

Division(s) affected: *Rose Hill & Littlemore*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

09 OCTOBER 2025

OXFORD: ROSE HILL – PROPOSED TRAFFIC CALMING MEASURES AT SERVICE ROAD JUNCTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the installation of two new Side Road Entry Treatments (raised informal crossings) at the A4158 Rose Hill junctions with the service road for property Nos. 2-38, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to construct traffic calming features, in the form of standard 'Side Road Entry Treatments' (SRET) comprising of Rhino's pattern imprinted asphalt, with approx. 4m long flat raised tables, to be 100mm high with 1:8 gradient ramps, as shown in **Annex 1**. Additionally, reduced kerb radius, and tactile paving would also be located at the junctions.
2. The collision pattern – as shown in **Annex 2** – at the south-eastern junction is a relatively recent phenomenon, with six injury collisions (two serious, four slight) occurring over the last three years. All six are similar, involving a north-westbound vehicle turning into the service road and colliding with a pedal cycle in the advisory cycle lane, travelling in the same direction.
3. It is believed that the vehicles were bypassing queueing traffic at the signalised junction ahead and, therefore, were likely to be in a hurry and lacking awareness of the cycles.
4. The aim of the scheme is to make this route (via the service road) significantly less attractive to northbound traffic as a way of bypassing the signals, without seriously inconveniencing local residents. Those that continue to make the turn will do so at a slower speed, reducing the likelihood and severity of further collisions.

5. The detailed specification of the proposed measures mirror those being implemented as part of the "Safer Roads Oxford: Banbury Road and Iffley Road" project, which were consulted on in March 2025

Sustainability Implications

6. The proposals would help facilitate a safer environment for pedestrians and other users, which will encourage visitors to use more sustainable forms of travel.

Financial Implications

7. Funding for consultation and the proposals themselves has been provided by the County Council's Vision Zero safety programme.

Legal Implications

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

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

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Equalities and Inclusion Implications

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

Formal Consultation

11. Formal consultation was carried out between 14 August and 12 September 2025. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillors representing the Rose Hill & Littlemore, and the Cowley divisions.

12. Letters were sent directly to approximately 65 properties in the immediate vicinity, and public notices were also displayed on site.
13. 29 responses were received via the online survey during the course of the formal consultation, comprising of three objections (10%), 19 partially supporting/raising concerns (66%), and seven in support (24%).
14. Additionally, a further six emails were received directly, with Thames Valley Police not objecting.
15. The County Cllrs representing the Rose Hill & Littlemore, and Cowley Division responded raising various concerns, including better pedestrian access and potential danger to cyclists utilising the raised crossing. Requests for improvements in the wider area were also requested.
16. 'Cyclox' (local group raising awareness of cycling) objected to the proposals, stating that they feel they don't address the fundamental problem of safety at the junctions, whilst 'Oxfordshire Liveable Streets' (local group committed to improving the lives of Oxfordshire residents) supported but also raised concerns that they felt failed to address the core problem with motor traffic using the service road to bypass the adjacent traffic signals.
17. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

18. Nearly all respondents were in agreement that vehicles use the service road to avoid queues at the traffic signals ahead, and that they tend to travel at excessive speed when on the service road.
19. Most respondents suggested that the proposals would help but that they did not go far enough to address the problem. Many, including the three objectors, advocated speed humps in the service road, making the road one-way or blocking the road at one end (modal filter).
20. Some of the responses highlighted other issues, and potential modifications, at the Church Cowley Road junction and local area. These concerns are outwith the scope of this Vision Zero scheme, which is specifically to address the collision history at the south-eastern junction.
21. The overwhelming response was that the SRETs would help the issue but that more could be done to slow or eliminate non-resident traffic on the service road.
22. Speed humps would be effective in reducing speeds and in deterring traffic from using the service road to bypass the signals. It is something that could be

considered in the future if the problem persists; however, streetlighting will be required at each feature and the potential for noise generation is likely to be unpopular with the residents closest to the humps.

