



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

***Thursday, 12 July 2018 at 10.00 am***

***Committee Rooms 1 and 2, County Hall, New Road, Oxford***

***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 Friday 20 July 2018 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 black ink that reads "Peter G. Clark".

Peter G. Clark  
Chief Executive

July 2018

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

Note: Date of next meeting: 13 September 2018

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## 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

### 4. Experimental Traffic Regulation Order Allowing Taxis and Private Hire Vehicles to use the Westgate Bus Link

*Forward Plan Ref:* 2018/095

*Contact:* Craig Rossington, Senior Transport Planning Tel: 07880 945891

Report by Director for Planning & Place Communities (**CMDE4**).

The report considers the key issues raised in the recent consultation on the county council's intention to undertake an experiment allowing taxis and private hire vehicles (PHVs) into the Westgate bus link in Oxford city centre.

***The Cabinet Member for Environment is RECOMMENDED not to authorise an experimental TRO for allowing taxis and PHVs into the Westgate bus link.***

### 5. Oxford - George Street/Hythe Bridge Street/Worcester Street Junction - Proposed Amended Junction Layout and Pedestrian and Cycle Provision

*Forward Plan Ref:* 2018/031

*Contact:* Craig Rossington, Senior Transport Planner Tel: 07880 945891

Report by Director for Planning & Place (**CMDE5**).

The report presents responses received during a statutory consultation on the proposal to amend the layout of the George Street/Hythe Bridge Street/Worcester Street junction in central Oxford.

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

- (a) approve the changes to traffic movements and introduction of a new Puffin crossing on Worcester Street North as advertised;***
- (b) instruct officers to consider the implications of the Botley Road corridor study and Phil Jones Associates report for the design and specification of this scheme;***
- (c) instruct officers to investigate further improvements to the design in consultation with key stakeholders and as part of the road safety audit process.***

## **6. Abingdon & Radley: Dunmore Road, Oxford Road and Twelve Acre Drive - Proposed Toucan & Pegasus Crossings and Bus Stops Clearways**

*Forward Plan Ref:* 2018/063

*Contact:* Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE6**).

The report presents responses received to a statutory consultation on a proposal to introduce toucan crossings (signalled crossings for pedestrians and pedal cyclists), a Pegasus crossing (a signal controlled crossing for horse riders) and bus stop clearways at Dunmore Road, Oxford Road and Twelve Acre Drive at Abingdon and Radley put forward as part of a proposed residential development off Dunmore Road, Oxford Road and Twelve Acre Drive.

***The Cabinet Member for Environment is RECOMMENDED to approve proposals to introduce toucan crossings (signalled crossings for pedestrians and pedal cyclists), a Pegasus crossing (a signal controlled crossing for horse riders) and bus stop clearways at Dunmore Road, Oxford Road and Twelve Acre Drive at Abingdon and Radley as advertised.***

## **7. Eynsham: Thornbury Road & Witney Road - Proposed Waiting Restrictions**

*Forward Plan Ref:* 2018/066

*Contact:* Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE7**).

The report presents responses received to a statutory consultation on a proposal to introduce waiting restrictions on Thornbury Road, Old Witney Road, Witney Road, Bartholomew Close and Willow Edge Eynsham put forward as part of a proposed residential development off Thornbury Road and also in response to concerns over road safety and traffic delays arising from parking on Witney Road

and adjacent side roads raised by Eynsham Parish Council.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce waiting restrictions on Thornbury Road, Old Witney Road, Witney Road, Bartholomew Close and Willow Edge Eynsham as advertised.***

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Division: Jericho and Osney
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## **CABINET MEMBER FOR ENVIRONMENT– 12 JULY 2018**

### **EXPERIMENTAL TRAFFIC REGULATION ORDER ALLOWING TAXIS AND PRIVATE HIRE VEHICLES TO USE THE WESTGATE BUS LINK**

**Report by Director for Planning & Place**

#### **Introduction**

1. This report considers the key issues raised in the recent consultation on the county council's intention to undertake an experiment allowing taxis and private hire vehicles (PHVs) into the Westgate bus link in Oxford city centre.
2. In the light of the consultation response and importance of the bus link's role in the city centre transport network, officers conclude that there is insufficient justification for carrying out the experiment, not least because delays to taxis and PHVs on Oxpens Road are now not as significant as immediately after the re-opening of the Westgate Centre (and in particular, December 2017). It is also considered that taxis and PHVs are able to pick up and drop off passengers sufficiently close to the Westgate Centre without needing to use the bus link.

#### **Background**

3. As part of the plans for the redevelopment of the Westgate Centre, the road connecting Speedwell Street to Castle Street (shown on the plan in Annex 1 and referred to hereafter as the "bus link") was proposed by the Westgate Oxford Alliance (WOA) as being used only by buses and cyclists. This exclusion of taxis and PHVs was intended primarily to:
  - ensure efficient bus operation (taxis and PHVs would add to traffic flows, but may also stop in places, causing obstructions to bus flow);
  - minimise traffic levels and create the safest and most comfortable possible environment for pedestrians and cyclists;
  - minimise air quality and noise impacts on existing and new residents along the route, including avoiding noise late at night associated with taxis picking up passengers.
4. A new taxi rank has been provided in Old Greyfriars Street, immediately next to the Westgate Centre. PHVs may pick up and set down passengers in Old Greyfriars Street, but may not use the rank. Taxis and PHVs can use Castle Street and can pick up and set down passengers in a variety of locations including St Ebbe's, New Road, Paradise Street and Paradise Square, giving good access to all parts of the Westgate Centre. They can also use at no cost the Westgate car park to pick up and drop off passengers.

5. The city and county councils supported these arrangements throughout the pre-application discussions, consideration of the planning application and the Traffic Regulation Order (TRO) process that led to the implementation of the current arrangements.

### **Request to allow taxis and PHVs to use the Westgate bus link**

6. After the re-opening of the Westgate Centre, the City of Oxford Licensed Taxi Association (COLTA) raised concerns about (i) the delays their drivers were experiencing on Oxpens Road and (ii) the difficulties servicing the new development. COLTA requested that taxis be allowed to use the bus link, not least because the bus link seemed to be operating with some spare capacity.

### **Delays on Oxpens Road**

7. The county council continuously monitors journey times between the Thames Street/St Aldate's Street junction and just west of the rail station entrance on Frideswide Square, in both directions, via Oxpens Road.
8. A summary of the key data collected since the new Westgate Centre reopened at the end of October 2017 is at Annex 2.
9. Graph 1 shows how journey times vary **throughout each day** across the period:
  - Westbound, average journey times are around 3 or 4 minutes for most of the day but increase significantly during the period 1500 – 1800. The average maximum journey time is 11.2 minutes at around 1700. Of course, these are averages and there were times when individual journey times were significantly longer or shorter at that time of day.
  - Eastbound, average journey times are around 5 or 6 minutes for most of the day increasing to 7 - 9 minutes for short periods in the morning and evening.
10. Graph 2 shows how westbound journey times varied **each month** in the busiest weekday hours (1500 to 1800) from November 2017 to May 2018:
  - Average westbound journey times were at their highest in December 2017 (14.2 minutes)
  - Since December, the monthly average for westbound journeys from 1500 – 1800 has been much reduced – the last five monthly averages have been 5.2, 9.7, 6.2, 8.3 and 5.3 minutes.
11. Journey time data is not available for the alternative route to the station for taxis and PHVs i.e. the bus link plus New Road and Park End Street, but it is generally significantly less congested, albeit by no means congestion-free. Notably, at the times when Oxpens Road becomes very congested, Park End Street in a westbound direction is usually also congested, although to a lesser extent.

## **Consultation on an experimental change to the bus link TRO**

12. In the light of the request from COLTA and westbound delays on Oxpens Road after the Westgate re-opened, a consultation was undertaken between 4 and 21 May 2018 for an experimental TRO change to allow taxis and PHVs to use the bus link. An experiment would allow the effects of the change to be monitored before making a decision about any permanent change and could be abandoned at any time. Comments may be made by anyone at any time while the experimental TRO is in force and these must be considered by the county council before making the arrangements permanent.
13. The full responses to the consultation can be found in the Members' Resource Centre. A summary of the main issues raised and officer responses is at Annex 3.
14. Overall, 22 responses were received to the consultation.
15. Six respondents supported the proposal - COLTA, Royal Cars (a PHV operator), OXTRAG, the Oxford Civic Society and two residents, citing the potential benefits of quicker taxi and PHV journey times, lower fares for all users including disabled passengers and better access to the Westgate Centre.
16. Ten respondents objected to the proposal - Westgate Oxford, eight individual residents and one on behalf of the Tennyson Lodge residents, citing concerns over road safety, air and noise pollution, how the experiment would be monitored and how the results would be used to judge whether it was considered a success or not. Opponents were also concerned that a change to traffic management arrangements was being proposed so soon after they were agreed and implemented through the planning process for the Westgate redevelopment.
17. The city council's response raised detailed points relating to a number of the issues mentioned above but overall was neutral.
18. Whilst the Oxford Bus Company response stated that it was supportive of the experiment it suggested that taxis and PHVs should only be allowed access if they meet the same emissions requirements as buses. This would rule out virtually all taxis but allow most PHVs.

## **Overall response to consultation and conclusion**

19. The new bus link delivered as part of the Westgate Centre is a critical piece of transport infrastructure that helps buses to carry thousands of passengers every day into and across the city centre. Since the opening of the Westgate, the bus link has been observed to be operating without any obvious congestion or delay and the public realm improvements and Westgate development itself have created a safe and attractive environment for pedestrians, cyclists and residents. Whilst it may at times appear under-used

at present, any spare capacity in the bus link and Castle Street will be needed in future as the city and county grow, and may also play a role in helping to relieve pressure on other city centre streets such as St Aldate's and High Street.

20. It is the view of officers that there needs to be a very clear justification for allowing taxis and PHVs to use the bus link as this has the potential to have an unacceptable negative impact on the operation, safety and amenity of this critical part of the city's bus network. Allowing taxis and PHVs to use the bus link will also result in additional movements by these vehicles (including dropping off and picking up of passengers) on other connecting parts of the network specifically Castle Street, New Road and Speedwell Street (west). New Road, in particular, carries a significant number of pedestrians and cyclists as it forms an important link in the city centre to and from the rail station.
21. It is difficult to predict exactly how many taxis and PHVs would use the bus link if it were available to them. However, based on usage of Old Greyfriars Street and Castle Street prior to the Westgate development (when they were open to taxis and PHVs) officers estimate that between 350 and 400 taxis and PHVs would use the bus link in a 12 hour period during the day. However, with the new attractions of the Westgate centre this figure is likely to be higher in future.
22. When the possibility of an experiment was first suggested, it was assumed that taxis and PHVs would only use the bus link as a through route with no dropping off and picking up of passengers. It has now been established that there is no legal mechanism to prevent this; even a red route designation allows taxis to drop off and pick up passengers.
23. Overall, it is not at all apparent that the necessary clear justification has been demonstrated to allow taxis and PHVs to use the bus link due to the reducing level of delay experienced by taxis and PHVs on Oxpens Road compared to the December after the opening of the Westgate Centre.
24. Additionally, there is adequate access for these vehicles to drop off and pick up passengers near the Westgate centre without the need to use the bus link. It is therefore not recommended to proceed with an experimental change to the TRO for the bus link at this stage. Journey times will continue to be monitored on Oxpens Road and should the delays worsen significantly this matter can of course be revisited.

### **Financial and Staff Implications**

25. If an experiment to allow taxis and PHVs to use the bus link were to proceed, changes to signing at either end of the bus link and to the traffic signal equipment and markings at the junction of Old Greyfriars Street/Speedwell Street would be needed. This could cost up to £70,000. There is no funding currently identified for this work and as such an appropriate capital business case would need to be completed in order to enter the scheme into the



council's capital programme. This would be subject to separate approval in line with the council's capital governance processes.

26. The cost of surveys needed to monitor the impacts of allowing taxis and PHVs into the bus link would be in the region of £20,000. Funding would need to be identified to pay for the surveys as no allowance has been made for this in current budgets.

### **Equalities Implications**

27. Buses, taxis and PHVs all play an important role in ensuring people with mobility and sensory impairments have access to the city centre especially if they do not have access to a car. As set out in this report, even though taxis cannot currently use the bus link there are many opportunities for their passengers to be dropped off and picked up in the close vicinity of the Westgate centre. For those who rely on taxis for travel to and across the city centre, particularly in a westbound direction, there would be some journey time savings if taxis and PHVs were able to use the bus link. However, the addition of taxis and PHVs may have a negative impact on the efficient operation of buses in and through the city centre. Buses also cater for people with mobility and sensory impairments.
28. Increasing traffic on the bus link could increase pollution which would have a negative effect on people with respiratory problems. Additionally, the extra traffic would make crossing the bus link and connecting roads more difficult for people with sensory and mobility impairments.

