General concern about traffic levels in residential streets / redistributing traffic to other neighbouring roads (mentioned in 23% of all responses received)
  - Concern about access issues on Walton Street (23%)
  - That proposals do not go far enough/ are not a proper Low Traffic Neighbourhood Scheme (22%)
  - Preference for the current Walton Street ETRO measures to remain (13%)
  - Preference for an alternative Low Traffic Neighbourhood scheme (13%)
  - Disappointment for the proposals being consulted upon (11%)
  - Concerns about 'through' traffic (11%)
  - Concern measures will increase pollution (11%)
  - Concern measures will not support pedestrians and cycles (10%)
  - Concern about traffic volumes and access on St Bernard's Rd (10%)
9. Further analysis of the survey feedback can be found in Annex 2.

**Email and letter feedback**

10. The county council received 96 emails or written letters in response to the Jericho and Walton Manor area pilot scheme proposals – 87 from residents, 6 from representatives and organisations, and 3 from essential services groups and community groups.
11. Sentiments expressed through e-mails and letters largely opposed the proposals and breaks down as follows:
  - 56 emails opposing the proposals (51 residents, 1 business and 2 groups/organisations, with a further 2 emails received from a source that could not be confirmed);
  - 10 emails expressing support for the proposals (4 residents, 3 businesses and 3 groups/organisations); and
  - 11 that were broadly supportive but expressed specific concerns/caveats (6 residents, 3 businesses and 2 groups/organisations).
12. It should be noted that responders might have responded to the online questionnaire and also emailed comments.
13. The main themes from the email/letter feedback are summarised in Table 2.

Table 2: Main comments raised in email/letter feedback, in descending order of mentions (number of times mentioned in correspondence listed in brackets)

<b>Comments</b>
Oxfordshire County Council has gone back on original LTN plans (23)
Concern about rat running traffic (10)
Concern about specific access issues on Walton Street (9)
General concern about traffic levels in residential streets / redistributing traffic to other neighbouring roads(9)
Prefer support an alternative LTN scheme (9)
Support/agree with the proposals (9)
Keep the Walton Street barrier (8)
Want to see full reopening of the street/no restrictions (5)

**Social Media**

14. Social media posts were timed to go out on the first day of the consultation and then at a mid-point. There were three comments made across all twelve of the Facebook and Twitter posts that Oxfordshire County Council posted, all of which relate to issues or concerns with the proposed area pilot scheme.
15. The main comments received in response to Facebook posts were that the pilot scheme will have a detrimental effect on local businesses and that roads in Oxford should not be closed.

**Correspondence received after close of the consultation**

16. A further 12 responses via letters/ e-mails were received after the close of the consultation (11 from residents, 1 from a business). All of this correspondence opposed the area pilot scheme proposals. Reasons for these views were (number of mentions in brackets);
  - That proposals do not go far enough/ are not a proper Low Traffic Neighbourhood scheme (4)
  - Concern about traffic volumes and access on St Bernard’s Rd/ Leckford Rd (4)
  - Want to see full reopening of Walton Street street/no restrictions (2)
  - Want the existing Walton Street ETRO closure to remain (1)
  - Measures will not prevent through traffic/ incentivise active travel (1)

**Officer Response**

17. The Jericho and Walton Manor area pilot consultation generated a significant local response, even though it was open for a relatively short time. The previous formal consultation on the Walton Street ETRO, also generated a strong response. Strong arguments and legitimate concerns were expressed by those both for and against the proposals. The polarised responses suggest that developing a scheme which is both deliverable and has a broad consensus of support is challenging.

18. When asked about each individual restriction put forward in the area pilot scheme consultation, there was largely an equal split in opinion. However, when asked specifically about overall feelings on proposed measures, there was a more negative response (62%) to proposals. This sentiment was widespread across all respondent types with the exception of local business owners who were overall positive (71%) on the area pilot proposals.
19. It was clear that a notable number of negative responses to the proposals were from those who considered the measures did not go far enough to support active travel. As detailed in annex 4, alternative measures were considered by officers, however it was felt there would be a number of practical challenges, measures would not address wider points of traffic volumes/ incentivising active travel and were not likely to receive wider support.
20. Negative feelings towards the area pilot scheme and objections to the individual traffic restriction measures within the consultation, were also received from;
  - Those who preferred the current Walton Street ETRO measures
  - Those who did not support any traffic restrictions in the area
  - Those who were concerned that the proposals did little to address, or were afraid could make worse, traffic volumes on individual streets.
21. A number of concerns were also raised that without restrictions on northbound traffic, this would incentivise south to north 'through' traffic passing through the area, and that this through traffic should also be targeted. Officers do not consider there to be a strong desirability for traffic to pass south to north through the area; however, should the area pilot scheme proposal be implemented as a trial, this would be carefully monitored.
22. General sentiment from those who indicated support for the traffic pilot measures, was that they preferred the arrangement to the existing ETRO, which was felt to create an unequitable traffic distribution throughout the area including for delivery vehicles. There was a feeling that the measures still targeted a removal of through traffic in the area to promote active travel.
23. Both the area pilot consultation and previous formal consultation on the Walton Street ETRO generated a strong response. Strong arguments and legitimate concerns were expressed by those both for and against the proposals. The polarised response both to the area pilot and previous consultations, suggest that developing a scheme which is both deliverable and has a broad consensus of support in the area is challenging.
24. Officers consider that advancing either proposal (the area pilot, or the ETRO trial) would not be suitable given there is no clear local support. It should be noted that the recommendation to terminate the Walton Street ETRO is considered to conflict with the county councils adopted transport strategy (Local Transport Plan 4) which states objectives including to "*reduce the*



*proportion of journeys made by private car” and also “ improve public health and wellbeing by increasing levels of walking and cycling”*. These impacts are assessed more fully in annex 5.