23. Creating a one-way street, north to south, would eliminate the turning movement that has caused collisions in the past. The main difficulty is that the northern access, which is at an acute angle to Rose Hill, would not be readily accessible for vehicles from the south. As well as potentially causing traffic delays whilst making the awkward left-turn manoeuvre, these vehicles will be moving across the advisory cycle lane which will increase the risk here to cyclists. It may also be impossible for longer vehicles to make the turn with the traffic island and parked cars present.
24. Installing a modal filter at one end would also eliminate the through traffic in the service road, but is impractical as there would not be a suitable turning area for vehicles, including Refuse Collection Vehicles. A turning head does exist at the southern end of the service road, but a closure here would require all vehicles to enter at the northern end, with the same limitations as per the one-way street.
25. For the reasons given above, it is considered that the SRETs offer the preferred practical and viable means of dissuading vehicles from using the service road to bypass the signals, and to slow down those vehicles that still do make that manoeuvre. If further measures are still considered desirable in the future, these could be investigated, subject to consultation and funding

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Collision History plan (July 2022 – June '25) Annex 3: Consultation responses
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Contact Officers:	Roger Plater (Senior Officer – Vision Zero) Anthony Kirkwood (Team Leader – Vision Zero)
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October 2025

Drawing No.

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Key

Proposed raised side
road entry treatments to
create continuous
footways across junctions

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK
DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION
(ENTER NONE IF APPLICABLE)MAINTENANCE/CLEANING
(ENTER NONE IF APPLICABLE)USE
(ENTER NONE IF APPLICABLE)DECOMMISSIONING/DEMOLITION
(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**OXFORDSHIRE
COUNTY COUNCIL**

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Project title

RAISED SIDE ROAD ENTRY TREATMENTS

Drawing title

OXFORD
A4158 ROSE HILL SERVICE ROAD

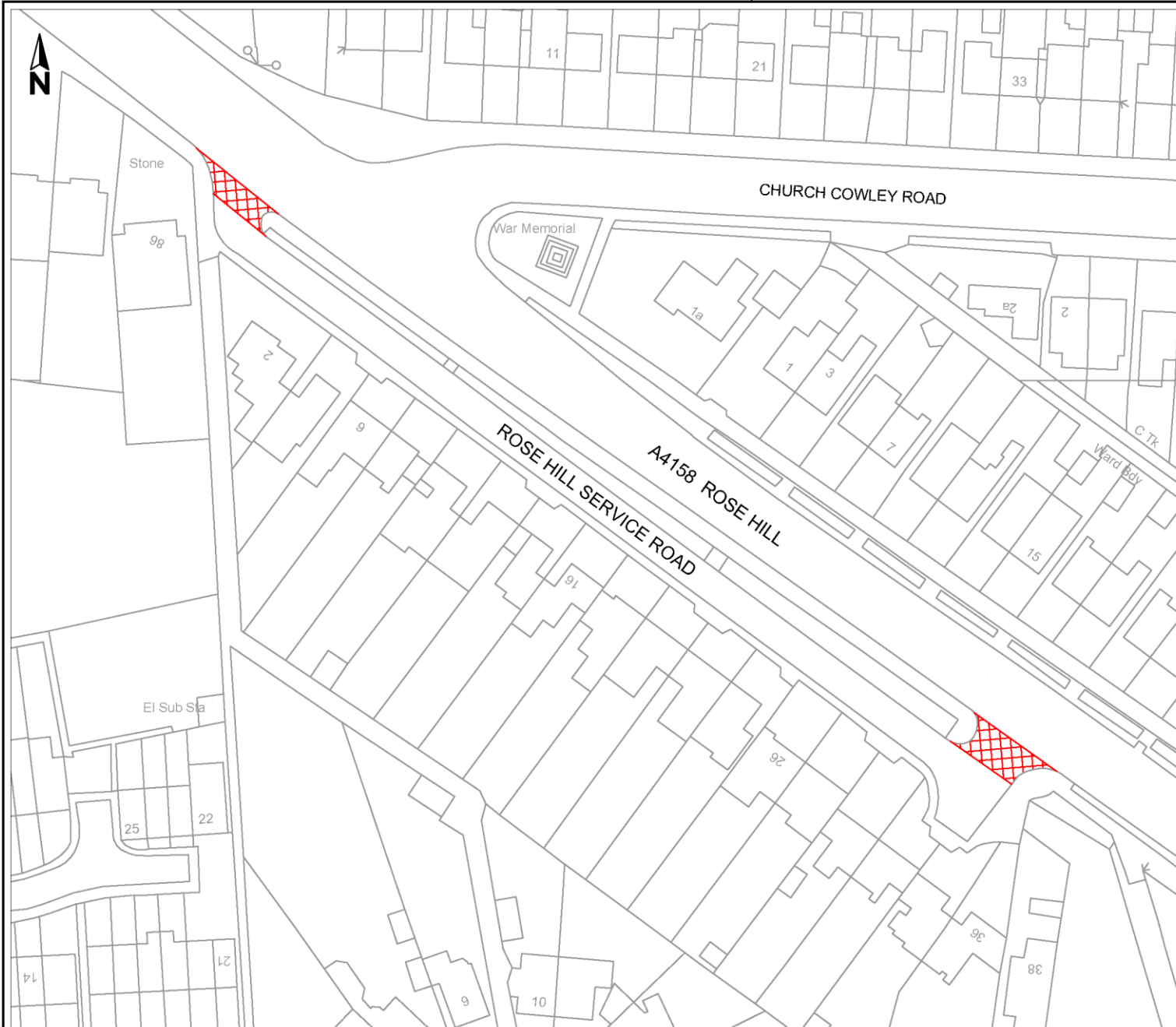
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC		
	Date drawn 08/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0

