

Divisions affected: Rose Hill and Littlemore

## **CABINET MEMBER FOR ENVIRONMENT – 21 JANUARY 2021**

### **OXFORD – OXFORD ROAD, LITTLEMORE: PROPOSED TRAFFIC CALMING MEASURES**

**Report by Interim Corporate Director Communities**

#### **RECOMMENDATION**

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed traffic calming measures as advertised but to consider retaining the existing northern end buildout.

#### **Executive summary**

2. The provision of traffic calming measures and pedestrian crossings are reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and traffic calming measures and also the Oxfordshire County Council Walking Design Standards. This report presents responses received to a statutory consultation on proposed traffic calming measures on Oxford Road in Littlemore as shown at Annex 1 which have been put forward as a result of a review of alternative options for traffic calming following the decision by the Cabinet Member for Environment on 18 June 2020 not to proceed with a zebra crossing and other measures consulted on in February and March 2020.

#### **Financial implications**

3. Funding for the proposed measures was negotiated from the development of the Lawn Upton House site in nearby Sandford Road.

#### **Equality and inclusion implications**

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

#### **Sustainability Implications**

5. The proposals would help facilitate the safe movement of traffic and supporting in particular walking and cycling.

#### **Consultation**

6. Formal consultation on the proposal was carried out between 15 October and 13 November 2020. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford

City Council and local County Councillor. Letters were also sent to properties adjacent to the proposals.

7. Twenty-two responses were received. 6 (27%) objections, 14 in support (64%), 1 raising concerns and 1 non-objection. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