25. Whilst these impacts need to be carefully considered, officers consider that on balance, they can be justified on the basis that there is an existing strong commitment to implement a range of other measures which complement the Local Transport Plan and can be expected to have a direct positive influence upon securing active travel enhancements and addressing negative impacts to protected groups. Measures include;
- 2021 - Consultation and delivery of active travel improvements to Banbury and Woodstock Road corridors
  - 2022 - Potential expansion of the Oxford Zero Emission Zone area
  - 2023 onwards – Delivery of Woodstock Road/ Banbury Road Corridor Improvement schemes
  - 2023 onwards - Implementation of Connecting Oxford

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**Cherwell**  
DISTRICT COUNCIL  
NORTH OXFORDSHIRE



**Cherwell District Council and Oxfordshire County Council**  
**Equality and Climate Impact Assessment**

Walton Street Experimental Prohibition of Motor Vehicles ETRO

April 2021

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Growth and Place, Communities
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Experimental Prohibition order of Motor Vehicles on Walton Street (Oxford)
<b>Is this a new or existing function or policy?</b>	No
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>This ECIA assesses the impact of the current ETRO measures on Walton Street (Oxford) aimed at incentivising active travel. The assessment is made against the context of an officer recommendation, to be taken to a Cabinet Members Decision meeting to terminate the ETRO and not advance an alternative area pilot proposal that has separately been consulted upon.</p> <p>The current ETRO trial on Walton Street is considered to have a number of positive outcomes for both protected groups and also on sustainability outcomes. It should be noted that whilst there are considered to be a number of positive outcomes of the current trial scheme (mainly brought about due to enhancement of active travel options and restriction of motor vehicle access in the area), there are particular geographic communities who have been negatively affected as a result of the proposals due to negative issues relating to displaced traffic (and hence air quality/ accessibility outcomes). Anecdotal feedback received by the county council has also been that the current trial has had a negative impact upon trade for local businesses. A full assessment of this has not been possible due to the ongoing impact of Covid-19 restrictions.</p> <p>The officer recommendation is for the removal of the current experimental trial measures on Walton Street. This is considered to have negative impacts (compared to the current trial situation) upon a number of groups including those</p>

	<p>of age and disability. It would also not support active travel measures of the county councils' wider commitments on improving air quality and climate challenges.</p> <p>In light of this, officers recommend that any decision to terminate the Walton Street ETRO, should be subject to a reinforced commitment to advance the numerous other significant transport measures for the City. These planned initiatives are considered to offer significant opportunity to secure active travel benefits to the Jericho and Walton Manor area and mitigate the impacts upon protected groups and on sustainability commitments. These measures include;</p> <ul style="list-style-type: none"> <li>• 2021 - Consultation and delivery of active travel improvements to Banbury and Woodstock Road corridors</li> <li>• 2022 - Potential expansion of the Oxford Zero Emission Zone area to encompass the lower half of Walton Street and Jericho</li> <li>• 2023 onwards – Delivery of Woodstock Road/ Banbury Road Growth Deal Corridor Improvement schemes</li> <li>• 2023 onwards - Implementation of Connecting Oxford</li> </ul> <p>A decision to terminate the current Walton Street ETRO, is also to be taken against the context of an area pilot proposal which has been developed and consulted upon by Oxfordshire County Council. The area pilot, has been proposed as an alternative to the existing Walton Street ETRO. Assessment of the area pilot proposal are that like the existing Walton Street ETRO, it would have positive outcomes for protected groups and also upon sustainability criteria. It is proposed that the area pilot would also have a more equitable distribution of impacts across the area, in order that particular local geographies are not disadvantaged by displaced traffic – an acknowledged challenge of the current Walton Street ETRO.</p>
<b>Completed By</b>	Robert Freshwater, Senior Transport Planner, Communities
<b>Authorised By</b>	Eric Owens, Assistant Director: Growth and Place, Communities
<b>Date of Assessment</b>	12 April 2021

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>In November 2019 Oxfordshire County Council (OCC) implemented a trial vehicle restriction on Walton Street (Oxford) close to its junction with Worcester Street to promote active travel, reduce impact of motor vehicles in the area and improve local air quality. This trial is due to finish on 17 May 2021. While the experimental Walton Street traffic filter has brought benefits, it has also been recognised that it has also generated some concerns among the local community. Public opinion on the measure was split with 51% supporting it, 43% objecting.</p> <p>A formal consultation on the ETRO concluded in May 2020. At a subsequent Cabinet Members Decision meeting, it was determined to keep the ETRO in place subject to development of an alternative Local Traffic Neighbourhood proposal. Following receipt of Government funding in late 2020, an alternative proposal to the ETRO was developed and consulted upon by OCC. The findings of this public consultation were that the majority (62%) had negative feelings towards the proposals. A recommendation is therefore being put to OCC's Cabinet Member Decision meeting to terminate the current ETRO and not to implement the area pilot scheme.</p> <p>Key Dates:</p> <ul style="list-style-type: none"> <li>• 29 April - Council decision on existing Walton Street traffic filter ETRO and proposed new pilot</li> <li>• 17 May - Existing ETRO trial traffic filter on Walton Street ends (23:59)</li> </ul>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The trial of a prohibition of motor vehicles restriction on Walton Street (Oxford) will cease on 17 May 2021. Before this date a decision is required on whether to retain the trial closure as permanent, introduce an alternative arrangement or instead remove the trial restriction.</p> <p>A recommendation is sought to terminate the trial restriction and remove associated traffic management measures, on the basis that the current trial measures and alternative measures proposed do not have wider community support and have generated a number of unintended consequences (including additional traffic flows on a number of smaller streets/ delivery difficulties) which have proven challenging to mitigate against.</p> <p>A subsequent consultation on alternative measures for the area was undertaken in March 2021. The results of a consultation on the proposals were that a majority (62%) of the respondents had a negative opinion of the measures. This included feelings from respondents that the proposed measures would not properly address air</p>

	<p>quality/ climate issues and could represent a safety issue for vulnerable groups.</p> <p>Whilst the action to terminate the Walton Street ETRO and not implement alternative measures is recognised to have a number of negative impacts upon groups and sustainability outcomes, officers consider this is the best course of action in view of the local consultation response and also the counties continued commitment to deliver a range of other measures for the area (Connecting Oxford, Zero Emission Zone, Banbury and Woodstock Rd Corridor Improvement Works) which in themselves are anticipated to have positive outcomes for both protected groups and sustainability outcomes.</p>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Consultation on the Walton Street ETRO prohibition of motor vehicles was undertaken between November 2019 and May 2020 – reported to the Cabinet Member in July 2020. Of the 630 responses to the consultation, opinion on the trial measure was split – 51% support, 43% objection.</p> <p>Stakeholder feedback was received during the consultation suggesting that the trial had a negative impact on business trade in the area and an adverse impact of displacing traffic onto a number of smaller streets in the Jericho/ Walton Manor area.</p> <p>A subsequent consultation on alternative measures for the area was undertaken in March 2021. Whilst the county councils separate ECIA on the proposals highlights a positive outcome of the proposals on groups, the results of a consultation on the proposals were that a majority (62%) of the respondents had a negative opinion of the measures. This included feelings from respondents that the proposed measures would not properly address air quality/ climate issues and could represent a safety issue for vulnerable groups.</p> <p>Equalities monitoring questions and analysis were included within the online survey consultation. Of those that responded, 10% indicated that they had a disability. There was some evidence within the consultation to suggest that those with a limiting disability may be slightly more likely than those with no disability to feel positive about the proposed traffic pilot scheme consulted upon. scheme (32% of those with a limiting disability, compared to 27% of those with no disability). Most age groups were also well represented in the area pilot consultation, although only 2% of respondents were aged under 25. Those aged between 45-54 appear slightly more likely than other age</p>