### **RECOMMENDATION**

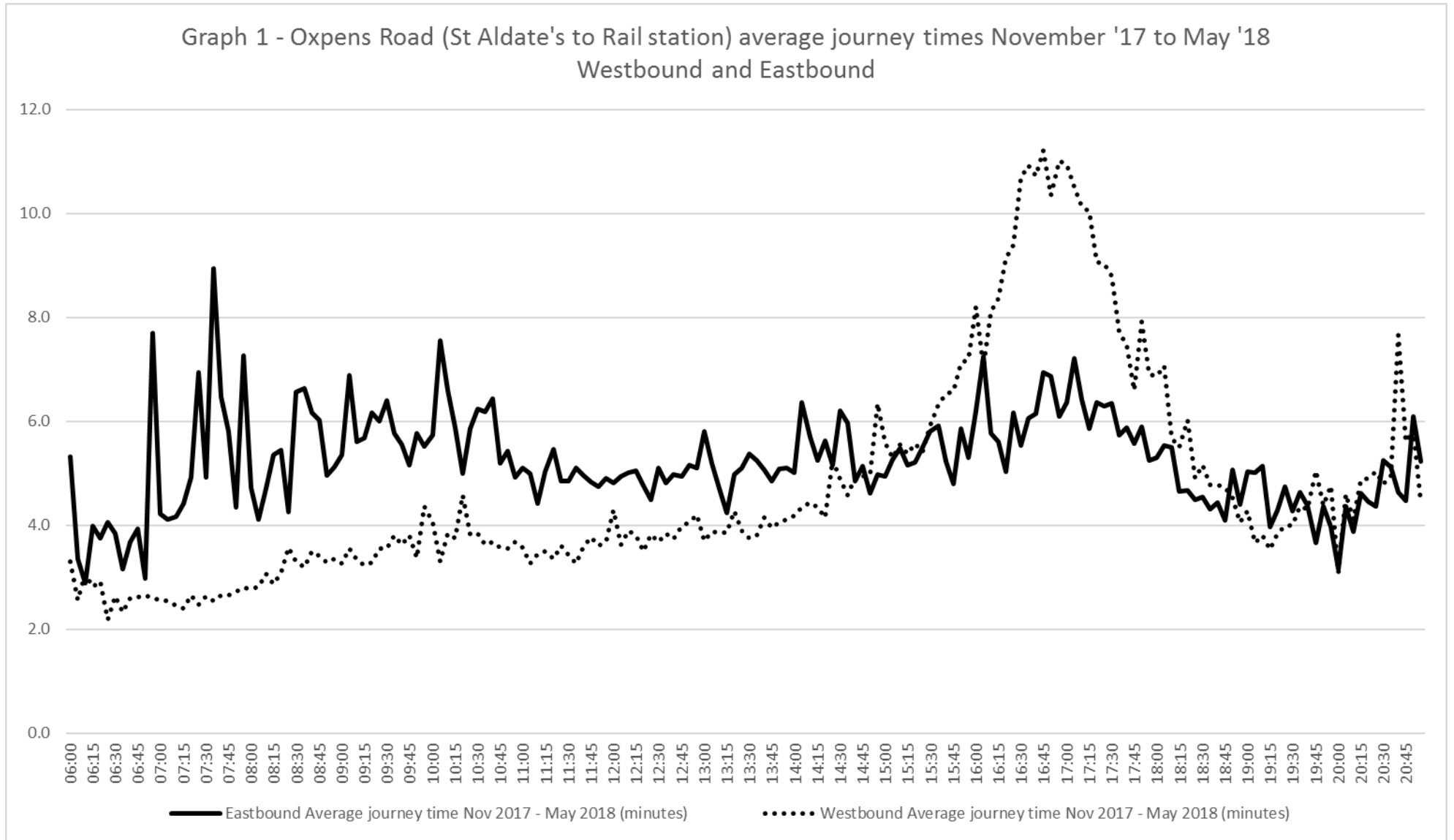
29. **The Cabinet Member for Environment is RECOMMENDED not to authorise an experimental TRO for allowing taxis and PHVs into the Westgate bus link.**

SUSAN HALLIWELL  
Director for Planning and Place

Contact Officer: Craig Rossington      07880 945891  
June 2018

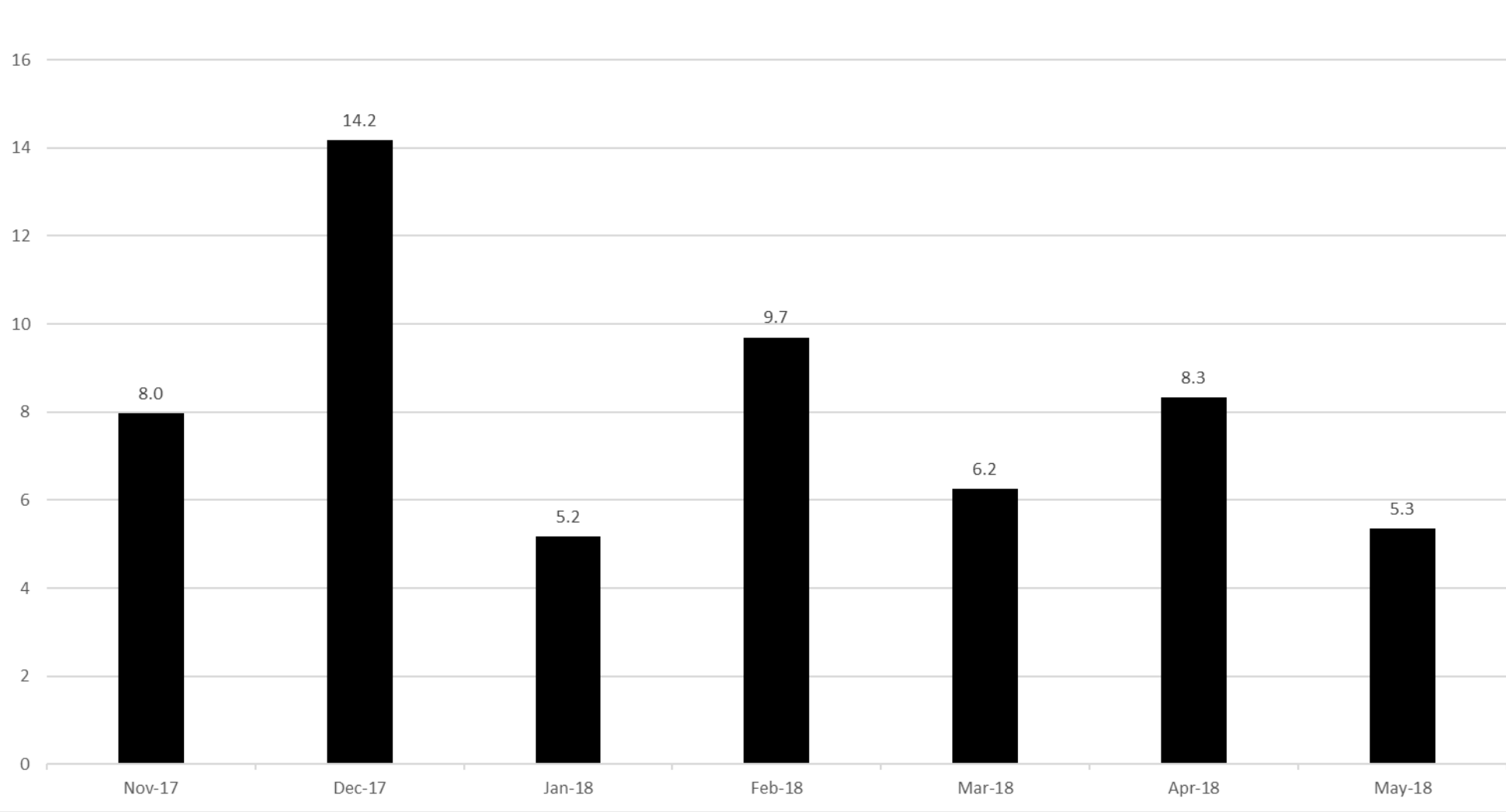


Graph 1 - Oxpens Road (St Aldate's to Rail station) average journey times November '17 to May '18  
Westbound and Eastbound



CMDE4

Graph 2 - Oxpens Road (St Aldate's to Rail station) average monthly westbound journey times 1500 - 1800  
November '17 to May '18



CMDE4

## Summary of the main issues raised in the consultation and officer responses

*Extra time taken to get to taxi ranks and for journeys across the city centre (the latter leads to higher fares for passengers)*

As set out earlier, significant delays on Oxpens were experienced in the time soon after the Westgate centre was re-opened, especially in December. However, this was primarily in the evening peak and in a westbound direction. Furthermore, at the time of writing these delays are now much reduced as shown by the data presented in Annex 2.

*Lack of pick up and drop off points in the vicinity of the Westgate Centre*

There is a new taxi rank in Old Greyfriars Street immediately next to the Westgate and it is possible for PHVs to drop off and pick up in Old Greyfriars Street as long as it is not in the taxi rank. PHVs can already access this street. In addition, taxis and PHVs can drop off and pick up in the southern end of Paradise Square (immediately next to the Westgate Centre) and in the Westgate car park free of charge.

The responses from COLTA and Royal Cars state that if access to the bus link was allowed they would not need to use it for drop off and pick up.

*The experiment will negatively affect bus journey times, air quality, noise; a clear monitoring framework is needed before any experiment starts*

If an experiment is agreed, comprehensive monitoring would be put in place, the results of which would be used to determine whether the experiment is considered to be a success. This would include traffic counts, journey times, safety information, air quality, noise, incidents of taxis and PHVs blocking buses etc.

*How will the council prevent taxis and PHVs from dropping off and picking up passengers on the bus link?*

Whilst COLTA and Royal Cars state that the use of the bus link would be as a through route and not for picking up and dropping off passengers, there is no legal mechanism to prevent this from happening. Even on a red route (the most restrictive option available), taxis can pick up and drop off passengers.

Assurances have been given by those representing some of the taxi and PHV drivers that the bus link will only be used as a through route. However, it is highly unlikely this will mean that no taxis or PHVs will stop on the route. This could have a negative effect on noise, the efficiency of bus operation and the safety of other road users and would be a key area for monitoring if the experiment were to proceed.

*Taxis and PHVs travelling westbound would add to congestion/delay in Park End Street*

Taxis and PHVs travelling westbound in Park End Street would add to traffic levels in Park End Street, which at peak times will increase delays to buses. This is in addition to the concern that taxis and PHVs in the bus link itself will negatively affect the efficiency of operation of the bus link.

*How can the nature of the bus link be changed so soon after it was agreed as part of the Westgate planning permission?*

The proposal for the bus link only to be used by buses and bicycles was agreed by the city and county councils and WOA prior to and in the process of determining planning permission for the Westgate development. The nature of the regulatory system that governs how public highway is used is different from the planning system. At any time, changes can be made by the county council as Highway Authority to how highway operates subject to the change being adequately justified and having followed the necessary procedures being correctly followed, even if this is contrary to a planning permission or planning condition.

*Has enough journey time data been collected to properly understand the delays on Oxpens Road?*

The city council queries whether there is sufficient journey time data to justify making even an experimental change to the TRO. County officers consider that it would be reasonable to at least wait until more data is collected in November and December 2018 before making a decision as to whether to go ahead with an experiment.

*Allowing taxis and PHVs into the bus link will have an unacceptable negative impact on air quality.*

Residents, WOA, Oxford Bus Company and the city council all raise the issue of the possible negative impact of the experiment on air quality. It is suggested that extent of the negative impact could be enough to make WOA in breach of condition 16 of the reserved matters planning permission for the redevelopment.

Whilst county officers believe that the addition of taxis and PHVs is unlikely to result in the annual average exceeding the legal limit for NO<sub>2</sub> in the bus link of 40 µg/m<sup>3</sup>, it almost certainly will worsen air quality to some extent. An experiment would give an opportunity to test the extent of this worsening.

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Division(s): Jericho and Osney

## **CABINET MEMBER FOR ENVIRONMENT – 12 JULY 2018**

### **OXFORD – GEORGE STREET/HYTHE BRIDGE STREET/WORCESTER STREET JUNCTION – PROPOSED AMENDED JUNCTION LAYOUT AND PEDESTRIAN & CYCLE PROVISION**

**Report by Director for Planning & Place**

#### **Introduction**

1. This report presents responses received during a statutory consultation on the proposal to amend the layout of the George Street/Hythe Bridge Street/Worcester Street junction in central Oxford. In the light of these responses, the Cabinet Member for Environment is recommended to approve changes to the Traffic Regulation Order (TRO) for permitted traffic movements at the junction and changes to pedestrian crossings that were formally advertised in May and June of this year.
2. However, in the light of the response to the consultation, officers recommend that the road layout proposals that accompanied the TRO consultation are not implemented at this stage in order to allow the design team to explore further improvements to the design of the junction which would then be brought to a future Cabinet Member Decision meeting for approval.
3. The delay in implementation would also allow officers to carry out a wider review of the operation of the junction, taking into account the emerging detailed proposals for the Botley Road corridor and the conclusions of the forthcoming transport study of city centre movement by Phil Jones Associates. Both of these could have implications for the design of this junction.