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

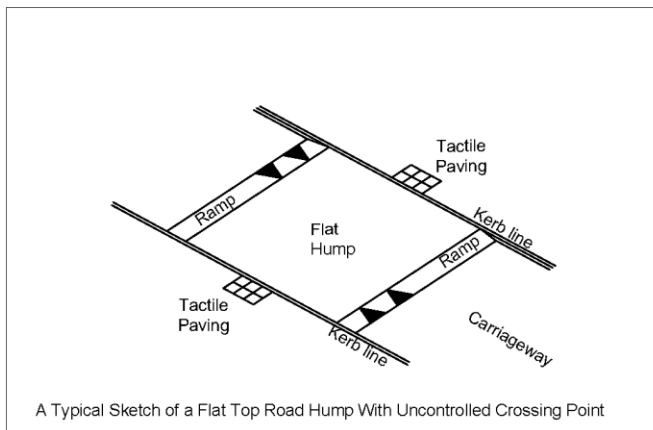
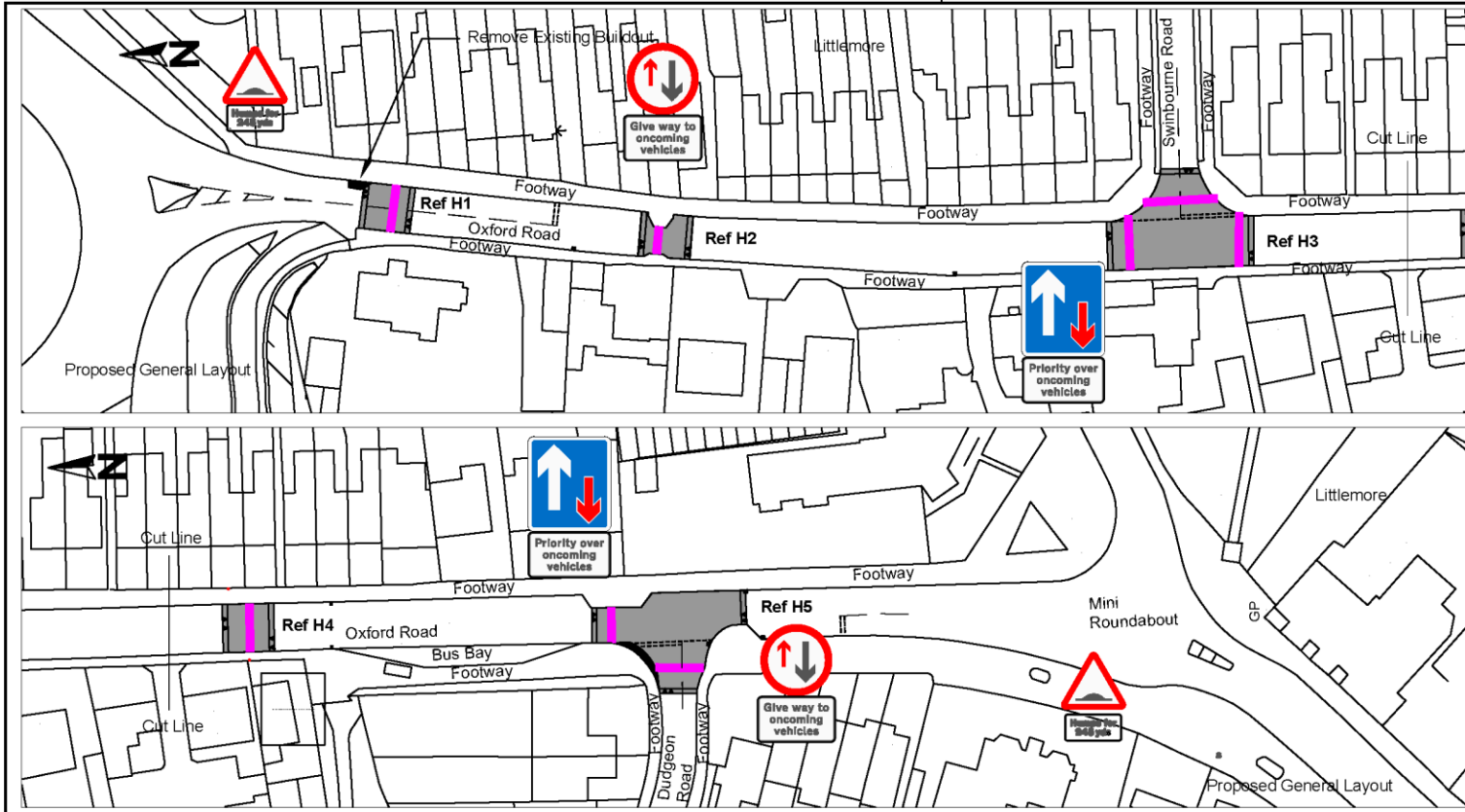
8. Thames Valley Police did not object.
9. Littlemore Parish Council support the proposed calming
10. Of the fourteen expressions of support from local residents, one highlighted the walk and talk with OCC representatives and a substantial number of residents, citing it as 'an instance of local democracy in action at it's very best'. The ability of the proposals to reduce speeds and deter rat-running was highlighted several times.
11. Objections were received from six local residents with an additional representation expressing concerns. The most common objection voiced in four submissions was of the proposals being unnecessary and a waste of resources given the good accident history. Three objectors cited the resultant worsening air pollution from traffic traversing the humps and two others were concerned vibrations would damage foundations of vulnerable adjacent properties. Two submissions suggested focussing resources instead on providing more appropriate routes to cater for demands from much impending development and to better manage traffic routeing. A further objector believed these proposals would increase congestion and another cited the effect on the many ambulances using this route. One objector suggested 'traffic cameras' as an alternative. Speed cameras are not feasible and although residents are familiar with the parish council's recent use of speed indicator devices there were no calls for them to replace the current proposals during current discussions. An objector suggested parking could be removed to complement the proposals and two supporters suggested removing parking along one side of the road. However, it was acknowledged during the previous consultation that any loss of parking space was unacceptable.
12. One submission listed as an objection agreed in principle with the proposals but was concerned at the removal of the buildout at the northern end of the scheme which currently provides protection for two cars whilst not creating undue disruption to flow. The proposed adjacent hump would reduce speeds, but consideration should be given to retaining the build-out. The 'Concern' submission had no specific objection to the proposals but asked for the southern (Dudgeon Drive) table to be narrowed to a single vehicle width to prevent the current clashes between opposing drivers funnelling into the adjacent narrow section. However, this would transfer any funnelling clashes closer to the Cowley Road junction where it would be more disruptive.