	<p>groups to feel positive about the proposed traffic pilot scheme (31% of 45-54s, compared with 25% of 35-44s and 23% of 65-74s). The vast majority (96%) of respondents identified as being of white ethnicity, which corresponded with the heavy prevailing demographic of the area</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>An alternative active travel pilot scheme was consulted upon Oxfordshire County Council. Assessment of this proposal, suggests a positive outcome for protected groups and positive environmental and climate outcomes.</p> <p>The option however is not sought as the recommended approach, in response to a majority (62%) negative feedback on proposals received at recent consultation. Other options to promote active travel in the area were rejected because they were either beyond available budgets or would have taken too long to develop.</p> <p>Longer term options to secure active travel benefits in the area are still being advanced via a combination of other county council schemes including Connecting Oxford and the Oxford Zero Emission Zone. It is considered that in combination a number of these measures would be a significant step to delivering the benefits sought through the original Walton Street ETRO scheme.</p>

**Section 3: Impact Assessment - Protected Characteristics**

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
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<p><b>Age</b></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p>Terminating the ETRO would disincentivise some age groups from feeling they could cycle and walk safely within the area. This could lead to a decrease use of active and sustainable modes of travel within the area. Conversely, implementation of the alternative area pilot proposals recently consulted upon, or permanent implementation of the Walton Street ETRO (neither recommended) would be expected to have positive outcomes for this group as a result of younger and older age groups feeling more safe to walk/ cycle around the area</p>	<p>Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel benefits that will directly benefit the area are being advanced via a combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals.</p>		<p>Removal of the ETRO May 2021</p>
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<b>Disability</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Removal of the trial closure could be expected to make disabled people on foot, using a cycle, a wheelchair or motorised scooter feel less comfortable using the road as a result of increased motorised traffic in the area. Removal of the trial closure would reduce opportunities for people to benefit from additional exercise and opportunities for social interaction. Conversely, implementation of the alternative area pilot proposals recently consulted upon, or permanent implementation of the Walton Street ETRO (neither recommended) would be expected to have positive outcomes for this group as a result of users feeling more safe to walk/ cycle around the area. This is supported by a raised proportion of people in this group indicating they had a 'positive' view on the area pilot proposals consulted upon by OCC.</p>	<p>Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel benefits that will directly benefit the area are being advanced via a combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals.</p>		Removal of the ETRO May 2021
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<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			

<p><b>Sex</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>There is evidence from Sustrans (<a href="https://www.sustrans.org.uk/media/2930/2930.pdf">https://www.sustrans.org.uk/media/2930/2930.pdf</a>) that women don't feel safe and are hesitant to start or restart cycling. Removing the traffic restriction on Walton Street and hence allowing additional motor vehicles would potentially make the area less attractive for this group. A permanent implementation of the current ETRO, or implementation of the area pilot proposal meanwhile (neither recommended) would reduce traffic volumes in the area and encourage those who might else not feel safe to cycle</p>	<p>Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel benefits that will directly benefit the area are being advanced via a combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals and also through other developer led proposals brought forward what will be required to conform to the Oxfordshire Design Guide which promotes a strong active travel requirement.</p>		
<p><b>Sexual Orientation</b></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Not applicable</p>			

<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
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### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	People in areas of deprivation are more reliant on bus and active travel modes and less on car. If implemented the measure proposed would disincentivise more affordable sustainable travel options. By contrast, implementation of the current ETRO or area pilot scheme proposals, neither	Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel benefits that will directly benefit the area are being advanced via a		Removal of the ETRO May 2021

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
				of which are recommended would incentivise sustainable modes of travel which are more directly beneficial to these groups.	combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals and also through other developer led proposals brought forward what will be required to conform to the Oxfordshire Design Guide which promotes a strong active travel requirement		



### Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Social Value <sup>1</sup>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Removing the current Walton Street ETRO is considered to reduce informal interaction within community, as residents/users less incentivised to use sustainable travel to interact. Retention of current measures or	Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel		End of Walton Street ETRO period May 2021

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				implementation of the proposed area pilot (neither recommended) would have an alternate positive impact	benefits that will directly benefit the area are being advanced via a combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals and also through other developer led proposals brought forward what will be required to conform to the Oxfordshire Design Guide which promotes a strong active travel requirement		

### Section 3: Impact Assessment - Climate Change Impacts

**OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions.**

The action sought through this ECIA would, in itself, not complement ambitions to become carbon neutral. The measure would incentivise vehicle use over alternative sustainable travel modes. However in seeking this action, a reinforced commitment will be sought to deliver on a wider programme of planned transport measures which collectively represent a significant step towards realising climate targets. Measures include;

- Consultation and delivery of active travel improvements to Banbury and Woodstock Road corridors
- Potential expansion of the Oxford Zero Emission Zone area to encompass the lower half of Walton Street and Jericho
- Delivery of Woodstock Road/ Banbury Road Growth Deal Corridor Improvement schemes
- Implementation of Connecting Oxford

It is considered that implementing the action sought by this ECIA will place greater priority on the delivery of these significant transport schemes which in themselves offer a significant step to reducing carbon emissions within Oxford

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Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
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<b>Energy use in our buildings or highways</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Our fleet</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable.			
<b>Staff travel</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Purchased services and products (including construction)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			

<p><b>Maintained schools</b></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p>For those County Council run schools in the Jericho/ Walton Manor area, that are indirectly served by Walton Street, terminating the Walton Street ETRO will disincentivise children to walk or cycle and thereby negatively effecting health and attention levels. Alternative proposals to either retaining the existing ETRO or implementing the area pilot proposal (neither recommended) would have an alternate positive impact on this criteria</p>	<p>To explore whether the maintained schools in the area are interested/ suitable for applying to the school streets programme.</p>		<p>Removal of the ETRO May 2021</p>
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We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
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<b>Enable carbon emissions reduction at district/county level?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Terminating the ETRO will disincentivise walking and cycling. It will act as a mechanism to influence driver behaviour, by incentivising the ease of journeys by the private car therefore increasing pollution and co2. There would be expected to be some positive benefits for a number of local roads which have been subject to concerns of displacement of vehicle traffic during the current ETRO .</p> <p>Conversely retention of the existing ETRO or implementation of the area pilot would be expected to have positive carbon emission outcomes</p>	<p>Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel benefits that will directly benefit the area are being advanced via a combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals.</p>		<p>Removal of the ETRO May 2021</p>
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#### Section 4: Review

**Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.**

<b>Review Date</b>	<b>17 August 2021</b>
<b>Person Responsible for Review</b>	<b>Eric Owens, Assistant Director for Growth and Plance Emily Schofield, Acting Head of Strategy</b>
<b>Authorised By</b>	<b>Eric Owens, Assistant Director for Growth and Plance Emily Schofield, Acting Head of Strategy</b>



Divisions affected: Henley-on-Thames

## **CABINET MEMBER FOR ENVIRONMENT – 29 APRIL 2021**

### **HENLEY – A4155 MARLOW ROAD – PROPOSED PUFFIN CROSSING**

Report by Corporate Director for Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the provision of a puffin crossing at A4155 Marlow Road, Henley, as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on a proposed zebra crossing on the A4155 Marlow Road, Henley, as shown at Annex 1 put forward to address concerns raised over the safety of pedestrians crossing Marlow Road near Swiss Farm.

