

CABINET MEMBER FOR ENVIRONMENT – 13 NOVEMBER 2014

HEADINGTON: LONDON ROAD SHARED USE FACILITY WHARTON ROAD TO STILE ROAD

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report details the results of a public consultation on the proposal to implement cycle facilities on London Road, Headington, between Wharton Road and Stile Road. These proposals have been developed with consideration for the introduction of a new cycle facility on the same side of the road as the section between Gladstone Road and Wharton Road which were previously approved at the Delegated Decision Meeting of 27 February 2014. Some amendments have been made to the initial proposals in response to comments received and the report recommends that approval be granted to proceed to implementation. A plan showing the location and layout of the proposed measures and a plan with the amended proposals are attached at Annex 1: S000942/CON/000/001 and S000942/CON/000/001/REV1

Background

2. The Oxonbike cycle hire project, a key component of the Local Sustainable Transport Fund programme, has been extremely successful with over 200 members since the scheme was re-launched in – June 2014. This project seeks to utilise Local Sustainable Transport Fund funding restricted toward the provision of infrastructure improvements to support the cycle hire project.
3. There are approved forthcoming projects which will improve cycling facilities on the south footway of London Road from Green Road to Wharton Road with the introduction of an off road shared use facility. It is an extension of this facility that forms the basis of this report.
4. The main objectives of this scheme are to link the forthcoming facilities ending at Wharton Road to the existing cycle hire and racks outside St. Andrews School and to convert the existing crossing to a Toucan for easy access of these facilities from the west.
5. To support the above schemes a further Pelican crossing to Toucan crossing conversion is proposed at Barton Road to cater for the legal and safe crossing by cyclists. Improvements to signing and road markings to highlight a safe route for cyclists are also proposed (this part of the scheme had no objections nor comments).
6. The proposed facility will contribute to :
 - Increasing the numbers of people using the Oxonbike scheme and therefore travelling sustainably between and within the Thornhill and Headington localities with consequent benefits in terms of personal health,
 - Provision of a comprehensive cycle network in the area to enable access to employment, homes and services and
 - Reducing congestion and carbon levels.

Consultation

7. Public consultation on the proposed footway and crossing conversions was undertaken between 15 September 2014 and 12 October 2014.
8. Consultation was carried out with emergency services, local County Councillors, Oxford City Council and road user groups. Residents, shops and schools within the length of the scheme area were also consulted as was the Local Mobility Issues Group. Copies of the public notice were posted on street furniture in the vicinity of the proposed scheme.
9. The objections received were based on;
 - i) The proximity to St. Andrews School Gates particularly around children's safety
 - ii) Opposition to the proposed unsegregated shared use facility including around crossing area.
 - iii) The cycle lane on the opposite side of the road and the bus lane are sufficient facilities for cyclists.
 - iv) Poor visibility coming out of vehicular accesses.
10. Following the initial objections to the scheme shown at Annex 2 drawing number: S-000942/CON/000/001, the proposals were amended in response to the safety concerns raised regarding children outside the school.
11. An amended proposal which ended the facility at the crossing (see drawing number: S-000942/CON/000/001/REV1) was issued 14 October 2014 to those that objected to the scheme inviting them to either withdraw their objection or to further comment on the revised plan.
12. Twenty (20) letters of representation have been received during the whole consultation process with six (6) in favour and fourteen (14) objections. Of the twenty (20) letters of representation received only seven (7) of them responded to the revised proposals.
13. Thames Valley Police did not object to the scheme but offered some comments on the use of signs and lines.
14. Of the responses received in favour, one was from a cycling group who was involved in the initial designs of the scheme another was a resident who objected to the initial proposals but withdrew objection after the proposal was amended, one from City Councillor for Quarry and Risinghurst and the other two from Oxfordshire County Council drainage and signals teams.

Officers Comment on Consultation Responses

15. This scheme links to other cycling facilities on London Road which will provide a cycle route from Green Road roundabout to Wharton Road and create easier access to existing cycle hire and parking facilities. Most of the responses expressed a wish for a segregated shared use facility along this section which is what is being proposed.
16. A summary of responses received along with officer comments is included in **Annex 3** to this report. Copies of the consultation responses are available for inspection in the Members' Resource Centre.

How the Project Supports LTP3 Objectives

17. The project meets Local Transport Plan 3 objectives, especially:
 - a. Improving accessibility to work, education and services
 - b. Securing infrastructure and services to support development
 - c. Developing and increasing cycling and walking for local journeys, recreation and health.