#### **Background**

4. The George Street/Hythe Bridge Street/Worcester Street junction was changed in 2014 to facilitate various traffic diversions during the construction of the improvements in Frideswide Square and to allow - in the finished scheme - some traffic to avoid Frideswide Square, which traffic modelling at the time indicated was necessary to the overall functioning of the network in the area.
5. The new layout of Frideswide Square has now been in place for two and half years, and has performed better than expected in terms of traffic flows. Meanwhile, the George Street/Hythe Bridge Street/Worcester Street junction layout has proved to be unpopular with users, especially pedestrians and

cyclists. In particular, concerns have been consistently raised about the comfort and safety of cyclists making the “straight on” movement from Hythe Bridge Street to George Street and about the amount of time that pedestrians have to wait before a green man crossing phase is shown.

6. Given that Frideswide Square has performed well since the opening of the new layout in December 2015, it is no longer considered as important to allow some traffic movements to and from north Oxford to avoid Hythe Bridge Street. Along with the reported problems for pedestrians and cyclists, and the fact that the immediate approaches to the junction are regularly congested (with associated delay to buses) it was considered appropriate to review and consult on changes to the junction design.

### **Proposed changes to permitted movements**

7. The proposed changes to the permitted movements essentially involve separating the traffic movement from Worcester Street North to Hythe Bridge Street and vice versa from the movement George Street to Worcester Street South and vice versa (see diagram at Annex 1). In doing so, a number of conflicting movements are removed and overall the traffic flow and pedestrian wait times will improve.
8. As well as generally improving traffic flow through the junction itself which helps reduce congestion and improve air quality, the proposed changes reinstate greater protection for the bus priority route and reduce the general traffic flow on Worcester Street South and Park End Street, which carry high numbers of buses and cyclists. Traffic flows in Park End Street will reduce by an estimated 28% westbound and 3% eastbound between 0800 and 0900, and an estimated 23% westbound and 22% eastbound between 1700 and 1800.
9. However, the proposed junction arrangement removes some flexibility for traffic movement, and will increase traffic flows in Hythe Bridge Street by an estimated 22% westbound and 3% eastbound between 0800 and 0900, and an estimated 25% westbound and 13% eastbound between 1700 and 1800.

### **Associated junction design changes**

10. To make the changes to traffic flow arrangements, self-enforcing and to improve conditions for cyclists and pedestrians, an accompanying new kerb and crossing layout was drawn up which included improved kerb-protected waiting areas for cyclists. The proposed new layout was influenced by the outcome of informal stakeholder consultation involving cycling groups earlier in 2018. In particular, this led to the location of the waiting areas for cyclists being better aligned with likely desire line movements through the junction.
11. It should be noted that although the proposed changes to permitted traffic movements are in effect a return to the pre-2014 arrangements, the proposal does not involve removing or altering a large proportion of the works completed in 2014, most of which will remain in place. The proposed layout represents a significant improvement over the pre-2014 layout for cyclists in

particular; so the proposals are by no means a simple reinstatement of the previous road layout.

12. The revised layout as currently designed requires the removal of the existing pedestrian crossing phase of Hythe Bridge Street and the existing pedestrian crossing phase of Worcester Street to be converted to a stand-alone Puffin crossing. This latter element therefore had to be formally consulted on as with the introduction of any controlled crossing.
13. The junction layout that accompanied the TRO consultation on the proposed changes to traffic movements is at Annex 2.

### Consultation

14. Formal consultation on the proposals was carried out between 10 May and 8 June 2018. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, local County & City Councillors and key stakeholders including the major bus operators and cycling and walking groups. Public notices were also placed on site in the vicinity of the proposals.
15. 38 responses were received, 16 by email, 22 online.

	Email	Online	
View	General	Traffic Management	Crossing
Support	4 (25%)	6 (27%)	8 (36%)
Object	8 (50%)	14 (63%)	7 (32%)
Neither/Concerns	4 (20%)	2 (10%)	7 (32%)
<i>Total</i>	16	22	22

16. These responses are at Annex 3 with accompanying officer comments. Copies of the full responses are available for inspection by county councillors.

### Overall response to objections and other comments

17. A number of respondents raised concerns about the changes to permitted movements at the junction meaning that some journeys to and from the area (including George Street/New Inn Hall Street and the Worcester Street car park) would be longer than now and that there would be a reduction in the flexibility of the road layout which would impact on some bus routes. Additionally, concerns were raised by some about the possibility that the changes would cause additional congestion, particularly westbound in Hythe Bridge Street.
18. Those supporting the changes to the traffic management arrangements at the junction cited the benefits to the flow of buses on Worcester Street South and Park End Street. It was also noted that the changes would help improve

conditions for cyclists and facilitate shorter wait times for pedestrians crossing the road at the junction.

19. As set out earlier, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).
20. As regards the potential additional westbound congestion in Hythe Bridge Street, this is influenced to a large degree by 'downstream' traffic interactions in Frideswide Square and the wider network including Botley Road. As such any increased congestion in Hythe Bridge Street as a result of the proposals is very difficult to model or otherwise estimate. This will be considered further as part of the scheme design and, in particular, the interactions with the proposals for the Botley Road corridor will be examined.
21. It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in terms of accessing the area, reduced flexibility for bus routing and additional westbound congestion in Hythe Bridge Street.
22. A significant number of respondents raised concerns about the detail of the junction layout, particularly the implications for the safety and convenience of cyclists and pedestrians, although there was a general acknowledgement that the proposed layout represented an improvement compared to the current situation. There is a view, however, that more could be done to make things better for cyclists and pedestrians and that further refinement of the proposed design is needed.
23. Specifically, a number of respondents objected to the loss of the controlled crossing of Hythe Bridge Street for pedestrians while others felt that the waiting areas for cyclists in the middle of the junction would not provide sufficient comfort and safety or would be confusing to use.
24. Overall, officers believe that there is significant merit in the proposals that were consulted on, especially the alteration to traffic flow which would lead to a reduction in congestion and delay for all users. The changes to the layout intended to benefit cyclists and pedestrians would also represent a significant improvement for those modes. However, officers recognise that there was a level of concern about the design as it relates to cyclists and pedestrians that means that further time should be invested in attempting to address this concern and improve the design.
25. This review of the design is highly unlikely to alter the required changes to permitted traffic movements, so officers consider that the TRO element of the

proposals can be approved (along with the introduction of the Puffin crossing on Worcester Street North) at this stage.

26. The design of the accompanying junction layout should be further refined to improve comfort and safety for pedestrians and cyclists. Further informal consultation with cycling and walking stakeholders on the layout should be undertaken as part of this process. The design review should consider amongst other things whether it is possible to retain a controlled crossing of Hythe Bridge Street.
27. This review will also consider the implications of the emerging Botley Road corridor proposals and the forthcoming Phil Jones Associates (PJA) report on potential options for city centre movement. Officers will consider, in particular, how the design and specification of layout changes at the George Street/Hythe Bridge Street/Worcester Street junction are affected.
28. Whilst concerns have been raised about the operation of the junction in its current arrangement, particularly by cyclists and pedestrians, its performance in terms of safety is acceptable, particularly since the introduction of the small traffic island in October 2017 to protect cyclists waiting to make the movement from Hythe Bridge Street to George Street or Worcester Street south. The proposed delay to the implementation of the proposed new layout to allow further improvements to the design for cyclists and pedestrians does not therefore raise any immediate concerns from a safety point of view.

### **How the Project supports LTP4 Objectives**

29. The proposals would help facilitate the safe movement of traffic, reducing delays to all users including bus users, cyclists and pedestrians on this important route from the rail station to the city centre. Further design work would ensure these benefits are maximised.

### **Equalities Implications**

30. The proposals consulted on will improve conditions for cyclists and pedestrians through provision of better waiting areas in the junction for cyclists and reduced waiting time for pedestrians. The review of the design will look into whether a pedestrian crossing facility can be retained on Hythe Bridge Street. Reducing delays for buses will be a significant benefit for people with mobility and visual impairments using them. There will be additional time taken for taxi journeys to and from the George Street area from some areas, mainly to the Jericho area.

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

31. The planning, consultation and design of the proposals has been funded by capital awarded by the Oxfordshire Local Enterprise Partnership, as part of the Local Growth Fund. Further design work and construction will also be funded from this source, and is not expected to exceed the funding already allocated to this project in the capital programme. There are no staffing implications.

## **RECOMMENDATION**

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

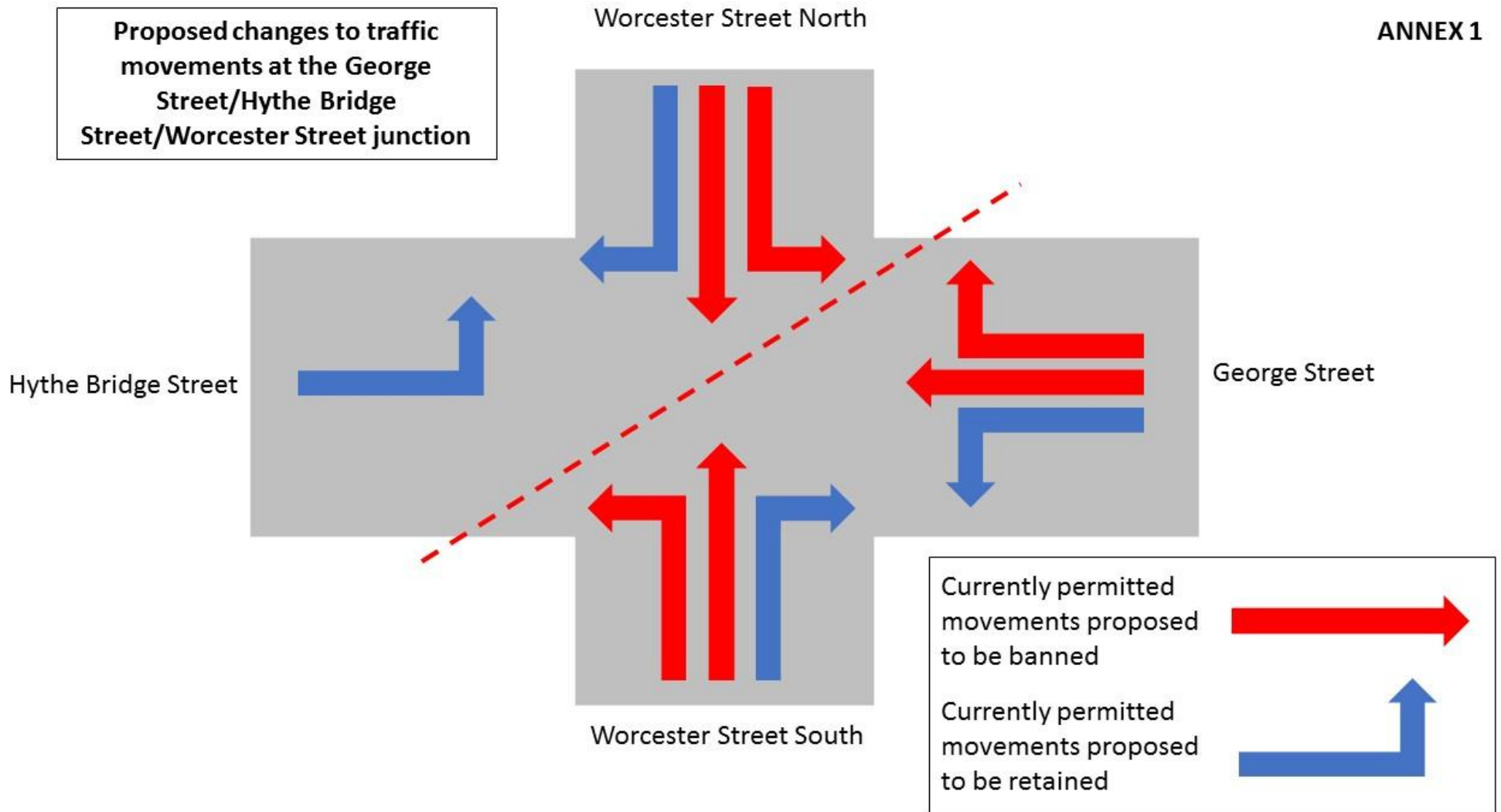
- (a) approve the changes to traffic movements and introduction of a new Puffin crossing on Worcester Street North as advertised;**
- (b) instruct officers to consider the implications of the Botley Road corridor study and Phil Jones Associates report for the design and specification of this scheme;**
- (c) instruct officers to investigate further improvements to the design in consultation with key stakeholders and as part of the road safety audit process.**