#### **Financial Implications**

3. Funding has been provided by Henley on Thames Town Council.

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help facilitate the safe movement of pedestrians.

#### **Consultation**

6. Formal consultation was carried out between 29 January and 26 February 2021. A notice was published in the Henley Standard newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Henley on Thames Town Council and local County Councillor. Notices were placed on site and letters also sent to premises adjacent to the proposals.
7. One hundred and thirty-two responses were received during the formal consultation. 4 objections, 2 expressions of concern and 126 in support. The responses from Thames Valley Police and those expressing an objection or

concern are shown at Annex 2. Copies of the original responses are available for inspection by County Councillors.

## **Response to objections and other comments**

8. Thames Valley Police did not object.
9. County Councillor Stefan Gawrysiak, the local member for Henley on Thames, supports the proposal and comments further:

The crossing has met with overwhelming support from members of the public as it is much needed. The crossing is within the built environment having a speed limit of 30 mph. In the traffic counts for vehicles and pedestrians the conclusion was: -

During a 12 Hr period there were:  
3,624 car movements  
452 pedestrians trying to cross the road, including:  
6 wheelchair crossings  
101 Accompanied Under-16s  
9 Unaccompanied Under-16s

This alone demonstrates the absolute need for a crossing at this point. If 452 people are trying to cross this road with 3,624 car movements, you can only imagine how long it would take to cross the road. A puffin crossing would make this act safe and stress-free. This crossing would serve some 80 dwellings and 160+ residents. Plus during the summer camping takes place on this site and visitors travel across the road and walk into Henley. They need to cross the road because that is where the footpath is. It is also where the bus stop is and both of these measures we have sought to approve as part of our Active Travel agenda where we encourage walking, cycling and bus travel. In conclusion, Henley and its community have shown the overwhelming need for this crossing.

10. Henley Town Council supports the crossing.
11. A resident objected stating that light-controlled crossings are bad for the environment and make drivers frustrated when (as often happens) the lights are red and there's not a pedestrian in sight; zebra crossings work perfectly well and should be considered instead.

### Officer response

The puffin-type of crossing includes microwave detectors that sense the continued presence of pedestrians and require the button to be pressed to accept a request for the lights to change. This should prevent any instances of lights changing to red when no pedestrians are present.

12. Another resident asks why this crossing is proposed whereas teams of rugby players, hundreds of children and numerous dog walkers cross the Marlow Road less than 100 meters further south. Installing a footpath on the west

side of the road and a new crossing near the public footpath that also leads to the rugby pitches – would serve the busiest crossing point on that road.

Officer response

The advertised crossing location would facilitate pedestrians being able to cross from Swiss Farm to a bus stop that serves the direction of travel on the opposite side of the road. There is no footpath on the west side of the road and so, without a crossing facility, pedestrians would either have to walk about 250m or cross the road anyway. This demand for a crossing point at Swiss Farm is considered to be more constant than the one mentioned near the rugby pitches. To provide 250m of new footway would cost considerably more than the puffin crossing and may entail compulsory purchase of private land.

13. Two residents objected stating the proposed crossing would put yet more street furniture in a country road, being a rural entrance to the town, that they rarely have a problem crossing because of traffic and that rather there is a problem with speeding cars. Could a speed camera be considered as a much cheaper option than the crossing? When the police used to do regular speed checks here they caught large numbers of speeding drivers. It will be far more dangerous to have a crossing near such a busy entrance than a simple speed camera.

Officer response

The Thames Valley Safer Roads partnership do not have a policy for installing further speed cameras. Given the proximity of the change in speed limit from 30mph to 40mph just north of the proposed crossing location, even if a speed camera were to be provided, the criteria for positioning it means that it would be some way south of Swiss Farm, and thus may not achieve the speed reduction wished for. This would still not resolve the difficulties for pedestrians crossing, particularly at busy times.

14. Most of the residents on Swiss Farm are over 70, and 2 residents raise concern that there would be difficulties with accessing the crossing to press the button as there is currently a grass verge where the proposed crossing will be and no path for access from Swiss Farm. Is there to be a pathway to the crossing made available? One of the residents is generally concerned about road safety, having been knocked down previously when crossing.

Officer response

Yes, a short section of new footway, some 20m long, will be provided to enable pedestrians to gain access across the verge to the crossing point from the Swiss Farm entrance. It is hoped that the provision of a crossing will enhance road safety, and that the likelihood of future incidents of pedestrians being struck will be reduced.