Equality and Inclusion

18. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation, age or disability.

Financial and Staff Implications (including Revenue)

19. Staff resources from the Highways and Transport Service will be required to deliver the project.
20. Funding for the scheme is allocated Local Sustainable Transport Fund grant funding in financial year 2014/15.

RECOMMENDATION

21. **The Cabinet Member for Environment is RECOMMENDED to approve the conversion of the two Pelican crossings to toucan crossings at Barton Road and outside St. Andrews School and the conversion of the length of footway to shared use facility as shown in Annex 1: drawing number: S-000942/CON/000/001/REV1 and to progress to its delivery in 2014/15.**

MARK KEMP
Deputy Director of Environment & Economy (Commercial)

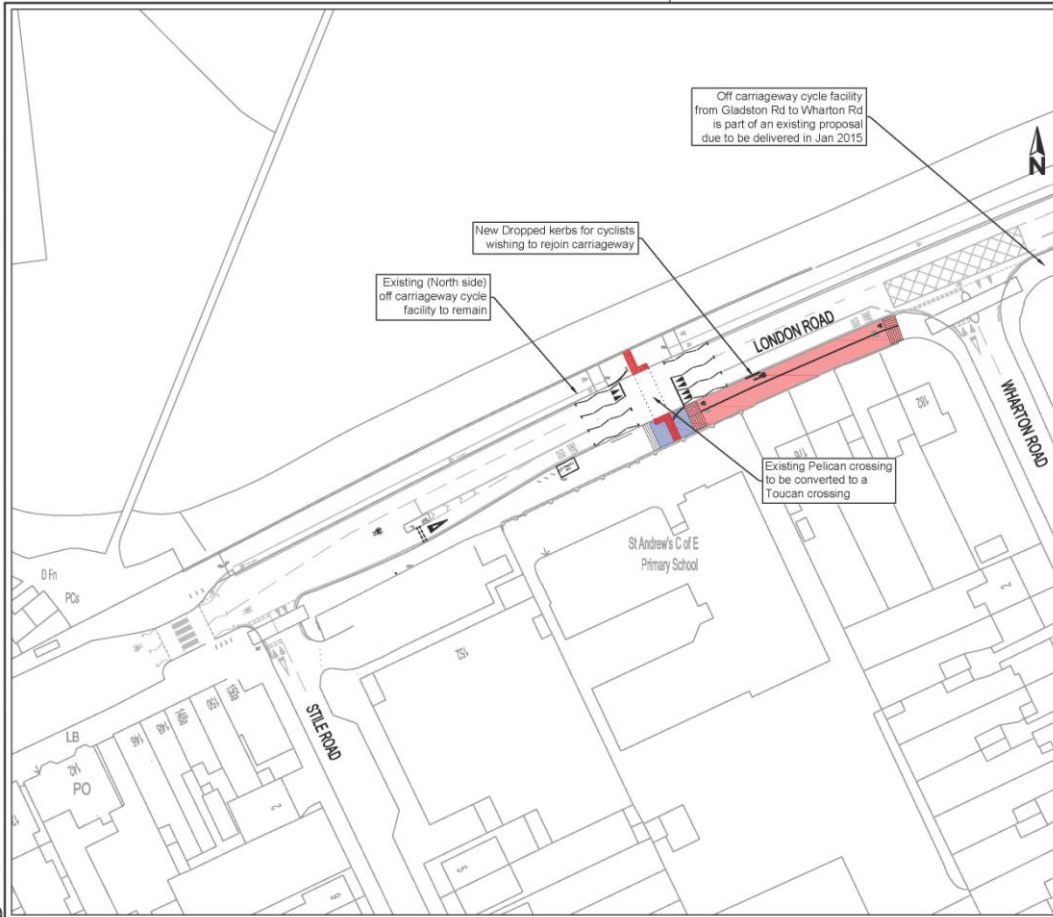
Background papers: Consultation Documentation