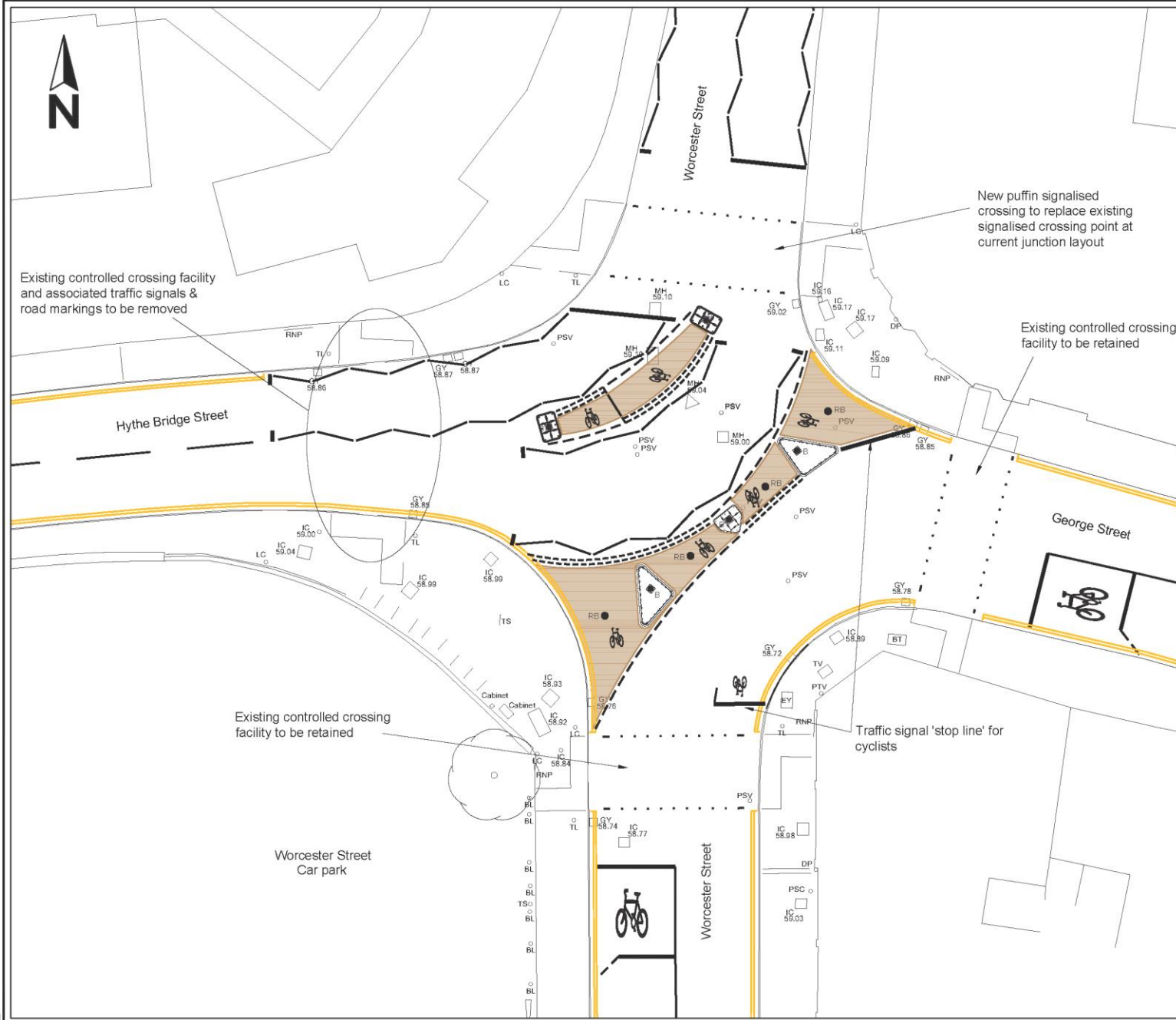
SUSAN HALLIWELL  
Director for Planning and Place

Background papers:            Consultation responses

Contact Officer:            Craig Rossington 07880 945891  
June 2018

Proposed changes to traffic movements at the George Street/Hythe Bridge Street/Worcester Street junction





Drawing No. 201320-GEO-CON-000-001	Revision 1				
<b>KEY:</b> <span style="display: inline-block; width: 20px; height: 10px; background-color: #d2b48c; border: 1px solid black; margin-right: 5px;"></span> Resin bonded aggregate (colour to be buff) RB ● Removable bollard B ● Glasdon Rebound Signmaster bollard (or similar approved)					
Existing controlled crossing facility and associated traffic signals & road markings to be removed New puffin signalised crossing to replace existing signalised crossing point at current junction layout Existing controlled crossing facility to be retained					
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS CONSTRUCTION Traffic, underground utilities MAINTENANCE/CLEANING Traffic, underground utilities USE Traffic sign at feature DECOMMISSIONING/DEMOLITION Traffic, underground utilities					
© Crown Copyright and Database rights 10023343 2017					
<b>Rev.</b>	<b>Date</b>	<b>Purpose of revision</b>	<b>Drawn</b>	<b>Checked</b>	<b>Approved</b>
1	09.05.18	Revised description of Worcester St crossing	SAC		
Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0945 310 1111					
<b>Project title</b>					
Connections To Oxford Station					
<b>Drawing title</b>					
George St / Hythe Bridge St / Worcester St Junction, Oxford					
Consultation Drawing					
<b>Drawing Status</b>					
Issued for Consultation					
<b>Scale @ A3</b>	<b>Drawn by</b>	<b>Checked by</b>	<b>Approved by</b>		
1:200	SAC	EA	EA		
	<b>Date drawn</b>	<b>Date checked</b>	<b>Date approved</b>		
	6.3.18	8.3.18	8.3.18		
<b>Oxfordshire Project No. &amp; File Ref</b>					
Drawing No. 201320-GEO-CON-000-001 Revision 1					





RESPONDENT	SUMMARISED COMMENTS	OFFICER COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> - I can find no provision within the Traffic Signs Regulations and General Directions that allow for these road markings within the controlled area of a pedestrian crossing.</p> <p>I suspect with the new Puffin crossing positioned where it is there might also be serious visibility problems associated with the signal heads for northbound traffic flow.</p> <p>Based on these points I object.</p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns about visibility raised as part of the Road Safety Audit process</p>
(2) Cllr Pressel, (City & County Cllr for Jericho and Osney)	<p><b>Support</b> - I think this is a long -overdue improvement, but I have one more question, please. Is it possible to have advanced stop lines for cyclists in both directions at the new puffin crossing? I think this would be safer and help to encourage more people to cycle.</p> <p>I hope that the scheme can be implemented very quickly, once agreed</p>	<p>The detailed scheme design will be carefully reviewed In the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>Advanced stop lines at a Puffin crossing require special authorisation by DfT. As part of a review of the detailed design, officers will investigate the possibility of including ASLs that would receive such authorisation.</p>
(3) Oxford Bus Company	<p><b>Support (with concerns)</b> - We recognise that the existing layout of this junction is not adequate to the location. The continuous movement of buses, pedestrians, cyclists and local traffic in the area makes the junction one of the busiest in central Oxford.</p> <p>Currently, buses and coaches struggle to exit right out of Gloucester Green Bus Station onto George Street when traffic is stationary waiting at the George Street set of traffic lights. When the lights change to green, traffic from Hythe Bridge</p>	

	<p>Street entering George Street further inhibits buses and coaches exiting right out of Gloucester Green. It is hoped that the Traffic Management amendment would improve the flow of buses and coaches exiting Gloucester Green. In addition, the removal of vehicular traffic using the crossroads from Worcester Street (north) to access Park End Street will improve the flow for buses along Worcester St (south) and Park End Street.</p> <p>Therefore, on the whole, we support this proposal certainly for the immediate future but we would like to raise the following specific issues of concern: -</p> <ol style="list-style-type: none"> <li>1. The Traffic Management amendment states that "Local traffic (permitted vehicles only - buses, cycles, access and deliveries) will be able to travel from George Street into Worcester Street south and vice versa." We are concerned as to how this will be enforced. If the area is to be kept clear from general traffic then, similar to High Street, Castle Street and Magdalen Street, it would be necessary to have cameras to penalise infringements as road signage alone will not be sufficient.</li> <li>2. The bend between Worcester St (south) and George Street appears to be reduced and too narrow for coaches and certainly for two coaches to pass. In a scenario where there is a traffic lights failure the area may come to a standstill as vehicles will not be able to pass each other around the corner. Without sight of the swept path analysis it is difficult for us to comment on its suitability for 15m long coaches and so we reserve the right to comment again once this is available. The application does not set out the traffic light phasing so it is not known how the traffic, including cycles, exiting Worcester St (south) and George St would relate to one another.</li> <li>3. The opportunity should be taken to improve access for vehicles exiting/entering Gloucester Green bus station. The addition of a yellow box on the westbound carriageway (from outside The Opium Den to YO! Sushi restaurants) would help</li> </ol>	<p>This is expected to be one of the benefits of the proposals.</p> <p>The current situation is the same – general traffic is not allowed in George Street except for access and this is enforced using cameras at the restriction point further east along the street. Restricting the number of permitted movements at the junction should reduce the overall level of general traffic not permitted to use Worcester Street South and George Street. This will be beneficial to buses.</p> <p>This is no different to the present situation in that two coaches cannot pass each other now which is why the movements in and out of George Street run separately. It is not reasonable to design the junction for a traffic signal failure which is a very infrequent occurrence.</p> <p>Tracking has been carried out for 15m long coaches showing that they can make the turn in both directions. The traffic lights controlling the movements from Worcester Street South to George Street and vice versa will be a simple shuttle working arrangement which is how it worked (successfully) before the current 2014 scheme.</p>
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	<p>the larger vehicles leaving the bus station merge into traffic and therefore allowing more space for vehicles entering the station. The current situation contributes to tail swing collisions with vehicles waiting at the lights from George St to Worcester St as the manoeuvre requires a tighter turn into the bus station. Because of this situation the vehicles exiting the station also take position close to the taxi bay in Chain Alley which has resulted in collisions with taxis and its passengers. We have raised the issue of the Chain Alley taxi unloading bay with Oxford City Council and we understand they are putting an amended policy in place.</p> <p>4. The cycle buff-coloured zones might create confusion for cyclists and drivers of other vehicles. There is one buff zone where cyclists are held at the centre of the junction by traffic lights but that may lead to cyclists to instead use the adjacent buff zone to access George Street. Five of the cycle buff zones would not be controlled by lights and cyclists would cross the junction giving way to other traffic. Whilst this approach should improve the flow for cyclists we are concerned that their expected route across the junction is unclear and vehicles may be unsure as to where to anticipate cyclists from. Additional road markings are likely to be required.</p> <p>In the long term, we would like to flag up whether this proposal will align with any future major new city centre proposals, such as options within the Oxford City Centre Movement and Public Realm Strategy. If changes are made in a piecemeal fashion then there is a risk that the wider aspiration to deliver effective traffic flow improvements in the city centre might be compromised, or risk that this junction may need to be amended again.</p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes. The addition of a yellow box as will be considered.</p> <p>The detailed scheme design will be carefully reviewed In the light of these and other comments received to allow further improvements before progressing to implementation of changes. This process will take into account any safety concerns about the use of the cyclists buff waiting areas raised as part of the Road Safety Audit process.</p> <p>The design of the scheme and its impact on traffic movements will be reviewed in the light of the Phil Jones Associates final report which is expected in the near future.</p>
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<p>(4) COLTA</p>	<p><b>Concerns</b> - As you're aware, Oxford's hackney carriage trade have a rank positioned on Gloucester Green. We believe that this change by blocking off and dividing Worcester street will prove problematic.</p> <p>Firstly, if a passenger was picked up from the Gloucester green rank and wanted to go Jericho, we would have to do a loop by taking George street, Magdalen street west, Beaumont street and onto Walton street. The same loop will apply if we wanted to get from Walton street to the Gloucester green rank. Currently when returning from Jericho, we drive down Worcester street and turn left into George street and easily access the rank.</p> <p>Secondly, we will lose the option of heading straight from George Street into Hythe bridge street when passengers want to go west. It will add on a small diversion where we will head left onto Worcester Street and then right onto Park End street and continue the journey.</p> <p>One a final point, if these changes were to go ahead, then the County should consider giving us a one-way access to the rank on Gloucester green from Beaumont street into Gloucester street. Currently this route is restricted to all traffic with a removable bollard in place. This will help us access our rank quicker from the north (especially if dropped a passenger in Jericho) rather than us using Magdalen street east and doing a loop.</p>	<p>Given the traffic flow benefits predicted by the modelling of the new junction arrangements, requiring this relatively modest detour for a journey from Gloucester Green to Walton Street is considered to be justified. A journey to Walton Street is one of those most affected by taxis not being allowed to turn left out of George Street into Worcester Street North. Most other journeys to the north will be much less significantly affected by the change.</p> <p>The improved traffic flow through the George Street/Hythe Bridge Street junction will be beneficial for taxi journeys that need to go that way i.e. journeys from west to north Oxford (including Walton Street) via Hythe Bridge Street.</p> <p>The journey to the west for taxis will be only very slightly longer in distance but the changes to traffic flow arrangements as a result of the junction proposals should mean that the journey times are shorter than now. Vehicles exiting George Street westbound will have to wait less time than now.</p> <p>The benefits for taxis that this new access would give do not appear to be justified. Additionally, the enforcement of the one way access would be problematic and it would only really be beneficial for a relatively small number of journeys to the taxi rank from the Walton Street area.</p>