JASON RUSSELL  
Corporate Director Communities

Annexes                      Annex 1: Plan of proposed traffic calming measures  
                                    Annex 2: Consultation responses

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January 2021



Drawing No.		Revision													
<p><b>Key</b></p> <p>Proposed features are:</p> <ul style="list-style-type: none"> <li>Flat top road hump</li> <li>Uncontrolled crossing point</li> </ul> <p>Feature limits and location of signs are indicative subject to change when agreed to proceed with that particular item</p>															
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>															
<p>IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION</p> <p>MAINTENANCE/CLEANING</p> <p>DECOMMISSIONING/DEMOLITION</p>															
<p>© Crown Copyright and Database rights 10023343 2017</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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<p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0965 310 1111</p>		<p><b>Project title</b></p> <p>Littlemore Oxford Road</p>													
<p><b>Drawing title</b></p> <p>Proposed Traffic Calming Measures</p>		<p><b>Drawing Status</b></p> <p>Consultation</p>													
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Littlemore Parish Council	<b>Support</b> – welcomes the new proposals and place on record our thank to the teams and residents involved in reaching a suitable solution for all.
(3) Local Resident, Oxford)	<p><b>Object</b> – I have now studied the accidents involving pedestrians in Oxford Road Littlemore again and discussed it with several local people and write to confirm that I and other residents do not support the installation of the road hump traffic calming measures. The statistics clearly show that not one pedestrian has been involved in an accident since January 2011 and that particular incident was described as very slight. This is proof that the chicane system already in place is adequately dealing with the situation. Whilst I fully appreciate that speeding can be a justifiable reason to take measures it should be taken into consideration the already alarming situation of the ever increasing air pollution that we suffer will only be further exaggerated. The worst instances of this are of course stationary vehicles that have their engines running which is so often the case mainly between the Rose Hill roundabout and Milvery Way plus the junction at Dudgeon Drive. I have requested without success that the local councillors put in place an air quality test to confirm or disprove the opinions of local people. It is vital that such measures are taken before the traffic is further slowed, and pollution increased, it is only at that time we can then take a much more balanced judgement. Another issue that must be taken into account is that the majority of housing on this road was built during the early years of the last century and have foundations commensurate with that era, which are much shallower than modern days. Some properties are even older and several have basements. The common denominator is that all properties are close to the roadway. Each and every one of these homes can only suffer from the continual pounding of traffic including many buses and commercial vehicles continually crossing road humps. This situation has already been proven with the road humps installed some time ago in Walton Street. The most recent instance of which is the collapse into the basement of the St John's college owned shop.</p> <p>Unfortunately, the very few people who do speed on our road, and others, will not be stopped by the proposed installations. A much better way to have the desired effect is to install traffic cameras which would not bring the traffic to a halt any more than it already is.</p>