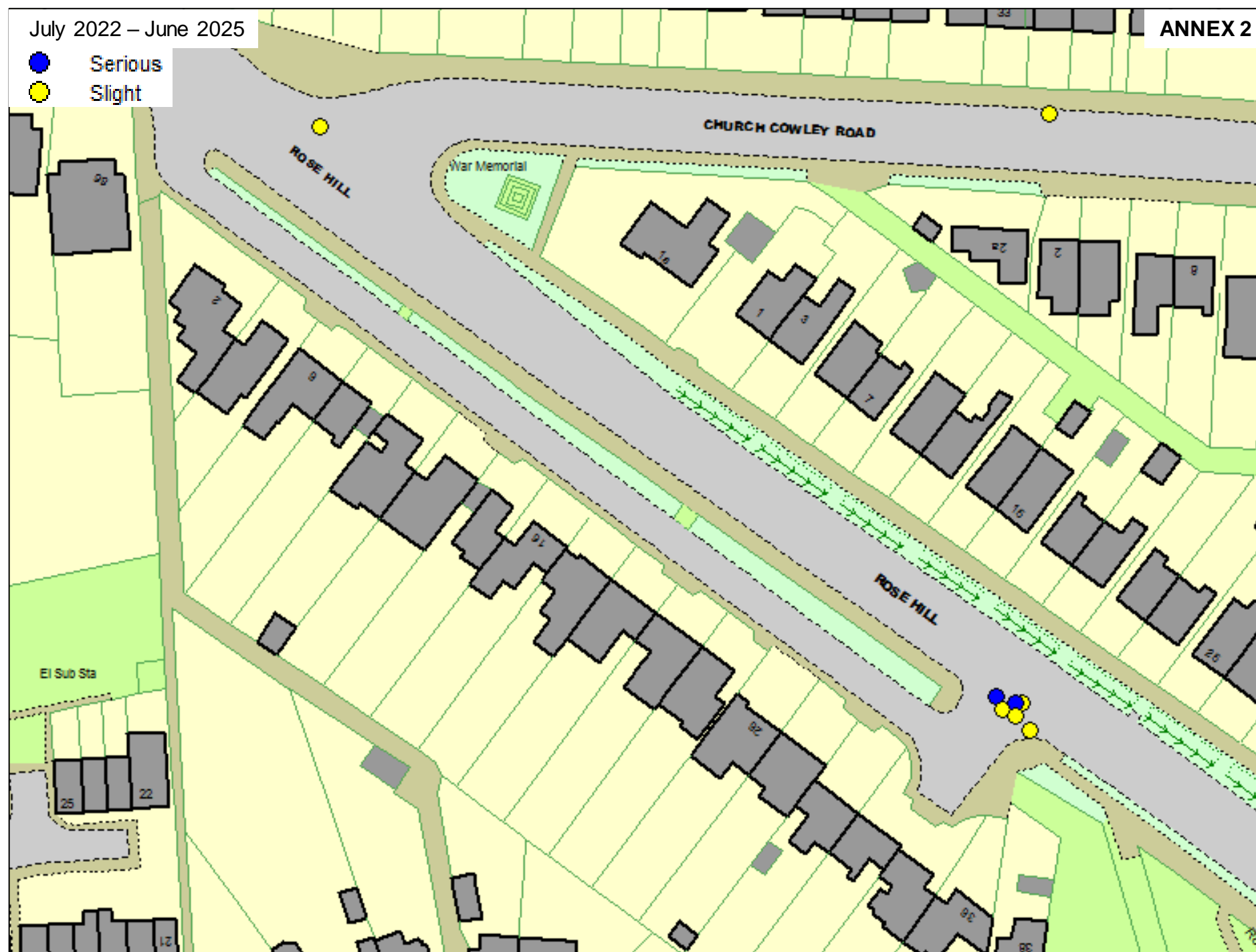


ANNEX 2

July 2022 – June 2025

Serious

Slight



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Local County Cllr, (Rose Hill & Littlemore division)	<p>Concerns – The junction of church Cowley road and rose hill road requires better pedestrian access, this could be in the form of a pelican crossing in both directions.</p> <p>I am concerned with the current proposal for a raised surface to the service road. Ascending from rose hill the cycle lane is positioned in the road, the service road is a sharp 90 degree bend at the apex of hill, meaning cycles tend to travel at speed. As the raised platform is not yet at the foot of the hill cyclist in poor weather conditions will find it difficult to make the sharp left turn over a raised surface. For pedestrian access see the value but duets higher cycle speeds in a braking zone I believe cyclist could in fact be putting cyclist at risk. If we follow the principle of braking in a straight line.</p>
(e3) Local County Cllr, (Cowley division)	<p>Concerns – I would like to add after the speeding camera from service road to the traffic light the footpath should be replaced with segregated cycle line with metal barrier to protect the cyclists.</p> <p>The pedestrians can use the footpath front of the houses at service roads.</p> <p>The opposite side of the road have separate footpath to use. Happy to meet and explain at the spot.</p> <p>On a same stretch at the traffic lights, we need a right turn filter for vehicles to turn from Rosehill road to Church Cowley road.</p> <p>Currently drivers are jumping the red lights to turn right which accident is waiting to happen.</p>

<p>(e4) Local group/organisation, (Cyclox)</p>	<p>Object – We object strongly to this proposal as it does not address the fundamental problem of safety at this junction. We objected to the redesign of the Church Cowley Road Rose Hill junction when you proposed it in January 2024. As a reminder here is our response to that design outlining our objection. This is what we wrote then about the Rose Hill service road:</p> <p>“Cyclox continues to have grave concerns about the redesign of the junction of Church Cowley Road with Rose Hill. The four recent collisions involving cycle riders at the southern