	<p>It is becoming increasingly difficult for us to operate with freedom within Oxford city centre with obstacles placed in our paths. For a trade which provides a vital public service and all vehicles being wheelchair accessible, we must be supported.</p>	
<p>(5) Oxford Pedestrian Association</p>	<p><b>Support</b> - 'OxPA supports the proposal to close Hythe Bridge St to through motorised traffic, which would greatly improve the very highly used walking route between Oxford Railway Station and the city centre.</p> <p>Hythe Bridge St is a very busy pedestrian corridor, being the quickest route between the train station and the town centre. The pavements of Hythe Bridge St should be widened to reflect the high numbers of walkers using this route and a cycle route installed running down the centre of Hythe Bridge St.</p> <p>Allow vehicular 'access only' to Rewley Rd and Upper Fisher Row.</p> <p>Allow any loading / deliveries to businesses on Hythe Bridge St only between 10pm and 6am.</p> <p>In terms of the proposed remodelling of the Hythe Bridge St/Worcester St junction, we note that this is a return to how it was before the current layout, and ask that waiting times for pedestrians be shortened.</p>	<p>Noted, but these comments refer to a different scheme that is not being promoted by the county council.</p> <p>As above</p> <p>Noted – one of the key benefits of the proposed scheme is the reduction in waiting times for pedestrians.</p>

(6) Oxfordshire Transport & Access Group

**Object** - Likely problems:

1. Some pedestrians will walk diagonally between the SW and NE corners and come into conflict with cyclists.
2. Some cyclists will not follow the routes designated for them through the SW-NE separation; they will take the shortest possible route when they see a gap in opposing traffic.
3. Cyclists might not expect the unusual arrangement of traffic signal stop lines for cyclists, and might fail to comply with them. This would be particularly dangerous for disabled pedestrians and wheelchair-users.
4. It would no longer be possible for buses to use Hythe Bridge St and Park End St to turn around.

My suggested alternative:

Simply banning the right turn from George St into Worcester St north, and removing all the pedestrian crossings except the Worcester St north crossing (the most heavily used) would allow traffic from George St to proceed at the same time as pedestrians crossed Worcester St north. In the existing layout, pedestrians tend not to wait for green to cross Worcester St south and George St.

Whichever layout is taken forward, advance stop lines for cyclists will improve safety and convenience for cyclists, particularly on the Hythe Bridge St arm of the junction where cyclists need to access the area provided for them to wait safely before turning into Worcester St south or George St.

The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.

This process will take into account any safety concerns including any potential concerns for pedestrians and cyclists safety in the light of the proposed arrangements for the junction as part of the Road Safety Audit process

The loss of this element of flexibility for bus routing needs to be considered in the wider context of significant benefits to the flow of buses on the routes that will still be allowed.

Advanced stop lines at a Puffin crossing require special authorisation by DfT. As part of a review of the detailed design, officers will investigate the possibility of including ASLs that would receive such authorisation.

<p>(7) Bus Users Oxford</p>	<p><b>Comments</b> - we agree with you that in some respects the crossroads could be improved. Traffic seems to queue rather a lot for the traffic signals at the crossroads. My BU Oxford colleagues suggest that the phases may be unduly slow. One of them added that the signals have five phases, which if true seems rather a lot for a simple crossroads. Could the signal phases be streamlined to reduce delays?</p> <p>However, we find that turning the junction back into a crossroads a few years ago has been helpful. Firstly, since then Stagecoach in Oxfordshire has created bus route 7. This service arrives from Woodstock via St Giles, Beaumont Street and Worcester Street, where it turns left into George Street using the crossroads.</p> <p>Secondly, sometimes Stagecoach East coach X5 arrives via the same route, instead of coming down George Street. Thirdly, if ever there are roadworks or an incident in Magdalen Street East, or Broad Street, or George Street, other buses from the north that arrive via St Giles can reach George Street and Gloucester Green via the same alternative route.</p> <p>That makes at least three benefits that we know of to buses using the Worcester Street crossroads in its current form. There may be others of which we are unaware. But operational flexibility is a key to reliability. Therefore BU Oxford does not want to lose the current facility for buses and coaches to turn left from Worcester Street southbound into George Street.</p>	<p>There is no scope for any noticeable general improvements to the operation of the signals without changing how traffic is able to use the junction. Giving more time to pedestrians will delay traffic and vice versa.</p> <p>The loss of this element of flexibility for bus routing needs to be considered in the wider context of significant benefits to the flow of buses on the routes that will still be allowed.</p>



Your proposal is to restrict the junction for all vehicles except bicycles, in an arrangement that looks similar to what was there until a few years ago. BU Oxford are cyclists too, and we understand your wish to make the junction as safe and easy as possible as possible for cyclists.

At the very least, helping buses and coaches to flow instead of stand in queues could help cyclists. Having to filter past stationary or almost-stationary traffic queues that consist largely of buses or coaches must slow cyclists down and may make cyclists feel unsafe.

However, please will you consider modifying your proposal? We suggest modifying it to leave a gap specifically for buses to turn left from Worcester Street southbound into George Street eastbound.

The proposed island for eastbound cycles from Hythe Bridge Street to George Street looks like it leaves enough room for such a turn. But the proposed diagonal strip across the middle of the junction would need a bus-sized gap at its northeast end.

We do not think such a bus gap would negate the benefits for cyclists. The majority of the proposed cycle refuges at the junction would still be there. But one or two of them would be forfeit in order to continue a bus turn that is currently very useful.

The latest design does not have a big enough gap for buses only to be able to turn left from Worcester Street South into George Street. If it were made wide enough for this it would be difficult to prevent all traffic from making this turn. Physically stopping it as in the proposed layout makes it impossible and strengthens the enforcement. Having said this, the detailed scheme design will be carefully reviewed In the light of these and other comments received to allow further improvements before progressing to implementation of changes.

<p>(8) ROX - promoting oxford business</p>	<p><b>Object</b> - We had thought that an earlier proposal, linked to the pedestrianisation of Queen Street, and to which we had also objected, had been dropped.</p> <p>While we welcome any safety improvements for pedestrians and cyclists, we are shocked that these latest proposals still put unnecessary traffic through Frideswide Square.</p> <p>Surely, one of the key factors in reducing air pollution and reducing congestion, is to come up with systems that allow drivers to get to their destinations as directly as possible.</p> <p>Instead these proposals prevent traffic, particularly delivery and service vehicles coming into Worcester Street from the north to gain immediate access to George Street, New Inn Hall Street and the Clarendon Shopping Centre.</p> <p>This forces them to do a loop through Frideswide Square, lengthening and adding extra time to their journeys and helping to clog up Hythe Bridge Street as well as the square itself. (The same is true, of course, in reverse). This is not good for business and does not aid efficiency.</p> <p>In addition, car drivers travelling from the north and seeking to park in the Worcester Street Car Park are also going to add to the congestion caused by these proposals.</p> <p>Please consider the fuller implications of these illogical proposals, drop them as they stand, and come up with something much better that will help Oxford as a working city.</p>	<p>The junction was changed in 2014 to facilitate various traffic diversions during the construction of the improvements in Frideswide Square and to allow - in the finished scheme - some traffic to avoid Frideswide Square, which traffic modelling at the time indicated was necessary to the overall functioning of the network in the area.</p> <p>The new layout of Frideswide Square has now been in place for two and half years, and has performed better than expected in terms of traffic flows. Meanwhile, the George Street/Hythe Bridge Street/Worcester Street junction layout has proved to be unpopular with users, especially pedestrians and cyclists. In particular, concerns have been consistently raised about the comfort and safety of cyclists making the “straight on” movement from Hythe Bridge Street to George Street and about the amount of time that pedestrians have to wait before a green man crossing phase is shown.</p> <p>Given that Frideswide Square has performed well since the opening of the new layout in December 2015, it is no longer considered necessary to allow some traffic movements to and from north Oxford to avoid it. Along with the reported problems for pedestrians and cyclists, and the fact that the immediate approaches to the junction are regularly congested (with associated delay to buses) it was considered appropriate to review and consult on changes to the junction design.</p> <p>The proposed review of the design will give the opportunity to consider further the impact of additional traffic needing to use the Hythe Bridge Street route into/out of Frideswide Square. The current proposal would result in improvements to journey time for buses in Worcester Street South and Park End Street.</p>

<p>(9) Cyclox &amp; Cycling UK, Oxford City</p>	<p><b>Object</b></p> <p>We note (from consultation page on website) that the current design comes under Section 1 (1) (a) Road Traffic Regulation Act 1984 "for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising". While the previous design failed to meet the afore-mentioned section, this design at least makes some attempt to comply.</p> <p>The layout looks similar to the one that was there before the change in 2014 that created the teardrop junction (a moniker we fear will remain even after these revised plans are executed) which was the source of many collisions with bikes. It was also a major source of complaints.</p> <p>We welcome return to the separation of traffic flow between Hythe Bridge Street to Worcester Street north, and George Street to Worcester Street south, with bollards to prevent motor vehicles crossing between those two flows but allowing access by cycle. We are pleased that you are clearly recognising the importance of accommodating safe cycling at this junction. The concepts are sound, but there is not enough highway space at this junction to make it safe. We think that the zigzag lines will act to emphasise the presence of the #lethalteardrop</p> <p>However we object to this plan on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Cyclists crossing from Hythe Bridge Street to George Street</li> </ol> <p>Cyclists going from Hythe Bridge Street to George Street may be going 'straight on' but in effect they are taking the equivalent of a right turn because of the need to cross a line of traffic. A right turn across traffic is the most dangerous and intimidating manoeuvre for a cyclist in traffic and the fullest possible protection is needed.</p> <p>This has been the most dangerous manoeuvre on the junction. The proposed layout does not improve the situation. It remains difficult for cyclists coming east along Hythe Bridge Street, and wanting to go on to George St, or south along Worcester St South, to gain access</p>	

	<p>across the traffic lane to the refuge.</p> <p>We are very concerned to see that there is no pedestrian crossing on the west side of the junction. At present while there fewer pedestrians crossing the road using the existing pelican crossing than on the north side pedestrian crossing nevertheless, on a visit we made to the junction, it was well used.</p> <p>By keeping a pedestrian crossing at the west side of the junction, and synchronising it with the one on the north side, this will provide a space for cyclists to move across to the island once the lights change.</p> <p>In one of our submissions during consultation on this junction we suggested that an advance stop square before the puffin crossing across Worcester Street North which will give cyclists the opportunity to get ahead of cars and across to the isthmus. We still think that would be the best option.</p> <p>We suggested when we were consulted in person, that the pedestrian crossing on Worcester St North should be activated by an induction loop detecting cycles in the island box (Hythe Bridge -&gt; George Street), so that they don't depend on a pedestrian to call for the green, while cycles wait for a clear route into George St. Alternatively a pedestal mounted push button on the island should be provided so that cyclists can activate the lights themselves. Please confirm that this can be done.</p> <p>For the HBS &gt; George St cycle entry into George St, the cycle stop line needs replacing with a give way, and the stop line moved up to the traffic lights. The proposed stop line is too far from the pedestrian crossing to seem related to the pedestrian lights, so risking cyclists riding through the pedestrian crossing on green pedestrian. Further, the cycle stop line should be at right angles to the (imaginary) center line (or kerb)? See 9.4 mentioned below.</p> <p>If you don't wish to consider the option of synchronised lights on the west and north then we suggest the stop line at the pedestrian crossing is drawn perpendicular to the kerb (and further back from the lights if possible). This might create enough space for cycles to move across ahead of the stationary vehicles at the stop line. (Technically</p>	<p>The detailed scheme design will be carefully reviewed in the light of all of these comments to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns raised as part of the Road Safety Audit process.</p> <p>Any changes to the design will be discussed with Cyclox to ensure that as much as possible the concerns are addressed.</p>
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this invites cyclists to cross the stop line, but adheres to the spirit of the lights (doesn't invite you to cycle through the crossing on red)).

STOP LINES

DfT guidance says that the Stop line should be positioned a minimum of 1.5m in advance of the near side primary signal, although 2.5m should be used where practicable. The marking should be positioned at right angles to the centre line of the carriageway, even at skew junctions.

2. Width of waiting areas

There is the potential for conflict between South-North and East -West cycles in the island (the 2 routes waiting areas only separated by a white line, East > West cycles likely to cut across the north end of the (not very deep) South -> North waiting area. Waiting cycles can't see any traffic lights to know when it is actually safe to go.

The alignment of the East->West cyclerule (George -> Hythe Bridge) should be altered to be straight, not kinked. Please confirm that this change has been made.