Contact Officer: Jim Daughton

November 2014

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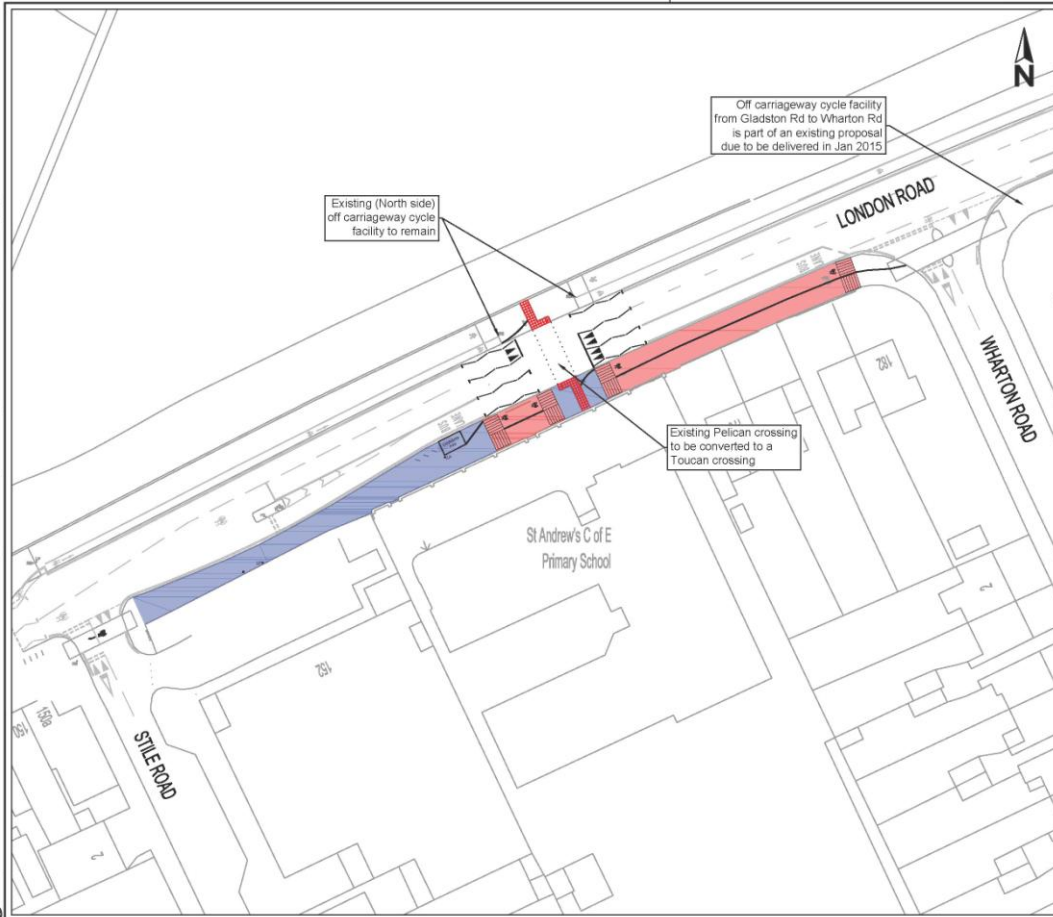
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Drawing No: S-000942/CON/000/001		Revision: 1			
KEY					
	Proposed footway to be converted to shared use by cyclists and pedestrians (unsegregated)				
	Proposed footway to be converted to shared use by cyclists and pedestrians (segregated)				
	Existing Roadmarkings				
	Existing Roadmarkings to be relaid or new (on footway)				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDOUS SYMBOLS ASSOCIATED WITH THE TYPES OF GOODS DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNPOST RESIDUAL RISKS					
CONSTRUCTION:					
TRAFFIC:					
MAINTENANCE/CLEANING:					
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DECOMMISSION/DEMOLITION:					
OTHER:					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	26/10/14	Original issue of drawing	BES		
<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Head of Planning Deputy Director - Commercial Environment and Economy Oxfordshire County Council Surrey House Surrey Street Oxford OX1 1HE Tel: 01865 619108 Fax: 01865 241577</p>					
Project title					
London Road Cycle Lane Extension Wharton Road to Stile Road					
Drawing title					
Consultation Drawing Proposed Cycle Facilities					
Drawing Status					
FOR INFORMATION					
Scale @ A3	Drawn by	Checked by	Approved by		
NTS	BES	MCBC	MCBC		
Date drawn	Date checked	Date approved			
28/09/2014	11/09/2014	11/09/2014			
Oxfordshire Project No. & File Ref					
Drawing No: S-000942/CON/000/001 Revision: 1					

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Drawing No:	S-000942/CON/000/001	Revision:	0		
KEY					
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	Proposed footway to be converted to shared use by cyclists and pedestrians (segregated)				
	Existing Roadmarkings				
	New Roadmarkings				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
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28/08/2014	11/09/2014	11/09/2014	11/09/2014		
Oxfordshire Project No. & File Ref					
Drawing No: S-000942/CON/000/001 Revision: 0					