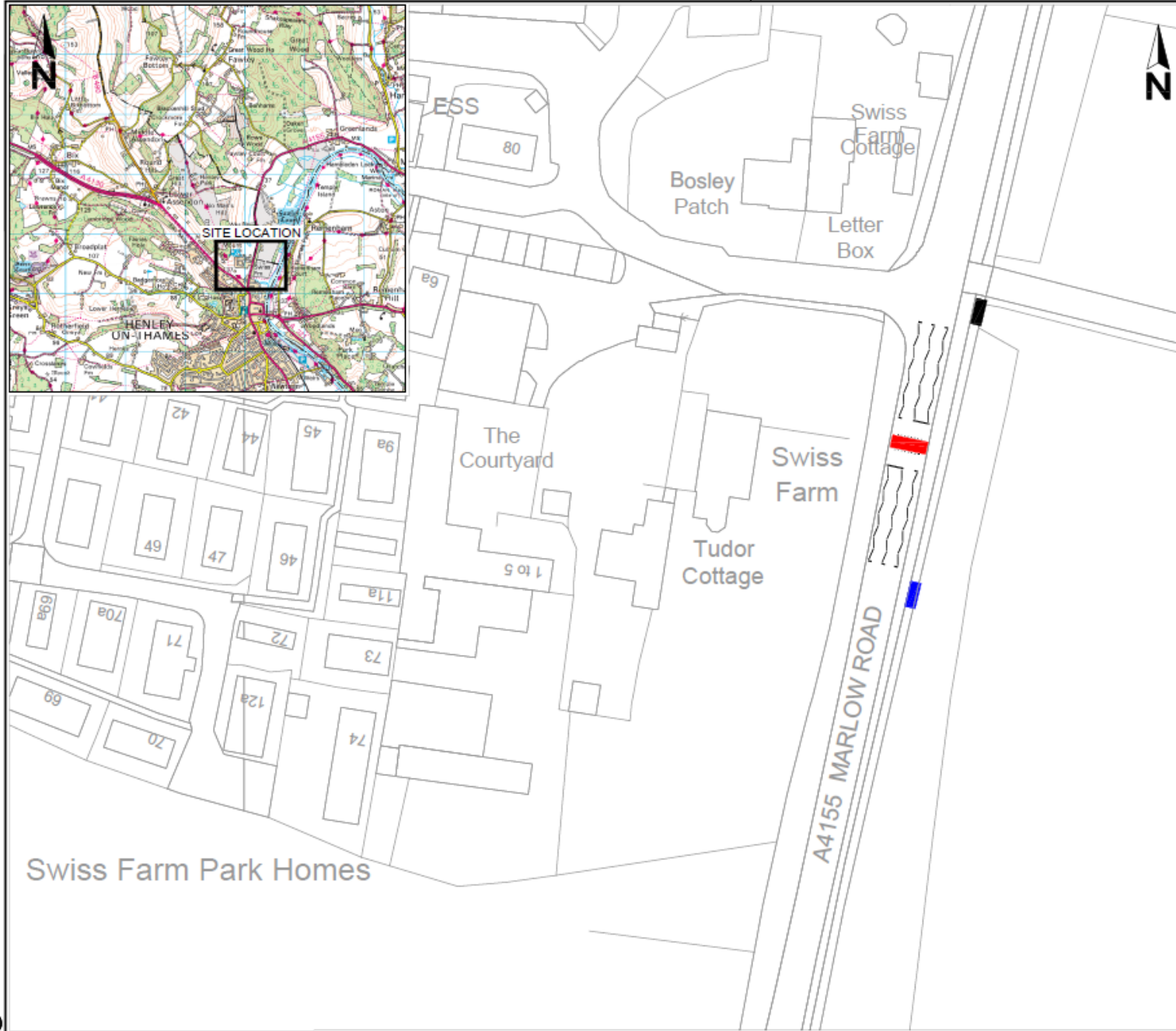
CMDE5

Strategic Director, Environment and Place

Annexes                      Annex 1: Plan of proposed puffin crossing  
Annex 2: Consultation responses

Contact Officers:            Tim Shickle 07920 591545  
Lee Turner 07917 072678

April 2021



Drawing No. Revision 0

- Key**
- █ Proposed Puffin Crossing to be located approx 25m south of entrance to Swiss Farm
  - █ Revised Bus Stop location
  - █ Existing Bus Stop location

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved


  
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Project title:  
**A4155 MARLOW ROAD, HENLEY ON THAMES  
 SIGNAL CONTROLLED PUFFIN CROSSING**

Drawing title:  
**CONSULTATION PLAN**

Drawing Status: SWISS01

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	J&C		
	Date drawn 11/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> - providing that the necessary speed monitoring has taken place and results support such features. The crossing fully complies with current design standards.
(2) Henley Town Council	<b>Support</b> - Pedestrian and traffic counts have both demonstrated the need for this crossing at a popular place for residents and visitors. It helps to reinforce the desire to put people before cars and both through facilitation of walking and access to the bus stop, will reduce traffic entering Henley and therefore aid a reduction in the dangerously high pollution levels in the town.
(3) Local Resident (Henley on Thames)	<b>Object</b> - Light controlled crossings are bad for the environment and make drivers frustrated when (as often happens) the lights are red and there's not a pedestrian in sight. Zebra crossings work perfectly well and, in my opinion should replace all light controlled crossings in the town except where there's a road junction as well.
(4) Local Resident (Henley on Thames)	<b>Object</b> - Why build a crossing on the Marlow road 25 meters from Swiss Farm when teams of rugby players, hundreds of children and numerous dog walkers cross the same road less than 100 meters further south down the same road. I can only think the council is considering installing the crossing so close to Swiss Farm due to their current planning applications. Surely installing a footpath on the west side of the Marlow Road and place the crossing opposite the footpath that leads to the footpath and rugby pitches. God forbid that there is never an accident on that stretch of road and how would the council explain that they installed two crossings 100 meters either side of the busiest crossing point on that road.
(5) Local Resident (Henley on Thames)	<b>Object</b> - It would, in my opinion, be a shame to put yet more street furniture in what is still a country road. Also having lived here for very many years I very rarely have a problem crossing the road because of traffic. What I do have a problem with is the number of speeding cars. That, to me is the danger. I notice that the speed camera on the Fairmile entry to Henley is a great deterrent to speeding and surly a much cheaper option than the ped x and could even make a little money.
(6) Local Resident (Henley on Thames)	<b>Object</b> - I would like to add my voice to those expressing alarm at the idea of a crossing. We have lived here for very many years and at no time have felt unable to cross the road whenever we wish. The problem is the gathering speed with which traffic now goes in and out of Henley. Many years ago, I was instrumental in getting the 30 mph. signs moved and several years after that the flashing signs were installed. The sign leaving Henley has not now been

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	<p>working for nearly two years. The police used to do regular speed checks from our entrance but have not been since early last summer. When they are here, they catch very large numbers of speeding drivers. We feel that it will be far more dangerous to have a crossing near such a busy entrance than a simple speed camera. The speeds, now totally unchecked, are reaching ridiculous levels both in and out of the town. What is also needed is for the trees on the opposite side to be cut back to allow more light into the road and the opposite pavement to be properly cleared to allow pedestrians to walk more safely into the town. This is still a relatively rural entrance to the town please let's keep it that way.</p>
<p>(7) Local Resident (Henley on Thames)</p>	<p><b>Concerns</b> – I am fully supportive of a Puffin crossing but I would wish to raise the practicalities of the proposed positioning of the crossing. I would arrive at the entrance of Swiss Farm and have no way to indicate my wish to cross the road. I would just have to hope that someone was close to the crossing. The 30mph is completely ignored and I have been knocked down whilst crossing. The person at the entrance needs to have control of the crossing and at the present location of the bus stop. It appears to me that no consideration has been given to the practicalities of using the crossing by people exiting Swiss Farm.</p>
<p>(8) Local Resident (Henley on Thames)</p>	<p><b>Concerns</b> - I am unsure of the end result of the proposal for a puffin crossing south of Swiss Farm as there is currently a grass verge where the proposed crossing will be and no path for access from Swiss Farm. The plan does not make clear if this is to be cleared and a pathway to the crossing made available?</p>

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Divisions affected: Henley-on-Thames

## **CABINET MEMBER FOR ENVIRONMENT – 29 APRIL 2021**

### **HENLEY – GRAVEL HILL – PROPOSED ZEBRA CROSSING**

Report by Corporate Director for Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the provision of a zebra crossing at Gravel Hill.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on a proposed zebra crossing on Gravel Hill, Henley, as shown in Annex 1 put forward to address concerns raised over the safety of pedestrians crossing Gravel Hill near its junctions with Hop Gardens and Paradise Road.