The width of the both the waiting area for the refuge and the isthmus look like they won't fit a cargo bike/bike + tag along etc. We are of the view that the waiting area is not safe/fit for purpose.

The effectiveness of all waiting areas is significantly reduced by the use of buff rather than green finish (which everyone recognises and mostly respects).

3. The island and bollards

There are six bollards on the Isthmus waiting areas which will constrain capacity, and limit the availability of space for cargo bikes. It would be useful to know what the distance is between each bollard. The "isthmus" bollards are removable - is this for St Giles Fair traffic arrangements, if so are the gaps adequate for vehicles to pass?

The island can be run over by vehicles unless there are significant bollards, so what real protection do these offer? The yellow sign on the existing island has been driven over a few times, so obviously

	<p>offers no physical impediment currently. We attach a photo which shows the damage on the existing bollard on the island.</p> <p>These are as far as we can tell bolt down rubber kerbed islands. These will offer zero resistance to vehicle wheel over run. For meaningful cyclist protection, these islands need substantial kerbs.</p> <p>4. Paths of buses Thanks for providing us with the swept path analysis. The analysis shows 15m coaches using the whole road kerb to kerb. We are very concerned that the swept paths give no leeway for any error in judgement by drivers, potentially running over pavements and central bollards, not to mention potentially colliding with cyclists and pedestrians. We realise that the space just does not allow for anything more but we request that you consider educating bus drivers or even banning 15m buses from using the Hythe Bridge St/ Worcester St North. We are also concerned that 15m coaches need to turn on full steering lock, further limiting the leeway for error.</p>	
<p>(10) Local Business, (Park End Street)</p>	<p><b>Object</b> - I wish to object most severely about the so called 'improvements' to the junction of Hythe Bridge Street/George street/ Worcester Street.</p> <p>What you are proposing is going back to how it was back in 2014 which then caused traffic jams. At the moment traffic coming from Worcester Worcester Street North can either go into Hythe Bridge Street, George Street, or carry on in Worcester Street. This filters traffic into three directions which causes less congestion in Hythe Bridge Street. You are proposing to cause more congestion than is necessary, which unfortunately is the goal of Oxford County Council. There are already tail backs as far back as St Giles and up Banbury &amp; Woodstock Roads at times and this proposal will not ease this but make it much worse.</p> <p>You are also sending traffic all the way round to enter</p>	<p>As set out in the report, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).</p> <p>As regards the potential additional westbound congestion in Hythe Bridge Street, this is influenced to a large degree by 'downstream' traffic interactions in Frideswide Square and the</p>

	<p>Worcester Street Car Park. Cars leaving the car park to go North will now have to go into Worcester Street, Park End Street, Hythe Bridge Street and finally back into Worcester Street! Just reading that makes this design insane. Vehicles coming out of George Street wanting to go North, will now join the cars leaving the car park and have to go into Worcester Street, Park End Street, Hythe Bridge Street, Worcester Street (again) and then finally Beaumont Street. As you may be aware, vehicles cannot leave George Street by the North because of restrictions you have in place. Please explain to me how that is environmentally friendly?????</p> <p>This will cause delays, congestion and more air pollution all for the sake of a few cyclists. You really need to target the cyclists who do not use this junction correctly. How many accidents have there been at this junction involving cyclists and how many were the fault of the cyclist??</p> <p>This is a very backward step by the County Council (again) and you seem to be continually changing road layouts to those who shout the loudest. This will be the fourth change in ten years?</p> <p>Leave the junction as it is, as it is the fairest design for ALL road users.</p>	<p>wider network including Botley Road. As such any increased congestion in Hythe Bridge Street as a result of the proposals is very difficult to model or otherwise estimate. This will be considered further as part of the scheme design, and in particular the interactions with the proposals for the Botley Road corridor will be examined.</p> <p>It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in terms of accessing the area, reduced flexibility for bus routing and additional westbound congestion in Hythe Bridge Street.</p> <p>It is worth noting that some journeys to/from the area to the west and south via Park End Street will generally be quicker than under the current junction arrangements.</p>
<p>(11) Local Resident, (unknown)</p>	<p><b>Object</b> - I would object to the proposed changes as it would lengthen the amount of time and distance approximately half the vehicular traffic spend in this area, the traffic light junctions and crossings would further frustrate buses and delivery drivers and make North to South city centre journeys slower increasing pollution from the Randolph hotel to the train station and across to the Westgate.</p> <p>I think that the changes would disrupt most of the city centre buses and have a negative effect on footfall.</p> <p>A footbridge could be an alternative especially if it were aesthetically pleasing to the majority and although it would be</p>	<p>The traffic flow changes would have a negative impact on a small number of current bus services. Overall though there would be significant benefits for the very many buses operating in this part of the city centre, as traffic flow on Worcester Street South and Park End Street would be reduced. There would also be less time spent waiting at red traffic lights for buses travelling from George Street to Worcester Street South and vice versa.</p> <p>As regards the potential additional westbound congestion in Hythe Bridge Street, this is influenced to a large degree by</p>

	<p>more expensive to introduce in the short term, it's unlikely to be changed every 4 or 5 years unlike the road system making it cost effective in the long term.</p> <p>Have you considered swapping the bus station and Worcester St car park over, with a bit of creative thinking you could cut congestion and regenerate a council owned retail area of the City centre at the same time? Moving half of the bus station to the Ice rink car park may cut traffic more without inconveniencing the public that are the life blood of the city.</p>	<p>'downstream' traffic interactions in Frideswide Square and the wider network including Botley Road. As such any increased congestion in Hythe Bridge Street as a result of the proposals is very difficult to model or otherwise estimate. This will be considered further as part of the scheme design, and in particular the interactions with the proposals for the Botley Road corridor will be examined.</p> <p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>
<p>(12) Local Resident, (unknown)</p>	<p><b>Object</b> - This junction is an absolutely critical junction through the city for all vehicles, and this proposal will increase traffic and congestion in the area.</p> <p>At the moment the traffic coming from Worcester street can either use Hythe Bridge Street to travel towards Botley, or can continue down Worcester street to travel to Oxpens via Park End Street. This proposal now means all traffic will be filtered down Hythe Bridge street and will create a bottleneck for all traffic wanting to travel to either way.</p> <p>This proposal will create significantly more traffic and congestion around Botley and the Beaumont Street areas and therefore is absolutely not acceptable.</p> <p>I have lived and driven in Oxford all my life, and as much I support cycling (and when driving I always give cyclists the highest regards in terms of giving them space and room), due to the nature of my job, like thousands of other people in this city</p>	<p>The traffic management changes will result in an increase in westbound traffic flows in Hythe Bridge Street, but there will be reductions in Park End Street and the simplification of the George Street junction will reduce delays there for all users. Changing the traffic flow at the junction will improve bus journeys in this part of the city centre.</p> <p>It is worth noting that some journeys to/from the area to the west and south via Park End Street will generally be quicker than under the current junction arrangements.</p> <p>As regards the potential additional westbound congestion in Hythe Bridge Street, this is influenced to a large degree by 'downstream' traffic interactions in Frideswide Square and the wider network including Botley Road. As such any increased congestion in Hythe Bridge Street as a result of the proposals is very difficult to model or otherwise estimate. This will be considered further as part of the scheme design, and in particular the interactions with the proposals for the Botley Road</p>



	<p>mean I absolutely HAVE to use a car to get around. I believe the increasingly anti-car policies and high parking charges of the city are disgraceful and also having hugely detrimental effect on the retail industry and businesses in Oxford as I know fewer and fewer people wish to travel into Oxford from just outside the city and from Oxfordshire. This must stop.</p> <p>There must be a better way to add safety for cyclists to this junction, without 'punishing' car/truck/van/bus/coach drivers and passengers with extra congestion. I would suggest a clear cycle lane marking within the junction, thereby cyclists and vehicles know where they should be when traversing the junction. That would be significantly cheaper option and would not create an unnecessary bottleneck.</p>	<p>corridor will be examined.</p> <p>It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in terms of accessing the area, reduced flexibility for bus routeing and additional westbound congestion in Hythe Bridge Street.</p> <p>It is worth noting that some journeys to/from the area to the west and south via Park End Street will generally be quicker than under the current junction arrangements.</p> <p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>
<p>(13) Local Resident, (Mill Street, Oxford)</p>	<p><b>Object</b> - Although the current configuration is dangerous to cyclists, I cannot support the proposed changes as it just takes things back to how they were before, which is clearly unacceptable. I believe higher priority should be given to cyclists, with advance stop lines and protected islands on Hythe Bridge Street and George Street.</p> <p>I attach a sketch of my proposals which would allow cyclists to travel north/south between Hythe Bridge Street and George Street without having to stop at a dangerous central island. This proposal would have the following characteristics:</p> <ul style="list-style-type: none"> <li>• Almost free flow of traffic from Hythe Bridge Street to Worcester Street (north)</li> <li>• Almost free flow of traffic from George Street to Worcester Street (south)</li> </ul>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>

	<ul style="list-style-type: none"> <li>• High interval of traffic from Worcester Street (north) to Hythe Bridge Street</li> <li>• Low interval of traffic from Worcester Street (south) to George Street</li> <li>• Direct, safe access east/west for cyclists</li> </ul>	
<p>(14) Local Resident, (New Inn Hall Street, Oxford)</p>	<p><b>Concerns</b> - I am generally in favour of any measures to try to improve safety and congestions in the area.</p> <p>I am a resident of New Inn Hall Street and also a car owner. I work as a junior doctor and as such am required to rotate between various hospitals in the region. When working at the John Radcliffe I cycle to work. When working at the Royal Berkshire Hospital in Reading I take the train. When working at Milton Keynes or Stoke Mandeville Hospital, I drive. I am required to commute to Milton Keynes for the next 12 months while my partner works in Reading. As Oxford is equidistant, we shall look to remain at our current address. Commuting to Milton Keynes is currently only practical by car until the new rail link is complete. I therefore keep a car at the private car park in our building.</p> <p>In general, I think that access to George Street should be limited to buses and taxis, parking for disabled badge holders, loading for businesses and for residents with vehicles registered to the an address accessed via George Street.</p> <p>There are obviously a limited number of residents in the area, for which only a small proportion will have a car. These new road measures will significantly impact these residents, making access to the North and East of Oxford even more challenging. A possible solution might be to permit residents with a vehicle registered to addresses accessed by George street to use Magdalene Street as well as Worcester Street allowing access to both the north and south-west.</p>	<p>As set out in the report, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).</p> <p>It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in terms of accessing the area, reduced flexibility for bus routeing and additional westbound congestion in Hythe Bridge Street.</p> <p>It is worth noting that some journeys to/from the area to the west and south via Park End Street will generally be quicker than under the current junction arrangements.</p> <p>Officers do not believe that the suggested changes to the traffic order to allow residents on New Inn Hall Street to travel north via George Street (E) and Magdalen Street are justified. The changes would be complicated to make and difficult to enforce and would only benefit a very small number of people. It is worth noting that some journeys for these residents e.g. to the west and south via Park End Street will generally be quicker than under the current junction arrangements.</p>

CMDE5

	<p>The plans, as they stand, do not consider and accommodate the needs of residents in the area, and go so far as to penalise them. I hope that you will take note, and are able to find a solution.</p>	
<p>(15) Local Resident, (unknown)</p>	<p><b>Concerns</b> - Firstly I consider that the 'split' layout will reduce traffic congestion. However I do not think that it overcomes one of the major safety concerns for right-turning cyclists from Hythe Bridge Street into George Street.</p> <p>Safety could be improved by incorporating an advance stop line (ASL) on the Hythe Bridge Street approach. It would also be beneficial to have an ASL on the Worcester Street north approach. (Special authorisation needed?). However ASL's will not provide cyclists arriving from Hythe Bridge Street to turn right safely whilst the traffic is moving towards Worcester Street north. Perhaps the kerb could be set back into the footway to provide a waiting area alongside the ASL box for these movements?</p> <p>The southern central island has multiple cycle lanes and in different directions. The likelihood is that this island will be holding cyclists from Worcester Street south and from George Street waiting for an opportunity to cross the Hythe Bridge Street/Worcester Street north carriageway when the puffin goes to green for pedestrians to cross. There could be conflicts as they move forwards. There is no indication of signal heads on the consultation plan but there must be clear signalling (low level as necessary) to avoid such cyclist conflicts.</p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>
<p>(16) Local Resident, (Gloucester Green, Oxford)</p>	<p><b>Support</b> - Just to say congratulations for finding a clear straightforward solution that will meet the needs of all residents and people travelling through this part of Oxford.</p>	

(17) Online Response, (unknown)

**Traffic Management – Object** - What you are proposing is going back to how it was back in 2014 which then caused traffic jams. At the moment traffic coming from Worcester Worcester Street North can either go into Hythe Bridge Street, George Street, or carry on in Worcester Street. This filters traffic into three directions which causes less congestion in Hythe Bridge Street. You are proposing to cause more congestion than is necessary, which unfortunately is the goal of Oxford County Council.