entry to the service road demonstrate that there is a problem with the road layout after the Quickways design. However we do not believe that the redesign that you shared with us will remove the problem of left-hooks on the service road entry, as drivers, having learnt that that option is open to them, will continue to use the service road to bypass the junction. So the risk to cycle riders will continue. We think that the only effective way to remove any risk to people on bikes at the service road entrance is to have modal filtering, or at least making the service road one-way southwards, with contraflow cycling. It looks like there is plenty of turning room at the southern end - at worst a bin lorry or truck might have to three-point turn. Re-entry onto the carriageway for those going north bound could be protected by wands.”</p> <p>While creating a side road entry treatment for the Rose Hill service road is a nice-to-have, it does not address the fundamental problem which is the use of the service road as a bypass of the traffic lights which is, as we predicted, a continued problem. We wish to see the service road made one-way southbound but of course with contraflow cycling (something we wish to see on all one way streets in Oxford). This will remove the risk of hitting cycle riders as car drivers make the left turn.</p> <p>Rather than spend fairly large amounts of money on a side road entry treatment here, we suggest that a much better use of the fund (which is after all a fund to improve road safety, would be to make the service road one-way south bound.</p> <p>We continue to press for a redesign of this whole junction as pedestrians find it very difficult to cross.</p>
<p>(e5) Local group/organisation, (Oxfordshire Liveable Streets)</p>	<p>Concerns – Putting side road entry treatments on the Rose Hill service road is useful, but fails to address the core problem with motor traffic using the service road to bypass the traffic signals. The service road should be filtered, or made one-way southbound (with contraflow cycling), to prevent this. That would largely eliminate the hazard (of motor traffic turning across people walking and cycling) instead of just ameliorating it (by slowing down motor traffic turning into or out of the service road).</p>