#### **Financial Implications**

3. Funding for the proposals has initially been provided by Henley on Thames Town Council. There is also a s.106 developer contribution of £18,521.56 available. The total estimated costs, excluding the advertisement/consultation already undertaken amount to approx. £24,000

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help facilitate the safe movement of pedestrians.

#### **Consultation**

6. Formal consultation was carried out between 29 January and 26 February 2021. A notice was published in the Henley Standard newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Henley on Thames Town Council and local County Councillor. Notices were placed on site and letters also sent to premises adjacent to the proposals.
7. One hundred and sixteen responses were received during the formal consultation. 4 objections, 3 expressions of concern and 109 in support. The

responses from Thames Valley Police and those expressing an objection or concern are shown at Annex 2. Copies of the original responses are available for inspection by County Councillors.

### **Response to objections and other comments**

8. Thames Valley Police objected.
9. County Councillor Stefan Gawrysiak, the local member for Henley on Thames, supports the proposal and further comments that the crossing has met with overwhelming support from members of the public as it is much needed. The Mayor of Henley, Principal of the Henley College and the Headteacher of Badgemore Primary School all attest to the need for the crossing. Many students and parents have to cross this busy road and the crossing will aid travel and safety. This also forms a safe route into Henley via West Street.
10. Henley Town Council supports the crossing and is funding its installation.
11. The Headteacher of Badgemore Primary School supports the crossing.
12. South Oxfordshire District Council's Team Leader for Development Management has commented that the proposed crossing is located within the Conservation Area and that the brick and flint wall on the southern side of Gravel Hill, is a Grade II listed building. He asked whether it is possible that the belisha beacons (particularly the one on the southern side of the road) can be removed from the scheme as they would detract visually from these important features of the historic environment. The Department for Transport's (DfT) regulations for the installation of zebra crossings stipulate that one yellow globe (belisha beacon) must be provided at each end of the crossing, positioned to ensure approaching traffic can see them in time to react to any pedestrians on the crossing. Therefore, it is not possible to agree to this request. However, the top and bottom of the posts supporting the belisha yellow globes can be coloured 'Henley Green' to blend in with the surroundings.
13. Objections raised by local residents comprise: -
  - a. Unaware of the need for a crossing on Gravel Hill as there aren't many pedestrians on either side waiting to cross, so this is trying to solve a problem that doesn't exist and perhaps is just an emotive response. There is already a 20mph speed limit - which seems to address any perceived problems, so why not save the money and spend it on something worthwhile.

#### Officer response

A pedestrian count survey was undertaken over 12 hours on Tuesday 17 March 2021 and the local Henley College students were back in attendance at this point, following the recent Covid lockdown. This showed 553 pedestrians crossing the road, within 50m either side of the proposed location and a further 902 walking along the pavement without crossing. The latter figure may include some pedestrians who might

choose to cross at the proposed location if a zebra was present, but chose not to and cross elsewhere, possibly due to the busy flow of traffic. A traffic survey over 7 days, including the date of the pedestrian count, indicates that 1835 vehicles traversed the proposed crossing point (on average over the 7 days) during the same 12-hour period as the pedestrian count. The busiest hours showed 404 vehicles and 50 pedestrians crossing (between 8am-9am), and 353 vehicles and 125 pedestrians crossing (between 11am-12pm).

These results provide evidence that there is both an existing demand to cross by pedestrians, that there may be a latent demand if a crossing facility was provided and that the traffic volume can, at times, discourage pedestrians from crossing at this location.

- b. The crossing point should be several meters further down Gravel Hill so that it aligns with the pathway between the ornamental statue and the grass. This would allow easier access from West Street and move it further away from the Hop Gardens exit, to which it is dangerously close. Cars turning out from Hop Gardens will not have enough warning of pedestrians waiting to cross from their side of the road, if the vegetation in the garden obscures their view as they arrive at the junction. Perhaps the crossing should be slightly further towards Henley, more than the 19ft proposed?

Officer response

The proposed location is centred 19 metres from the centre of the junction with Hop Gardens. DfT guidance requires at least 5m clearance from a junction. Were it to be repositioned further away than 19m from Hop Gardens, it is considered this could discourage pedestrians from using it, especially if they are trying to cross (relatively directly) from Hop Gardens to Paradise Road. If the vegetation in the gardens overhangs the highway, then Henley Town Council can be approached to cut it back.

- c. Gravel Hill needs traffic calming measures, not a zebra crossing. Using pedestrians to slow traffic down is not a good idea and it is doubtful whether the students from Henley College will use it. A pinch point with refuge was proposed previously and not progressed.

Officer response

The previous proposal for a pedestrian refuge island was abandoned due to difficulties maintaining adequate width for large vehicles. The evidence from the pedestrian survey is that some college students are already crossing at this location. Vehicle speeds will be monitored again, if and after the crossing is installed, and consideration can be given to further enhancing the signing and markings that remind motorists of the 20mph speed limit.

- d. Concerns about the fast speeds of vehicles travelling up and down Gravel Hill. A pedestrian crossing would slow the traffic down but would cause some drivers to slam on their brakes, especially those travelling downhill after turning a blind corner into Gravel Hill and they would need to be

given considerable warning that they were approaching a crossing. Could we use additional measures that include much clearer 20mph signs, Vehicle Activated Speed (VAS) signs and a speed camera? Vehicles leaving the town centre generally accelerate as they go uphill and as the road straightens. Excessive vehicle speeding in both directions along Gravel Hill is a serious problem. Gravel Hill is used by residents living along the road and beyond, there are sections where the pavements are particularly narrow and large farm vehicles and lorry transporters come especially close to pedestrians at these places. A resident was unaware of the consultation period.

Officer response

The 7-days traffic survey collected data on the speeds of some 35,399 vehicles, indicating '85<sup>th</sup>%ile' speeds of 30.61mph uphill (westbound) and 29.64mph downhill (eastbound). DfT criteria for implementing zebra crossings is that 85<sup>th</sup>%ile speeds should be below 35mph. It is acknowledged that, whilst there is some 90m of clear forward visibility for traffic approaching downhill, vehicles may require more braking and so it is intended to provide an improved skid-resistant road surface on this approach for a distance of 40m. The uphill approach has already been resurfaced recently. Vehicle speeds will be monitored again, if and after the crossing is installed, and consideration can be given to further enhancing the signing and markings that remind motorists of the 20mph speed limit. The details of how the consultation was publicised are provided above at paragraph 6.