There are already tail backs as far back as St Giles and up Banbury & Woodstock Roads at times and this proposal will not ease this but make it much worse.

You are also sending traffic all the way round to enter Worcester Street Car Park. Cars leaving the car park to go North will now have to go into Worcester Street, Park End Street, Hythe Bridge Street and finally back into Worcester Street! Just reading that makes this design insane. Vehicles coming out of George Street wanting to go North, will now join the cars leaving the car park and have to go into Worcester Street, Park End Street, Hythe Bridge Street , Worcester Street (again) and then finally Beaumont Street. As you may be aware, vehicles cannot leave George Street by the North because of restrictions you have in place. Please explain to me how that is environmentally friendly?????

This will cause delays, congestion and more air pollution all for the sake of a few cyclists. You really need to target the cyclists who do not use this junction correctly. How many accidents have there been at this junction involving cyclists and how many were the fault of the cyclist??

This is a very backward step by the County Council (again) and you seem to be continually changing road layouts to those who shout the loudest. This will be the fourth change in ten years?

As set out in the report, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).

As regards the potential additional westbound congestion in Hythe Bridge Street, this is influenced to a large degree by ‘downstream’ traffic interactions in Frideswide Square and the wider network including Botley Road. As such any increased congestion in Hythe Bridge Street as a result of the proposals is very difficult to model or otherwise estimate. This will be considered further as part of the scheme design, and in particular the interactions with the proposals for the Botley Road corridor will be examined.

It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in terms of accessing the area, reduced flexibility for bus routing and additional westbound congestion in Hythe Bridge Street.

The proposed review of the design will give the opportunity to consider further the impact of additional traffic needing to use the Hythe Bridge Street route into/out of Frideswide Square.

The current proposal would result in improvements to journey time for buses in Worcester Street South and Park End Street.

CMDE5

	<p>Leave the junction as it is, as it is the fairest design for ALL road users.</p> <p><u>Crossing</u> – <b>Object</b> - Do not change the junction so not needed.</p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>
<p>(18) Online Response, (unknown)</p>	<p><u>Traffic Management</u> – <b>Support</b> - <i>No response</i></p> <p><u>Crossing</u> – <b>Support</b> - As a pedestrian, it will be much easier to cross the road at this junction after all the proposed amendments.</p>	<p>Noted</p> <p>Noted</p>
<p>(19) Local Business, (Binsey Lane, Oxford)</p>	<p><u>Traffic Management</u> – <b>Object</b> - This is one of our main routes for parcel deliveries on cargo bikes to get to north and east oxford from the west. We're unable to use queen street due to the cycle ban and walking a fully loaded cargo bike is not safe, its much better to be riding it. Im extremely concerned a 2.2m long cargo bike which when accounting for rider, bike and payload can total 250kg which your expecting to fit into very narrow islands and merge with traffic.</p> <p>It took us 20 minutes to find the dutch bicycle standard design for a safe junction, keep all 4 routes open so the bus companies are happy and cyclists and pedestrians are safe and it would likely cost a lot less than building the islands, as we know the purse is stretched. Get this right and you'll never have to do it again.</p> <p><u>Crossing</u> – <b>Neither</b> - The dutch design we are proposing would still use the same crossings.</p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>

CMDE5

<p>(20) Local Resident, (Weirs Lane, Oxford)</p>	<p><u>Traffic Management</u> – <b>Support</b> - I use this crossing every day. Pedestrians very often cross without waiting for the light (the delay after pressing the button is quite long). The Worcester/George corner is a blind bend, and it's impossible to see busses coming. Pedestrians who cross on a red light regularly have to jump out of the way of vehicles. The current design seems to be a death trap. Honestly it's a wonder that no-one's been killed yet. You can't fix short attention spans and prevent pedestrians from doing stupid things, but reducing the traffic flow might mean the wait time is shorter and crossing more predictable.</p> <p><u>Crossing</u> – <b>No opinion</b> - Worcester/Hythe Bridge intersection street isn't the problem, it's the George/Worcester street that's so dangerous.</p>	<p>Noted</p> <p>Noted</p>
<p>(21) Online Response, (unknown)</p>	<p><u>Traffic Management</u> – <b>Support</b> - <i>No response</i></p> <p><u>Crossing</u> – <b>Support</b> - <i>No response</i></p>	<p>Noted</p> <p>Noted</p>
<p>(22) Online Response, (unknown)</p>	<p><u>Traffic Management</u> – <b>Object</b> - Still dangerous to cyclists. Takes things back to how they were.</p> <p><u>Crossing</u> – <b>Support</b> - Hythe Bridge street should have an advance stop line for cyclists.</p>	<p>The traffic management arrangements will be the same although officers believe there is good reason for this. The proposed layout is not the same as it was for pedestrians and cyclists pre 2014 and represents an improvement for these users. However, the detailed scheme design will be carefully reviewed in the light of comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>

(23) Local Resident, (Worcester Street, Oxford)

Traffic Management – **Object** - Once again this junction is going to be changed but thus time for the worse. This is going to cause more congestion and poor air quality. You propose to send all traffic in one direction instead of three ways at the moment. This is going to cause tailbacks back to St Giles and further. Have you actually seen where the entrance and exits are to Worcester Street car park? Have a look and see where traffic has to go to enter and exit coming from and to North Oxford. All this for the sake of cyclists who ignore the Highway Code relationship g to this junction now. I would suggest you put some cameras at this junction and see where the problem really is. The point of this consultation is pointless really as you will ignore all the objections and go ahead with it anyway.

Crossing – **Object** - Leave the junction as it is and you don't need it.

As set out in the report, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).

As regards the potential additional westbound congestion in Hythe Bridge Street, this is influenced to a large degree by 'downstream' traffic interactions in Frideswide Square and the wider network including Botley Road. As such any increased congestion in Hythe Bridge Street as a result of the proposals is very difficult to model or otherwise estimate. This will be considered further as part of the scheme design, and in particular the interactions with the proposals for the Botley Road corridor will be examined.

It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in terms of accessing the area, reduced flexibility for bus routing and additional westbound congestion in Hythe Bridge Street.

The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.

This process will take into account any safety concerns flagged as part of the Road Safety Audit process.

<p>(24) Local Resident, (Oatlands Road, Oxford)</p>	<p><b>Traffic Management – Object</b> - The current situation is not appropriate and puts pedestrians and cyclists at risk. However the proposed amendments do not adequately address the issues.</p> <p>Hythe Bridge Street represents the main pedestrian access route for people arriving by train to the centre of Oxford as well as being one of the LTP designated 'cycle super routes'. It currently provides a very poor first impression of the city with a footpath that is totally inadequate in capacity for the foot traffic alongside a carriage way that is frequently full of stationary motor vehicles. Pedestrians are forced by weight of numbers to step into the carriageway during busy periods. The route provides no adequate cycle facilities and does nothing to 'convince more people to consider cycling'. Changes to the junction should ideally take place as part of a reduction or removal of motor vehicles from Hythe Bridge Street to improve the pedestrian experience and to provide safe and convenient route for pedestrians and cyclists.</p> <p>The current junction arrangement provides inadequate pedestrian green light time and requires cyclists to wait in a dangerous zone while motor traffic turns from Worcester Street into Hythe Bridge Street or continues across the junction.</p> <p>The proposed amendment will not significantly improve the junction for pedestrians and will make the crossing for cyclists (from Hythe Bridge Street to George Street - the major route for cyclists) more difficult. As there will no longer be any red-light phase for motor vehicles travelling from Worcester Street to Hythe Bridge Street the only clear opportunity for cyclists will be if pedestrians happen to be using the Puffin crossing.</p> <p>As noted, this route is identified as a cycle super route. As such cyclists should have clear priority when travelling straight ahead (from Hythe Bridge Street to George Street and vice versa). In</p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>
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	<p>the absence of plans to restrict or remove motor vehicles from this route this could be achieved by Stop signage on Worcester street or by amending the current signals to give a cyclist only advanced green phase on the Hythe Bridge Street/George Street axis.</p> <p><u>Crossing – Object</u> - As noted above the proposed changes do little to improve the environment for pedestrians or cyclists. It is not possible to say whether the Puffin crossing will provide adequate green time for pedestrians (frequently travelling with baggage) crossing Worcester street. The proposals involve the removal of protected crossing across Hythe Bridge Street.</p> <p>For cyclists travelling along Hythe Bridge Street/George Street the Puffin crossing will provide protected crossing only if their movements coincide with pedestrians using the crossing</p>	
<p>(25) Online Response, (unknown)</p>	<p><u>Traffic Management – Support</u> - Please make sure that all aspects of the area are designed to be friendly to Visually Impaired People. This is important to ensure our safety.</p> <p>The adaptations required include:  Tactile paving at crossings (making sure they are of contrast colour)  User-controlled crossings (that allow enough time to cross)  Definitive contrast and tactile edges to pavements (so we don't walk into the road unexpectedly)  Contrast and Tactile separation of pedestrian and cycle routes</p> <p><u>Crossing – Support</u> - From what I know of them so far, they would appear to be much more adaptable to conditions than earlier crossings, so I wish every success in their deployment.</p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>

(26) Online Response, (unknown)

Traffic Management – **Neither** - If I've understood this proposal correctly, it is returning to the previous arrangements at this junction ..... which didn't work very well either. It is particularly frustrating to have to drive via Frideswide Square when travelling from Worcester Street (N) to George St. Is there no way of addressing the problems in Worcester St (S) that back up to the junction? – perhaps coordinating the phasing of the lights.

Crossing – **Neither** - Not sure how this is different from the existing arrangement.

As set out in the report, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).

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It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in terms of accessing the area, reduced flexibility for bus routing and additional westbound congestion in Hythe Bridge Street.

The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.

This process will take into account any safety concerns flagged as part of the Road Safety Audit process.

(27) Online Response, (unknown)

**Traffic Management – Object** - It is quite frankly staggering that 4 years after the Council decided to remove the existing two-way junction, they are basically re-implementing the junction that was before, but this time with extra access for cyclists. While I approve of making this junction safer for cyclists, I believe that better options exist. Returning this junction to the old style will lead to traffic blocking pedestrian crossings and not treating this junction as a junction. It will also make it difficult for cyclists to cross vehicle traffic in order to get to the middle of the junction in order to go up George Street.

The existing pedestrian crossing on Hythe Bridge Street, which is planned to be removed by this development, should be retained. Giving pedestrians easy access across this junction is critical. Stopping traffic at the top of Hythe Bridge Street (by keeping the pedestrian crossing) rather than on the corner of Worcester Street North will mean a clear area where cyclists can get ahead of the traffic and cross to the centre safely.

**Crossing – Support** - The length of time pedestrians have to get across the road at this crossing needs to be increased. Presently it is too short for large groups to be able to cross at once, as well as difficult for elderly or disabled.

As set out in the report, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).

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The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.

This process will take into account any safety concerns flagged as part of the Road Safety Audit process.

(28) Local Resident, (New Inn Hall Street, Oxford)

**Traffic Management – Object** - am generally in favour of any measures to try to improve safety and congestions in the area.

I work between various hospitals in the region. When working at the John Radcliffe I cycle to work. When working at the Royal Berkshire Hospital in Reading I take the train. When working at Milton Keynes or Stoke Mandeville Hospital, I drive. I am required to commute to Milton Keynes for the next 12 months while my partner works in Reading. As Oxford is equidistant, we shall look to remain at our current address. Commuting to Milton Keynes is currently only practical by car until the new rail link is complete. I therefore keep a car at the private car park in our building.

In general, I think that access to George Street should be limited to buses and taxis, parking for disabled badge holders, loading for businesses and for residents with vehicles registered to an address accessed via George Street.

There are obviously a limited number of residents in the area, for which only a small proportion will have a car. These new road measures will significantly impact these residents, making access to the North and East of Oxford even more challenging. A possible solution might be to permit residents with a vehicle registered to addresses accessed by George street to use Magdalene Street as well as Worcester Street allowing access to both the north and southwest.

The plans, as they stand, do not consider and accommodate the needs of residents in the area, and go so far as to penalise them. I hope that you will take note, and are able to find a solution.

**Crossing – Neither** - I wonder if a puffin crossing may cause greater congestion than a controlled crossing. However i do not know the evidence for either.

As set out in the report, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).

As regards the potential additional westbound congestion in Hythe Bridge Street, this is influenced to a large degree by ‘downstream’ traffic interactions in Frideswide Square and the wider network including Botley Road. As such any increased congestion in Hythe Bridge Street as a result of the proposals is very difficult to model or otherwise estimate. This will be considered further as part of the scheme design, and in particular the interactions with the proposals for the Botley Road corridor will be examined.

It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in terms of accessing the area, reduced flexibility for bus routing and additional westbound congestion in Hythe Bridge Street.

The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.

This process will take into account any safety concerns flagged as part of the Road Safety Audit process.