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Summary of comments received during Consultation

Respondent	Support proposal	Comments	Officer Comments
Head Teacher – St. Andrew's School	N	<ul style="list-style-type: none"> - Objects to the proposal as the addition of cyclist on the pavement will increase risk to school children and their families especially on the unsegregated section. - Thinks the cycling facility on the opposite side of the road is sufficient or would like to see the footway narrowed and the cyclists use the road - Hazardous for vehicles exiting vehicular access to school. - Still objects to revised proposal unless adequate signing is provided. 	<ul style="list-style-type: none"> - The unsegregated section of footway from the crossing to Stile Rd has been taken off the revised proposals so no cyclist section proposed outside the school pedestrian access. - The pedestrian side of the segregation will be 3m wide allowing ample space for pedestrians at peak times and for full visibility for vehicular manoeuvres. - Facilities at opposite side of the road are for eastbound cyclists. - School and cyclist facilities signs will be provided in accordance to the regulations.
St. Andrew's School parent	N	<ul style="list-style-type: none"> - Speeding cyclists outside St. Andrews School will put her and her children at risk. - Thinks the other facility on the opposite side of the road is sufficient. 	<ul style="list-style-type: none"> - Revised proposal excludes cyclist facilities outside the pedestrian access to the school - Facilities at opposite side of the road are for eastbound cyclists. <p>(No response received to revised proposal).</p>
Unknown (Possibly St. Andrew's School parent)	N	<ul style="list-style-type: none"> - Objects to any cycling facility on the pavement – putting cyclist on the pavement is not a solution. - Feels the road surface should be better maintained instead. 	<p>(No response received to revised proposal).</p>
Unknown (Possibly St. Andrew's School parent)	N	<ul style="list-style-type: none"> - Cyclists facilities outside the school would be dangerous and would not be an action considerate of the local community. 	<ul style="list-style-type: none"> - Revised proposal excludes cyclist facilities outside the pedestrian access to the school. <p>(No response received to revised proposal).</p>

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Respondent	Support proposal	Comments	Officer Comments
Chair of Governors – St. Andrew’s School	N	<ul style="list-style-type: none"> - Objects to unsegregated section of the proposal. - Objects to cyclists mixing at the crossing. - Objects to the segregated section due to cyclist continuing with disregard and children not being respecters of white lines. - Cannot support a scheme which aims to promote the safety of one vulnerable group of road-users by compromising the safety of another – the children of St Andrew’s School. 	<ul style="list-style-type: none"> - Revised proposal excludes cyclist facilities outside the pedestrian access to the school - The pedestrian side of the segregation will be 3m wide allowing ample space for pedestrians at peak times. - School and cyclist facilities signs will be provided in accordance to the regulations. <p>(No response received to revised proposal).</p>
Local Resident	N	<ul style="list-style-type: none"> - Objects strongly to the proposals as he feels there is poor visibility when turning his vehicle out of his driveway. - The bus lane when resurfaced can be used by cyclist. - Children will not adhere to the segregation. 	<ul style="list-style-type: none"> - There is 3 metres of pedestrian footway between the boundary fence and the segregated cycle lane, which should be ample space for motorists and cyclist to gain the visibility required.
St. Andrew’s School parent	N	<ul style="list-style-type: none"> - Objects to any cycling facility on the pavement as there is a bus lane which can be used if resurfaced. - Objects to any cycling facility near a pedestrian crossing as they had an accident at the other side of the road. - The green phase of the crossing could be made longer. - “We would urge you to save your and our money on this proposal”. - Still objects to revised proposal. 	<ul style="list-style-type: none"> - The cycle facilities sign just west of the pelican crossing (located on the white segregation line) at the north side of the road could be moved at the back of the footway, and with the help of extra white lining cyclist could be better directed towards the back of footway and not the crossing area though the crossing.