BILL COTTON

Strategic Director, Environment and Place

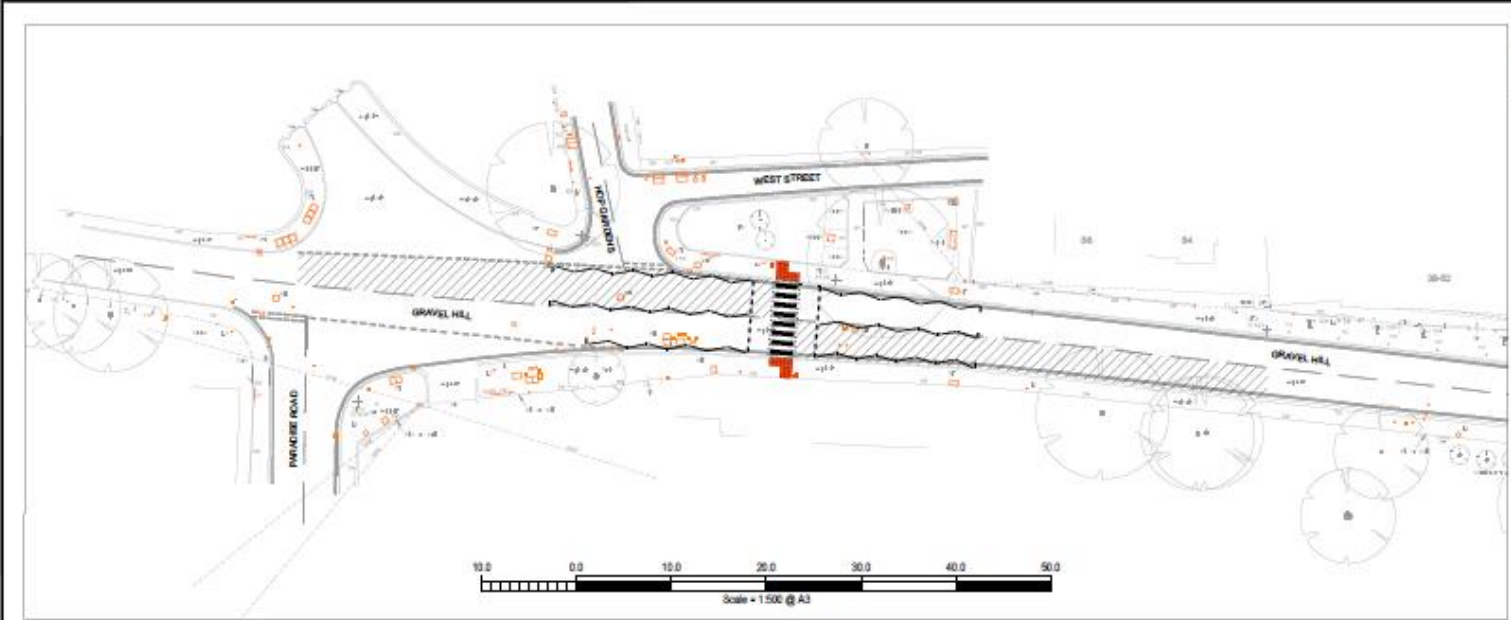
Annexes

Annex 1: Plan of proposed zebra crossing  
Annex 2: Consultation responses

Contact Officers:

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Lee Turner 07917 072678

April 2021



**NOTES**

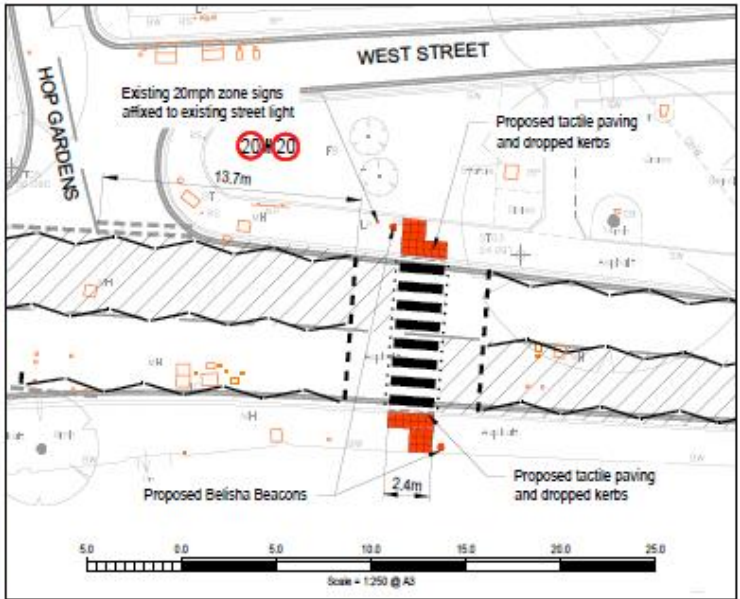
1. This drawing is to be read in conjunction with all relevant documents and specifications.
  2. Dimensions are not to be scaled.
- Source: Glanville Survey drawing 8200789/101




**KEY**

Existing utility covers / street furniture

PROPOSED NEW ZEBRA CROSSING



Rev	Description	Date	Chkd
 <p><b>Glanville</b>                      Cornerstone House                      62 Foxhall Road, Didcot                      Oxon, OX11 7AD                      Tel: (01235) 515550 Fax: (01235) 817700                      jordan@glanvillegpa.com www.glanvillegpa.com</p>			
Client: Henley-on-Thames Town Council			
Project: Gravel Hill, Henley Proposed Zebra Crossing			
Title: General Arrangement Plan			
Project Engineer: T. Hart		Scale: As Shown @ A3	
Project Director: M. Frost		Date: December 2020	
Status: PUBLIC CONSULTATION			
Drawing No. 8200789/6101			Rev

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> - providing that the necessary speed monitoring has taken place and results support such features. The crossing fully complies with current design standards.
(2) Henley Town Council	<b>Support</b> - it will benefit parents and students of Badgemore School and Henley College. It will provide a mechanism for slowing the traffic and helps to reinforce the Council's aim of improving pedestrian routes around the town to facilitate walking rather than car usage.
(3) Badgemore Primary School	<b>Support</b> - As the Headteacher of Badgemore Primary School I am delighted to hear that Oxfordshire County Council and Henley Town Council are considering adding a zebra crossing to Gravel Hill. At Badgemore Primary School, nearly 50% of our pupils live on the other side of Gravel Hill and therefore have to travel across this dangerous road twice a day. Around 25% of our pupils walk across this road as part of their school commute and whilst I am very proud that they are walking to school, crossing this road worries me. Even with the new speed reduction in place, cars travel too fast along the road and visibility is tricky when looking up the hill. Adding a zebra crossing on Gravel Hill would not only make the road safer, but it would further encourage more families to walk to school thereby reducing pollution in the area. My staff and I all strongly support the proposal to add a zebra crossing to Gravel Hill and I know this consultation will be met positively by our wider school community.
(4) South Oxfordshire District Council	<b>Concerns</b> - My only observation on this consultation is that the proposed zebra crossing on Gravel Hill is located within a designated Conservation Area and the brick and flint wall located on the southern side of Gravel Hill, is a Grade II listed building. Is it possible that the belisha beacons (particularly the one on the southern side of the road) can be removed from the scheme as I feel that they would detract from these important features of the historic environment?
(5) Local Resident (Henley on Thames)	<b>Object</b> - I think it should be several meters further down Gravel Hill so that it aligns with the pathway between the statue and the grass. This would allow easier access from West Street and move it further away from the Hop Gardens exit, to which it is dangerously close.