	<p>There are understandable concerns about people being injured by motor traffic turning into and out of the service road, but there are other harms done by allowing motor traffic to bypass the junction, including road danger and speeding on the service road as well as noise. Allowing motor traffic to bypass signals also undermines their use for traffic management, including bus prioritisation. (As a route usable by cars but not buses, the service road is currently operating as a car prioritisation measure.)</p> <p>The other major problem with this junction is that it lacks pedestrian signal crossings and support for cycle right turns. The most obvious solution seems like some kind of CYCLOPs design, with signal crossings on all arms and signal-protected cycle movements.</p> <p>Rather than spend fairly large amounts of money on SRETs here, it would be better to put in place a cheap modal filter or one-way restriction, and set aside funding towards a full redesign of this junction (which would include SRETs).</p> <p>We also urge that, unlike the "Safer Roads" SRETs planned elsewhere on Iffley Rd, any SRETs put in here have the footway coloured/textured so as to be clearly distinct from the carriageway - i.e. not in simple black asphalt.</p>
(e6) Local resident, (Oxford, Westbury Crescent)	<p>Object – I have completed the consultation on the Rose Hill service road treatments and have objected to those as they don't address the problem. The solution needs to stop drivers turning left into the service road above the traffic lights to finally make the cycle lane safe for all those cycling in it.</p> <p>As you will see I have attached an extensive collection of correspondence I had with the local Cllr about the changes planned and then made to the 'Quickway' at the Church Cowley Rd junction. These explain my objections in much more detail. This junction is now a very dangerous one for people cycling or walking, just as it was before the original 'Quickway' was implemented.</p> <p>The new Iffley Rd/Rose Hill 'Quickway' was a complete game changer for cycling when it was put in even for me as a very experienced and generally confident cyclist of some 45 years. It really transformed the experience of cycling into Oxford and back again very positively. I was so relieved by this wonderful piece of infrastructure.</p> <p>I was completely dismayed by the change made to remove the protected cycle lane down hill and reinstate the two traffic lanes downhill. I feel really unsafe going down hill now and have decided from this week with the new school term to avoid it all together and make a longer annoying detour. I also feel completely unsafe coming uphill so that I have decided since last winter to use the pavement instead rather than risk any more close passes in peak times especially when it is dark.</p>

	<p>As you will see from my correspondence previously, this junctions has a lot of other problems fundamentally because of the weight of traffic and the speed of it, the lack of space for all the users and the lack of pedestrian phase lights.</p>
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	<p>I live in hope that something much safer can be achieved, to start with by installing a bollard or planter rather than the surface treatment.</p>
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B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Oxford, Morrell)	Object – Just make the side road one way southbound, or better stop the traffic with bollards. This proposal is an expensive way not to fix the problem: too many cars using the road.
(o2) Local resident, (Oxford, Rosehill)	Object – There is already a safe pathway and a waste of money. Car users are driving through to jump the lights at fast speeds making the service lane extremely dangerous . It would be better to close off one end of the service road,with bollards placed only for cyclists and pedestrians to travel through.What is really needed is a safe pedestrian crossing, either at the traffic light or further up the hill near the speed camera.
(o3) Local resident, (Oxford, Westbury Cr)	<p>Object – I object to the side road treatments for the service road as they will not solve the problem which they are supposed to address. The problem is that when the traffic backs up the hill from the traffic lights, drivers are often using the service road to cut round the traffic lights and thus endangering people cycling when drivers turn left suddenly in to the service road and across the cycle lane. Before the original Quickway implementation this was often a problem. After the implementation it became worse and several accidents happened. The removal of the protected cycle lane and reinstating of the two vehicle lanes have done nothing to improve the traffic flow at peak times and people cycling continue to be at danger.</p> <p>To stop this the only way is to actually block the left turn with a bollard or planter at the top of the service road. All traffic using the service road will then use the entrance/exit below the lights. Please don't waste money with these surface treatments when they won't deal with the issue.</p> <p>The reinstating of the two downhill traffic lanes and the removal of the protected cycle lane has significantly increased the danger for all people cycling. Not just down hill but also up hill as drivers pass much too close, less than the required 1.5 m from the cycle rider. I now feel so endangered uphill, particularly in the dark that I have stopped using the road and use the pavement instead. And then there is the matter of what people wanting to cross the junction on Rose Hill or Church Cowley road. They have no pedestrian phase and on Rose Hill have to face 5 separate lanes of traffic to get across.</p>