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Respondent	Support proposal	Comments	Officer Comments
Chair of PTA – St Andrew’s School	N	<ul style="list-style-type: none"> - Still objects to the revised proposal as it is unsafe for school children, and doesn’t seem a good use of tight financial resources. - Feels even with the amendments cyclists will carry on regardless of signage, they could use the bus lane instead. 	<ul style="list-style-type: none"> - The pedestrian side of the segregation will be 3m wide allowing ample space for pedestrians at peak times. - A dropped kerb prior to the crossing will be provided to encourage cyclist traveling west to re-join the road.
County Councillor (Cllr Smith)	N	<ul style="list-style-type: none"> - Objects to proposals as shared footway will conflict with the pedestrian and vehicle movements from and to the school. - Proposed to widen the road if possible and have cyclist on the bus lane. 	<ul style="list-style-type: none"> - The pedestrian side of the segregation will be 3m wide allowing ample space for pedestrians at peak times and for full visibility for vehicular manoeuvres. <p>(No response received to revised proposal).</p>
St. Andrew’s School parent	N	<ul style="list-style-type: none"> - Objects at a cycle path alongside the main entrance to St Andrew’s School - Concerned about all vulnerable road users particularly the elderly from the nursing homes and sheltered accommodation in the vicinity 	<ul style="list-style-type: none"> - Revised proposal excludes cyclist facilities outside the pedestrian access to the school <p>(No response received to revised proposal).</p>

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Respondent	Support proposal	Comments	Officer Comments
<p>Councillors for Headington (Cllr Wilkinson and Cllr Khan)</p>	<p>N</p>	<ul style="list-style-type: none"> - Objects to unsegregated section of proposal including around the crossing as is unsafe. - There is poor visibility driving out to the school and cyclist might encounter vehicles. - There is need for a clear stop point for cyclists to discourage them to carry on towards the shops. - Flashing signs drawing attention to the school would be welcome. - Could the road be widened to accommodate a cycle track away from pedestrians? 	<ul style="list-style-type: none"> - Revised proposal excludes unsegregated facilities outside the pedestrian access to the school - There is 3 metres of pedestrian footway between the boundary fence and the segregated cycle lane, which should be ample space for motorists and cyclist to gain the visibility required. - A "Cyclist re-join carriageway sign is to be provided at the crossing. - Standard school signs will be provided in accordance to the regulations. <p>(No response received to revised proposal).</p>
<p>St. Andrew's School parent</p>	<p>N</p>	<ul style="list-style-type: none"> - Objects to the proposals as add chaotic cycle and pedestrian mixing. - Daughter had an accident with cyclist at opposite side of crossing in 2010 - Feels cyclists should be segregated from the road and pavement. 	<ul style="list-style-type: none"> - Revised proposal excludes unsegregated facilities after the crossing - The cycle facilities sign just west of the pelican crossing (located on the white segregation line) at the north side of the road could be moved at the back of the footway, and with the help of extra white lining cyclist could be better directed towards the back of footway and not the crossing area though the crossing. <p>(No response received to revised proposal).</p>
<p>Lyndworth Close Resident</p>	<p>Y</p>	<ul style="list-style-type: none"> - Hopes the amended proposal works out. 	<ul style="list-style-type: none"> - Initially objected to scheme but withdrew after amended proposals.
<p>OCC Drainage Engineer</p>	<p>Y</p>	<ul style="list-style-type: none"> - Make sure to add additional gullies if there is ponding 	<ul style="list-style-type: none"> - The crossing is not to be changed only the signals. - No carriageway works would be done under this crossing conversion.

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Respondent	Support proposal	Comments	Officer Comments
OCC Traffic Control Systems Manager	Y	- No objection	
Thames Valley Police	Y	- Please ensure that all lines and signs are in accordance with The Traffic Signs and General Directions 2002.	- All lines and signs to be in accordance with The Traffic Signs and General Directions 2002.
City Councillor for Quarry and Risinghurst (Cllr Sinclair)	Y	- Concern with segregation being clear and appropriate for disabled and children who find difficulties with mere marking on the pavement. - There should also be signage for cyclist to give priority to pedestrians.	- Tramline tactile pavement to be used at start and end of segregation. - A give way line on the cyclist side could be added at the end of the segregation
St. Andrew's School parent	N	- Would like a barrier between the pedestrians and cyclists to protect children. - The cycle lane could be in the bus lane or a separate lane next to it.	- A hard barrier would need more space.
Cycling Group Representative	Y	- Would like to see the Oxonbike rack moved further to a more suitable place and extend the segregated cycle lane beyond the crossing. - Would like to see directional signs on the cycle lane.	- As footway narrows at bus gate, there is insufficient space for a segregated lane all the way to Stile Road.

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Respondent	Support proposal	Comments	Officer Comments
St. Andrew's School parent	N	<ul style="list-style-type: none"> - Wants the proposal dropped as increases the chance of accidents outside the school. - Objects to the pelican to be converted as cyclist should dismount - The cycle facilities at the other side could be used. 	<ul style="list-style-type: none"> - Still objects to amended proposals.