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<p>(6) Local Resident (Henley on Thames)</p>	<p><b>Object</b> - I am not aware of a need for a crossing on Gravel Hill.</p>
<p>(7) Local Resident (Henley on Thames)</p>	<p><b>Object</b> - Gravel Hill needs traffic calming measures, not a zebra crossing. Using pedestrians to slow traffic down is not a good idea!</p>
<p>(8) Local Resident (Henley on Thames)</p>	<p><b>Object</b> - Gravel Hill needs something to slow traffic leaving the town. A pedestrian crossing is not the answer and I am doubtful as to whether the students will use it. A pinch point with refuge was proposed and was never progressed. Slowing the traffic is the answer to the safety issues on Gravel Hill.</p>
<p>(9) Local Resident (Henley on Thames)</p>	<p><b>Concerns</b> - My major concern is the danger of injury due to the speed of the traffic. There is minimal signage for 20mph. Numerous vehicles speed well above 20mph both day and night. It has been suggested that a Pedestrian Crossing would slow the traffic down; it's possible it's presence at the proposed site would cause some drivers to slam on their brakes, especially those travelling down the hill turning a fairly blind corner into Gravel Hill. Whilst a crossing would be helpful in slowing vehicles when it is in active use, what about other times? From a safety point of view, I would prefer additional measures that include:</p> <ul style="list-style-type: none"> <li>• Much clearer 20mph signs - the current small ones are not very visible or ignored</li> <li>• VAS - Vehicle Activated Speed signs facing both directions - this would be a positive reinforcement to slowing speeds</li> </ul> <p>The location of the proposed crossing on Gravel Hill is near what is already a tricky 4-way junction. Suitable advance warnings would be key to slowing the traffic as it enters Henley. Excessive vehicle speeding in both directions along Gravel Hill is a serious problem. Gravel Hill is used by residents living along and beyond, by students (when the college is open), by walkers, children and their parents, including those enjoying The Henley Trail. There are sections where the pavements are particularly narrow and large farm vehicles and lorry transporters come especially close to pedestrians at these places. I know this has been an ongoing issue and am pleased that positive actions to improve safety are being taken. I trust that safety measures of the kind mentioned above - VAS and larger 20mph signage - will be incorporated as well as the proposed crossing. This will help ensure that vehicles adhere to the existing speed limits, thereby making the entire length of Gravel Hill road much safer.</p>

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<p>(10) Local Resident (Henley on Thames)</p>	<p><b>Concerns</b> - I welcome the concept, however wonder whether cars turning out from Hop Gardens will have enough warning of pedestrians waiting to cross from their side of the road, if the vegetation in the garden there is obscuring view as they arrive at the junction? Perhaps the crossing should be slightly further towards Henley, more than the 19ft?</p>
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Divisions affected: Eynsham; Witney South and Central

## **CABINET MEMBER FOR ENVIRONMENT – 29 APRIL 2021**

### **WITNEY AND EYNSHAM – PROPOSED BUS STOP BUILD OUTS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the two amended smaller permanent bus stop build outs in Witney and a year trial for the amended bus stop build out in Eynsham.

#### **Background**

2. Formal consultation objections were received against proposed bus stop build outs in Witney and Eynsham as reported to the Cabinet Member for Environment Delegated Decisions meeting on 17 December 2020. The proposals answered passenger access concerns and operator needs to improve journey time reliability and help meet the Equality Act (2010) strictures. A decision was deferred to enable further consultations with local County Councillors, parish/town councils and bus operators. This report covers those discussions and makes recommendations

#### **Witney - Corn Street**

3. No benefit was seen in further consultation. Thames Valley Police and West Oxfordshire District Council had not objected and Witney Town Council supported the proposals. Similar proposals have been considered for over 10 years against similar objections over parking loss while bus users continue to cite concerns over difficulties in hailing buses due to parked cars. Two vehicles currently park in each stop where no enforcement is possible. This seriously compromises passenger access and totally prevents wheelchair access.
4. It is proposed to reduce the size of the build outs originally due to be 3m wide with tapers giving an overall length of 5.2m and resulting in the likely removal of 4 parking spaces. We now propose 3m wide straight-sided build outs to allow adjacent parking and remove one space per stop at most. While slightly compromising bus user conspicuity it is considered acceptable.

#### **Eynsham – Acre End Street**

5. A discussion was held with the bus operator, Parish Council and Local Member. Thames Valley Police and West Oxfordshire District Council had not objected. The Parish Council maintained its objection citing the amended proposals as unacceptable and asked that we talk with local residents before

progressing further. This was achieved through the Local Member's informal consultation. The bus operator also mooted the radical proposal of rerouting the service along Spareacre Lane. The Parish Council and Local Member do not support such a move. While the alternative route is feasible it is not ideal and would reduce the overall service to the community.

6. There was extensive response to the Local Member's consultation with equal support for a build out as opposed to a longer bus bay with two less parking spaces and also an equal balance of views regarding service rerouting. Unfortunately, we do not know whether, as suspected, views were along partisan lines between bus and car users. Concerns remain over congestion and safety at the Acre End Street access but neither of the current options are considered to make a material difference.
7. It is proposed to install a temporary experimental build out to assess the impact on congestion over 12 months. If acceptable it will avoid removal of parking, something requiring formal consultation and likely to be contentious. It would also avoid the anticipated enforcement challenge. Funding will be retained to either make the build-out permanent or remove it and extend the bus-bay (subject to consultation) while widening the existing footway by 0.5m to accommodate bus passenger access and egress. Either option will avoid pressure to reroute the service.

#### **Sustainability objectives**

8. The proposals would facilitate the safe and convenient use of buses.

#### **Financial and Staff Implications (including Revenue)**

9. The Network Management budget will provide funding.

#### **Equalities Implications**

10. No equality implications have been identified in respect of the proposals.

BILL COTTON  
Corporate Director, Environment and Place

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