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	<p>With the ongoing home construction taking place in our area of more than 400 properties, which will inevitably lead to worsening congestion, the council need to be looking at the hidden issues long before making us bear the brunt of mistaken decisions. The traffic starts to build up from 06.00hrs and continues well into the evening hours with the obvious rush hour increases. Can we honestly be expected to compound this with not only an expected increase of traffic that will be in the region of 400 - 500 extra vehicles a day, but also often slowing those vehicles to a halt whilst they exude health damaging fumes.</p> <p>As I said earlier, during correspondence with all of my local councillors, it is so easy to ask a single question. Do you want to stop people speeding? On the face of it the majority reply is sensibly yes. However as with any question other issues should, and must, be raised. I can only request that the panel take our concerns into account, that no person has been physically injured in this road as the result of a traffic accident for almost 10 years yet the unseen damage that air quality is forcing upon us goes under the radar. Please do not waste this vital funding on a project that we believe will only be detrimental to the residents in the final result.</p>
<p>(4) Local Resident, (Oxford)</p>	<p><b>Object</b> – I don't believe the road needs traffic calming measures. I use this road every day, at least 4 times to come back and forth. I have never had a problem personally on this road or witnessed any issues that require wasting a fortune of tax-payers money for no reason.</p>
<p>(5) Local Resident, (Oxford)</p>	<p><b>Object</b> – This does not address the problem, which is cars trying to get past parked cars - on what in effect becomes a single-lane road with poor visibility - before traffic arrives from the opposite direction. If the parking is removed, this problem will disappear, and then speed humps can be used to reduce the speed of the traffic safely. Adding speed humps to an already difficult road will not resolve the issue.</p>
<p>(6) Local Resident, (Oxford)</p>	<p><b>Object</b> – As a resident, I agree in principle with putting in place traffic calming measures on Oxford Road, Littlemore. However, I would like to bring into question one point in the plan, the removal of the buildout in the upper north of the road. I live at number 76 and this buildout sits in front of my and my neighbour's houses. There is space for two cars to be parked on the east side of the buildout and it provides protection from passing traffic. The buildout currently doesn't cause any disruption to traffic flow and both lanes of traffic can move freely past each other with the buildout in place. By removing the build out it would remove the parking protection that we currently benefit from. Why can the buildout not remain in place? Can you also you confirm that cars can be parked across the flat top road hump? If not, then this plan will be removing parking currently available to us and we would have nowhere to park causing significant</p>

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	<p>inconvenience and having a detrimental effect on the value of our properties.</p>
<p>(7) Local Resident, (Oxford)</p>	<p><b>Object</b> – You have approved massive amounts of new housing in this area with no meaningful improvements to road infrastructure or traffic management along these roads or the bypass. I object to the speed bumps because many ambulances use Oxford Road. I along with the other residents are being poisoned by traffic fumes from queues of stationary cars directly outside our houses.</p> <p>Our houses are being shaken to bits by double-decker busses and huge lorries over 7.5 tonnes. Speed humps will make this worse. Because there is a manhole cover outside my house it shakes every time a bus or lorry goes past. You are wasting money on pointless modifications to a road that is massively overloaded with traffic and busses because you have not updated the road infrastructure in Littlemore in accordance with the massive amount of development you have approved and benefitted from. You need to come up with a plan that would actually calm traffic instead of aggravating residents and drivers. This means routing traffic and busses along major roads not narrow village roads - surely this is common sense.</p> <p>Around the seals of my doors and windows there are deposits of black noxious particles from the exhaust fumes of cars. Perhaps you could publish to the residents of Oxford Road the actual daily air quality.</p>
<p>(8) Local Resident, (Oxford)</p>	<p><b>Object</b> – It's already difficult enough to drive down this road and with the LTN's going in Cowley it will add to congestion. Also the path is narrow and there are times you need to use the road to go around this will make it more difficult with a pushchair or wheelchair.</p>
<p>(9) Local Resident, (Oxford)</p>	<p><b>Concerns</b> – I am a resident of Oxford Road, and for some years have been campaigning for improvements in the traffic calming measures. I have no definite objections to the current proposals.</p> <p>However I live beside the southern chicane at the junction of Oxford Road and Dudgeon Drive and am disappointed that the road at this chicane is not going to be narrowed so that it is the same width as it is at the other chicanes in the neighbourhood.</p> <p>There are two chicanes on Sandford Road, which is a southward continuation of Oxford Road, and two on Cowley Road Littlemore. Each narrows the road to one vehicle width: drivers obey the give-way signs, so in this respect these</p>