<p>(o4) As part of a group/organisation, (Oxfordshire Cycling Network)</p>	<p>Partially support/concerns – We partially support the proposal for SRETs on the Rose Hill service road because we think this is an expensive and ineffective solution to the main problem of car drivers using the service road to 'rat run' around the traffic lights at the Church Cowley Road junction. When traffic is backed up at the lights, motorists will still use the service road.</p> <p>In addition, the SRETs will make the service road less useful for cyclists, who will be more affected than car drivers by tackling the sharp camber transition of the Dutch kerb at a shallow angle.</p> <p>There are benefits to pedestrians, who would gain a flat, continuous walking surface next to the A4158, although pedestrians may prefer to walk round the service road for quietness and safety.</p> <p>We recommend two alternative solutions:</p> <ul style="list-style-type: none"> a) Filter the service road at the west end, with a modal filter. b) Make the service road one-way from west to east, with cycling contraflow. <p>Both of these would be significantly lower cost and solve the rat-running problem more fully.</p>
<p>(o5) Local resident, (Oxford, Church Cowley Road)</p>	<p>Partially support/concerns – If the problem that needs fixing is impatient drivers using the side-road to shortcut the lights, they're only going to stop when it no longer saves them time. A slight speed-bump and texture change gives the appearance of welcoming pedestrians, but won't have much effect. Turning the northern exit into a right-angle, rather than a 45° slip-road, would at least make them more likely to slow down and look round before pulling out onto the main road again -- this has already been shown to be effective further down the same road, at the Iffley Turn/Cornwallis junction. But the most effective change would be a traffic restriction, such as a modal filter or a one-way system (heading north-to-south).</p> <p>If you're looking to reduce the queue so drivers aren't tempted to use the short-cut, the timings at the lights aren't suited to the current layout of the junction: vehicles heading north and turning east (into Church Cowley Road) have to wait for the lights to change and the line heading south to stop, and then stay blocking the junction for the queue waiting on CCR, until they are able to squeeze past the parked cars that line both sides of the road there. Either remove the parking, or provide a dedicated right-turn phase.</p>
<p>(o6) Local resident, (Oxford, Church Cowley Road)</p>	<p>Partially support/concerns – Something certainly needs to be done about the service road being abused by drivers trying to skip the lights, and often driving dangerously fast while doing so. I'm glad the council is open to considering</p>

	<p>changes here but I'm not convinced these will be enough to dissuade the already more unscrupulous drivers from using the service road as a high speed short cut. I think the best approach would be to make it a one-way street, with traffic only permitted uphill (southbound). That would retain access for all but make it unviable as a cut-through. It's already too narrow for two-way traffic as it is, so it seems sensible to make it officially one-way.</p> <p>I appreciate the efforts to make it easier for pedestrians to cross, though. It's so hard to cross here with a buggy. Nevertheless, with many fast-moving cars coming from all directions, the ease of a raised crossing won't negate the danger posed by the traffic.</p>
(o7) Local resident, (Oxford, Florence Park Road)	<p>Partially support/concerns – Better than nothing, but doesn't fix the rat run problem. Just go and watch the traffic there during rush hour - a constant stream of cars speeding down the hill to skip the lights - an SRET isn't going to stop them. Residents will complain, but this road obviously needs a traffic filter on one end to actually fix the problem. Be brave (and save the SRET money for something more effective).</p> <p>It's a bit of a game to the rat runners - the more stuff you build that is ineffective, the more emboldened they are that they will beat the system, and they will keep rat-running, and will be more emboldened to do it faster, and in other places. They will laugh as they bounce over your dutch kerbs.</p>
(o8) Local resident, (Oxford, Rose Hill)	<p>Partially support/concerns – 1. The problem is the 'shortcut', necessitated by LTN traffic increases. So, LTNs have created the issue. 2. Making the road one-way (no entry from the upper end) would entirely resolve the issue, at much less cost. 3. The junction needs a pedestrian crossing! It is so busy at Church Cowley Rd / Rose Hill / Henley Avenue but there is no crossing. The traffic has drastically increased (see point 1) and many cars jump red lights at every change.</p>
(o9) Local resident, (Oxford, Rose Hill)	<p>Partially support/concerns – I fully support traffic calming measures on this slip road and have been in discussion with local MP and councillors over many years. Since the introduction of LTNs there has been a major increase in traffic at this junction more people turning right into Church Cowley Road to access Cowley Road. This has resulted in people using the slip road as a rat run avoid the lights and queue at the junction.</p> <p>Although it's a 20 mph zone the drivers involved are driving at 50mph plus as there only aim is to beat the light. This means they also cut in at short notice which can mean hitting cyclists on the inside lane which I have personally</p>