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	<p>other chicanes work well.</p> <p>However, because the chicane outside my home is wide enough to take two cars I am repeatedly disturbed by angry drivers sounding their horns because they are offended that drivers going toward the ring road don't give way at this chicane. Sometimes drivers hoot back and forth at each other repeatedly. I fear that the additional speed platforms will not prevent this and will simply add to the noise.</p> <p>I would also like to use this opportunity to record that Oxford Road gets congested partly because no phase of the traffic lights allows drivers out of Oxford Road, and on to the ring road. Traffic at the lights moves on red and amber, giving Oxford Road drivers no time or space to move. I hope that this will be addressed in future.</p>
(10) Local Resident, (Oxford)	<p><b>Support</b> – These proposals are a huge improvement on the awful calming measures currently in place. Ideally, I would like the road to be made one way with entry into Littlemore only, down as far as the roundabout with Cowley Road, Littlemore. However, these measures should help slow the traffic entering Oxford Road which currently does so at high speed. Thanks to the engineer Geoff Barrel and his colleague that attended the street meeting in the summer.</p>
(11) Local Resident, (Oxford)	<p><b>Support</b> – I'm delighted not only with the modifications that have been made, but the way in which they arose - namely, in the context of a walk around the area with OCC representatives and a substantial number of residents. It struck me as an instance of local democracy in action at it's very best.</p>
(12) Local Resident, (Oxford)	<p><b>Support</b> – I have lived in Littlemore for seven years and frequently witness speeding traffic on our relatively narrow roads, made narrower still by cars parked on both sides. We need to encourage active travel, cycling and walking, in our area and traffic calming is one way to slow down traffic and encourage active travel.</p>
(13) Local Resident, (Oxford)	<p><b>Support</b> – Most traffic ignores the 20mph speed limit, there is no safe place to cross the road. The proposal is an improvement but would be better if there was at least one formal crossing point (pelican or belisha) or the raised sections were clearly indicated as crossing points with pedestrian priority.</p>



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<p>(14) Local Resident, (Oxford)</p>	<p><b>Support</b> – Definitely broadly support slowing down traffic on this stretch as people appear to rarely drive down it at 20 mph. As someone who mainly cycles down this stretch the most danger comes from the parked cars; having to duck in and out of parked cars and drivers rushing to overtake you before reaching a parked car. Even having cars only parked on one side of the road would be an improvement.</p>
<p>(15) Local Resident, (Oxford)</p>	<p><b>Support</b> – It is an excellent plan that will address the unsafe speeding traffic and also enable the safer crossing for pedestrians. Much welcomed ...</p>
<p>(16) Local Resident, (Oxford)</p>	<p><b>Support</b> – i have lived on oxford road for 17 years and it has got busy and very aggressive and the current provision does not slow traffic. I have had several incidents where my parked car has been damaged and my children’s lives being put at risk</p>
<p>(17) Local Resident, (Oxford)</p>	<p><b>Support</b> – Oxford road Littlemore suffers from speeding traffic and high traffic volumes. The raised speed humps will reduce speeds and discourage the use of Oxford Road as a short cut.</p>
<p>(18) Local Resident, (Oxford)</p>	<p><b>Support</b> – We live on Dudgeon Drive so we think these measures are broadly positive, however the main problem with Oxford road is to do with the combination of filters and parking, so we would like to see the measures go further and restrict parking along one whole side of the road (that with the store and the bus stop) as this would greater help the flow of traffic.</p>
<p>(19) Local Resident, (Oxford)</p>	<p><b>Support</b> – This is the best options suggested so far There’s still issues with traffic ie heavy goods vehicles using Oxford road and the construction of new homes that will increase traffic. Overall best suggestion so far</p>
<p>(20) Local Resident, (Oxford)</p>	<p><b>Support</b> – This will slow traffic down this road and discourage rat runners that use this road to get to BBL instead of the duel carriageway that is clogged with traffic due to the rush hour on the southern bypass</p>
<p>(21) Local Resident, (Oxford)</p>	<p><b>Support</b> – It will help with being able to ensure the children, elderly and resident car users to cross the road safely. It will help with the young children that walk to and from school to get there without the fear of fast cars driving coming</p>

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	off the roundabout.
(22) Local Resident, (Oxford)	<b>Support</b> – I am writing as a resident who has a entry/exit to/from my garage on to Oxford Road, Littlemore to support the current proposal to construct traffic calming features on that road, as I believe that traffic travels far too fast and that this will help to slow it down and improve road safety.