	noticed. My concern with the proposal is that it will not deter this behaviour. Earlier proposal were to consider closing one end of the slip road or putting 5-10mph speed humps along the road.
(o10) Local resident, (Oxford, Rose Hill)	<p>Partially support/concerns – Residents have consistently identified people using the service road as a short cut to avoid waiting at the lights. Many cars do so at speed exceeding what is appropriate on this road. Simply, I do not believe that the outlined works will prevent all people from using the short cut. Even if it cuts in half the number of people who use the shortcut- that still represents a significant danger and nuisance. I would like to see a measure such as one way north to south, or making it a no-through road.</p>
(o11) Local resident, (Oxford, Rose Hill)	<p>Partially support/concerns – The proposal would bring some improvements to the street for pedestrians and perhaps cyclists. However, it looks like a treatment that was designed for, and is appropriate for, junctions with the other side roads on Banbury and Iffley Roads, but that doesn't address the main issues for cyclists and residents on this particular service road.</p> <p>The main danger relating to the service road seems to be that it is used frequently and at speed by vehicles wishing to bypass the traffic lights at the Rose Hill/Church Cowley Road/Henley Avenue junction. This presents danger to people using the service road, and to cyclists coming down Rose Hill who are risk of being cut up by cars impatiently turning into or out of the service road. I have been subject to extremely unpleasant verbal abuse by someone driving down the road at speed who objected to me coming up in the opposite direction. She rolled down her window and shouted obscenities at me at length, then when I thought she had driven off, she parked her car then followed me up the hill, and continued abusing and threatening me, while filming me on her phone. This is the most extreme, but unfortunately not the only, example of the antisocial, threatening behaviour I've experienced from people using the service road. From my window, I have seen three cyclists who have been hit by cars turning into or out of the service road, and I'm sure there will have been many more, not all of which will have been reported to the authorities.</p> <p>I can see that a raised walkway might discourage some use of the service road in this "rat-running" way, but it seems unlikely to eliminate it, whereas making the road one-way only, or blocking it at one end to through traffic, could be much more effective, as well as considerably cheaper.</p> <p>I am not a transport engineer or road safety professional, so I recognise that there may be some factors I have not considered in my response. I would very much welcome a dialogue with you so I can understand your reasons for proposing the solution you have, and your views on my suggestion. I believe my neighbours would also welcome a</p>

	discussion. If this is something you are willing to do, I would be pleased to work with you to arrange a site visit and meeting with local residents to discuss the plans.
(o12) Local resident, (Oxford, Rose Hill)	<p>Partially support/concerns – I am supporting the intention to make it safer. Yet, I think the measure to be taken is not enough to make the Rose Hill street where I live and witness the drivers' reckless behaviour everyday, a safe place for the residents, especially children. The drivers who are using recklessly this street are doing so to bypass the red lights. They go slow when entering it, and slow when exiting it. The bumps at the entrance and exit will not change that. These reckless drivers are speeding, to sometimes 30 to 50 mph on a very very narrow street, and close to pedestrians, in between the entrance and exit. I would therefore recommend measures that would prevent speeding all along the street, with several speed bumps evenly spread out. Or, to have a speed camera, preventing from going faster than 10mph, or preventing people to bypass the red light using that street (which is an abnormal behaviour in the first place).</p>
(o13) Local resident, (Oxford, Rose Hill (service road))	<p>Partially support/concerns – Thanks so much for your intention to make the Rose Hill service road safer. I fully support it, as I myself live on this street with my two young children, and I have reported issues with this road in the past.</p> <p>I fully support the intention to make Rose Hill safer. However, I am concerned that the proposed measure will not adequately protect residents—particularly children—from the reckless driving that occurs daily on this street. Many drivers use Rose Hill to bypass red lights. They slow down only when entering and exiting, but in between they accelerate to speeds of 30–50 mph on a very narrow road, in close proximity to pedestrians. Installing bumps only at the entrance and exit will not address this dangerous behavior.</p> <p>I strongly recommend measures that ensure speed reduction along the entire street. This could include several evenly spaced speed bumps, a speed camera enforcing a strict limit (such as 10 mph for ex), or restrictions preventing drivers from using Rose Hill street as a cut-through to avoid traffic signals. Such actions are necessary to make the street genuinely safe for residents.</p>
(o14) Local resident, (Oxford, Rose Hill, service road)	<p>Partially support/concerns – The proposal won't solve the major issue which is cars using the slip road as a rat run to beat the traffic lights. In the process speeding recklessly down the road. We also have cars coming up the road either from the dental practice, or again trying to beat the traffic. My car parked on the road was crashed into as a car</p>

	<p>running down swerved to avoid an oncoming vehicle. Neither stopped. The road should be one way only with the entrance by the churchyard and exiting by the dental practice.</p> <p>I would close the dental practice as parking issues remain problematic with oversized SUVs encroaching on driveways and reducing visibility when exiting drives into the path of onrushing boy racers. We have to put up with the parking from their customers whilst being unable to register at the practice ourselves.</p>
(o15) Local resident, (Oxford, Southfield Park)	<p>Partially support/concerns – Although it is correct that continuous pavements should be installed at all side road entrances, in this case they will make very little difference to drivers using the service road to bypass queues.</p>
(o16) Local resident, (Oxford, Southfield Park)	<p>Partially support/concerns – The proposal is inadequate for preventing drivers from cutting through the service road. A bollard or other modal filter is required. A weaker alternative would be a road hump. This area is hostile for pedestrians, so I welcome the continuous pavements, and look forward to pedestrian priority at the junction with Church Cowley Road.</p> <p>But (to reiterate) continuous pavements will not deter drivers from cutting through the service road.</p>
(o17) Member of public, (Oxford, Stratfield)	<p>Partially support/concerns – The basic problem is people using the service road to bypass the traffic lights. This doesn't fix that. Please include a modal filter, or make the service road one-way southbound.</p>
(o18) Local resident, (Oxford, Bulan Road)	<p>Partially support/concerns – I sometimes cycle across the junction and find it quite scary</p>
(o19) Local resident, (Oxford, Rose Hill)	<p>Partially support/concerns – I do support the improvements suggested but don't feel they will fully address the issue of cars turning into the road dangerously quickly and speeding down the road to avoid waiting for the lights. This is a problem for anyone walking or cycling down Rose Hill or in the service road. I think this also needs to be addressed at the same time.</p>

(o20) Local resident, (Oxford, Rose Hill)	Partially support/concerns – For some time I have observed drivers using the service road as a bypass to avoid the traffic lights often driving too fast. The traffic calming measures proposed seem to be too gentle to act as a deterrent to some bad behaviour.
(o21) Local resident, (Oxford, Rose Hill slip Road)	Partially support/concerns – I live on the slip road. The speed that cars drive down it, to avoid waiting at the lights is extremely dangerous, speed humps may reduce this. Parking on the drive is problematic, it is difficult to see due to parked cars if the road is clear, requiring you to take your life in your hands edging out slowly, risking getting the front or back of your car knocked off by a car travelling at speed along the slip road. The road should be made 1 way, currently it is dangerous and nigh on impossible to safely pull in for the other car to pass due to limited passing spaces. Our car was significantly damaged by a car driver hitting the offside wing as he/she pulled in at speed to pass another car using the slip road in the opposite direction- witnessed on camera. Private access residents only, Speed humps and 1 way access
(o22) Local resident, (Oxford, Rosehill)	Partially support/concerns – I don't believe that the proposal will be sufficient to stop the problem of the high number of drivers that speed along the service road to jump the lights. The option of blocking one end of the service road would probably be more effective and make the service road safer
(o23) Local resident, (Oxford, Asquith Road)	Support – A sensible proposal which will improve a well used cycle route.
(o24) Local resident, (Oxford, Henley Avenue)	Support – Happy to support this, but, as I am sure you know, the most dangerous junction for cyclists in this area is the Iffley Turn/Henley Avenue junction, especially when cars are turning into Iffley Rd. There have been serious accidents here on many occasions.
(o25) Local resident, (Oxford, Rose Hill)	Support – We live on the road and cars cut down the service road often at speed, cutting across pedestrians and cyclists and risking hitting other cars (and it is very loud and a nuisance). People even do it if there is no traffic just to avoid 1 minute at the lights.

	<p>Speed bump in the middle of the service road also needed.</p> <p>Traffic blocks the exit so you cannot easily turn out right towards Littlemore via car or bike as visibility is blocked by cars and the bend in the road, or it is blocked by traffic. A cross hatch area would help this.</p>
(o26) Local resident, (Oxford, Rose Hill)	<p>Support – I live on the service road.</p> <p>In the last few years since the changes to the lanes up to the traffic lights for Rose Hill and Between Towns road, there have been an increase in cars using the service road to bypass the lights, often traveling at dangerous speeds that are intimidating to pedestrians and cyclists.</p> <p>I hope that the proposed measures will deter cars from using the service road in this way, and generally reduce the speed of cars on the service road.</p>
(o27) Local resident, (Oxford, Rose Hill)	<p>Support – We live on the street and find it very dangerous that cars drive through the service road at a high speed. It will be better if there is an extra measure (e.g. one way street (direction towards rose hill shops) to deter cars trying to beat traffic, or more speed bumps in the middle section of the service road)</p>
(o28) Local resident, (Oxford, Rose Hill)	<p>Support – I think it will help slow down cars turning into the road and make pedestrians take priority.</p> <p>As a resident on the access road I would also welcome measures to deter non resident cars driving down the access road at speed when there is traffic on the main road. It can feel unsafe for our kids walking along there to school at the moment.</p>
(o29) Local resident, (Oxford, Rose Hill Service Road)	<p>Support – Side road entry treatments will improve safety for pedestrians and cyclists and will help to deter motorists from using the slip road as a means to bypass the traffic signals.</p>