<p>(29) Online Response, (unknown)</p>	<p><u>Traffic Management</u> – <b>Object</b> - I don't see how cyclists travelling to the station from George St are supposed to cross the traffic to get to the middle waiting area. They will leave the traffic lights at end of George St and then just stop again almost immediately and wait in the road until there is a way to cross, with all the cars/lorries/busses backing up behind them? Or is the plan that there will be synchronisation of lights to allow time to do this? But what if the traffic is stationary and there is no way through? Seems like this hasn't been very well thought through... I can only assume I haven't understood something because this seems like such a basic error.</p> <p><u>Crossing</u> – <b>No opinion</b> - <i>No response</i></p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>
<p>(30) Online Response, (unknown)</p>	<p><u>Traffic Management</u> – <b>Object</b> - Reintroduction of a one-way circulation for Hythe Bridge Street and Park End Street would be much more constructive.</p> <p>Improved road marking at this junction would be worth trying before undertaking expensive engineering works. Or introduce a mini roundabout.</p> <p><u>Crossing</u> – <b>No opinion</b> - <i>No response</i></p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>
<p>(31) Online Response, (unknown)</p>	<p><u>Traffic Management</u> – <b>Support</b> - <i>No response</i></p> <p><u>Crossing</u> – <b>Support</b> - <i>No response</i></p>	<p>Noted</p> <p>Noted</p>

<p>(32) Online Response, (unknown)</p>	<p><u>Traffic Management</u> – <b>Object</b> - All these schemes are turning out to trying to fix a symptom, not the problem, the current traffic scheme does not perform any better than the original one-way gyratory system it replaced. Go back to Hythe Bridge street one way system</p> <p><u>Crossing</u> – <b>Support</b> - <i>No response</i></p>	<p>As set out in the report, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).</p> <p>As regards the potential additional westbound congestion in Hythe Bridge Street, this is influenced to a large degree by ‘downstream’ traffic interactions in Frideswide Square and the wider network including Botley Road. As such any increased congestion in Hythe Bridge Street as a result of the proposals is very difficult to model or otherwise estimate. This will be considered further as part of the scheme design, and in particular the interactions with the proposals for the Botley Road corridor will be examined.</p> <p>It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in terms of accessing the area, reduced flexibility for bus routing and additional westbound congestion in Hythe Bridge Street.</p>
<p>(33) Online Response, (unknown)</p>	<p><u>Traffic Management</u> – <b>Object</b> - The entrance and exit to the bus station also need to be considered in any redesign of this junction. Buses leaving the bus station and turning right frequently block the cyclists only box at the bottom of George St. I would like to see considered the signalling of the exit of the bus station as part of any improvements in this area, some of the coaches leaving the bus station are too large for this area and frequently swing out into the pavement at the bottom of</p>	<p>The proposals will mean that there is less queueing in and out of George Street at its junction with Worcester Street South. This should lead to less blocking of the road by vehicles. Signalling of the entrance/exit of the bus station should not be needed.</p>

	<p>George St opp. the exit. Simply wasting money to put the junction back how it was is such a waste.</p> <p>Pedestrians should also have priority in any planned improvements to encourage people to walk more, crossing the exit from the bus station between buses can be tricky especially when they have half pulled out. More priority for walkers needed please as this is major walking route to the railway station and it would be nice to be able to walk down George St, cross the exit of the bus station then cross the bottom of Worcester Street safely. Also no kerbs like Frideswide Square either which seem to have huge maintenance bills and make sure any road junctions have nice white lines in the road so we can see exactly what goes where, the mess that is Frideswide Square with lack of road markings is very, very confusing.</p> <p><u>Crossing – Object</u> - Waste of money putting the junction back to roughly how it was. Needs a wider look at what is required in this area with priority for pedestrian safety please.</p>	<p>One of the key reasons the changes are proposed is to improve conditions for pedestrians. There is likely to be a significant reduction in delay for pedestrians if the proposals are delivered.</p> <p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p> <p>See above</p>
<p>(34) Online Response, (unknown)</p>	<p><u>Traffic Management – Support</u> - Whilst I do support, more space needs to be given for buses to make the corner from George Street. There is often heavy traffic on this corner so pushing the cycle islands up slightly would allow 2 buses to pass at once. Another comment is the removed crossing which I believe would make walking around Oxford more difficult, especially for the elderly/less able.</p> <p><u>Crossing – Object</u> - It would cause too much congestion for buses in my opinion. I believe retaining the crossing on Hythe bridge street is better.</p>	<p>If the George Street/Worcester Street South corner were to be made wide enough or two 15m coaches to be able to pass each other then it is very likely that this would mean that two large vehicles could not pass at the same time at the corner of Hythe Bridge Street/Worcester Street North. The shuttle working arrangement for buses/vehicles at the George Street/Worcester Street South corner is already in place with the current arrangement and was in place in the previous junction pre 2014.</p> <p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>

<p>(35) Online Response, (unknown)</p>	<p><u>Traffic Management – Object</u> - Please do not waste public money on re-amending a junction just four years after money was spent on changing it. There is no evidence to back-up the fact that this junction needs changing in this manner. Amending the layout will not change the fundamental issue that there are far too many pedestrians and vehicles (both motor and cycles) on that junction. This requires a larger fundamental rethink about traffic in central Oxford. At the minimum there needs to be consideration of introducing a one-way system for cars, buses, vans and lorries along Hythe Bridge street and then back along Park-end street. This would enable wider pavements and separate cycle lanes on these two roads and the section of road next to Worcester street car park.</p> <p><u>Crossing – Object</u> - <i>No response</i></p>	<p>As set out in the report, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).</p> <p>As regards the potential additional westbound congestion in Hythe Bridge Street, this is influenced to a large degree by ‘downstream’ traffic interactions in Frideswide Square and the wider network including Botley Road. As such any increased congestion in Hythe Bridge Street as a result of the proposals is very difficult to model or otherwise estimate. This will be considered further as part of the scheme design, and in particular the interactions with the proposals for the Botley Road corridor will be examined.</p> <p>It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in terms of accessing the area, reduced flexibility for bus routing and additional westbound congestion in Hythe Bridge Street.</p>
<p>(36) Online Response, (unknown)</p>	<p><u>Traffic Management – Support</u> - The safe movement of cyclists through this junction is not simple, especially for less able cyclists. The biggest conflict is potential speed differential with vehicles.</p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further</p>



	<p>3 things occur to me:          1. 20mph speed limit can be a huge help to both pedestrians and cyclists,          2. Longer delay at the crossing signal, and wider spacing of the pedestrian 'puffin' vehicle traffic lights could give more space for cyclists to cross the traffic at the same time as pedestrians,          3. Use cyclist priority lines/space at the pedestrian crossing lights. Some cyclists will use this space and time to cross to or from George Street safely.</p> <p><u>Crossing</u> – <b>Support</b> – <i>same as above</i></p>	<p>improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>
<p>(37) Online Response, (unknown)</p>	<p><u>Traffic Management</u> – <b>Object</b> - The proposals will improve traffic flow at this junction, but I don't believe they will improve safety for cyclists.</p> <p>1) Traffic is likely to move more quickly - less constrained by the junction or traffic lights. This makes things less safe for cyclists given the narrowness of the roads</p> <p>2) Cyclists will only be able to cross the junction safely from the central reservation points when the PEDESTRIAN crossings are activated... Cyclists will have no control over that - and so are more likely to 'chicken run through the moving traffic</p> <p>3) there is no real additional capacity given over to the central reservation - given it must now serve cyclists moving in two directions</p> <p>4) Cyclists wishing to traverse from George Street to Hythe Bridge Street or Worcester St North will have to cross the oncoming traffic lane without traffic lights (again these are controlled by PEDESTRIANS) which is even more dangerous given the size and cornering of coaches and buses. Bikes standing in the middle of the road waiting to 'turn right' are likely</p>	<p>The detailed scheme design will be carefully reviewed in the light of these and other comments received to allow further improvements before progressing to implementation of changes.</p> <p>This process will take into account any safety concerns flagged as part of the Road Safety Audit process.</p>

	<p>to be hit by buses/ coaches manoeuvring the Worcester St South/George Street corner</p> <p>What is needed is to turn the whole Hythe Bridge Street/Worcester Street South/Park End Street into a one-way system with completely segregated (with raised curb) two-way cycle lanes... much like they have across central London these days... with traffic control signals at the entrance points to the one-way system.</p> <p><u>Crossing</u> – <b>Neither</b> - <i>No response</i></p>	
<p>(38) Online Response, (unknown)</p>	<p><u>Traffic Management</u> – <b>Object</b> - It is stated in your letter that "...the aim of the changes is to reduce congestion on the approaches to the junction and to enhance facilities for pedestrians and cyclists."</p> <p>First of all, with the fact that all pedestrian traffic lights at this junction get green at the same time, the average pedestrian can cross only one side during this green phase and has then to wait until the next pedestrian traffic lights gets green again. For me no wonder that people start to cross the road during this long time of waiting for the next green which put them onto risk for getting hurt from a car or cyclist.</p> <p>Secondly, the cyclists which are coming from Worcester Street/Hythe Bridge Street have no advantage with this change because they are still stuck between the cars and have to wait until they can cross into direction Worcester Street (south) or George Street.</p> <p>Thirdly, with the fact that the existing controlled crossing facility in Worcester Street (south) and George Street will be retained, enough pedestrians and cyclists will have and take the opportunity to cross the junctions on these facilities, which means that the proposed closing between Worcester Street</p>	<p>As set out in the report, the traffic modelling carried out to test the proposed junction layout shows that the changes to the traffic movements result in significant reductions in delays for all users. This would help to reduce congestion on Hythe Bridge Street (eastbound) and Worcester Street North/Beaumont Street (southbound and westbound respectively) as well as wait times for pedestrians. Buses will benefit from reduced queuing on Worcester Street south (northbound), George Street (westbound) and Park End Street (westbound).</p> <p>As regards the potential additional westbound congestion in Hythe Bridge Street, this is influenced to a large degree by 'downstream' traffic interactions in Frideswide Square and the wider network including Botley Road. As such any increased congestion in Hythe Bridge Street as a result of the proposals is very difficult to model or otherwise estimate. This will be considered further as part of the scheme design, and in particular the interactions with the proposals for the Botley Road corridor will be examined.</p> <p>It is the view of officers that the wider benefits of the proposals particularly for non-car modes (which represent a very high proportion of the total movement through this area) outweigh the negative effects of the new traffic flow arrangements in</p>

	<p>north / south will not be used as much as it looks like at the first sight.</p> <p>Finally, the most important fact is that the traffic flow will get worse not better with the amendment not to drive from Worcester Street north to Worcester Street south. Every car has to drive again through Frideswide Square, doesn't matter which direction the driver wants to go. This junction is anyway a pain because of the traffic building up from Botley Road and when the possibility is not given any more to drive into direction Abingdon Road via Park End Street then the traffic jam will get even worse. Which means that the pollution gets worse as well. Nobody has an advantage with that.</p> <p>My recommendation would be to improve first of all Botley Road that the traffic can flow easily and the change of the pedestrian traffic lights that not all of them get green at the same time.</p> <p><u>Crossing – Object</u> - These sensors can detect whether any pedestrians are on the crossing and control the colour of the lights accordingly. Once the control button has been pressed, the lights will only change back to green once the crossing is clear.</p> <p>In principle a good idea, but the amount of people who want to cross the street during rush hour times will be very high, with the fact that traffic flow will suffer.</p>	<p>terms of accessing the area, reduced flexibility for bus routeing and additional westbound congestion in Hythe Bridge Street.</p>
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Division(s): Abingdon North; Kennington and Radley

## CABINET MEMBER FOR ENVIRONMENT – 12 JULY 2018

### ABINGDON & RADLEY: DUNMORE ROAD, OXFORD ROAD & TWELVE ACRE DRIVE – PROPOSED TOUCAN & PEGASUS CROSSINGS AND BUS STOP CLEARWAYS

**Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received to a statutory consultation on a proposal to introduce toucan crossings (signalled crossings for pedestrians and pedal cyclists), a Pegasus crossing (a signal controlled crossing for horse riders) and bus stop clearways at Dunmore Road, Oxford Road and Twelve Acre Drive at Abingdon and Radley.

#### **Background**

2. The above proposals have been put forward as part of a proposed residential development off Dunmore Road, Oxford Road and Twelve Acre Drive. Plans showing the proposals are provided at Annexes 1 to 4.

#### **Consultation**

3. Formal consultation on the proposal was carried out between 25 April and 25 May 2018. A public notice was placed in the Abingdon Herald newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse District Council, Abingdon Town Council, Radley Parish Council and local County Councillors. Street notices were placed in the vicinity of the proposed crossing locations.
4. Four separate responses were received in total, comprising of:

<b>Crossing Location</b>	<b>Support</b>	<b>Object</b>	<b>No objection / opinion</b>
Dunmore Road (East)	2	1	1
Dunmore Road (West)	2	1	1
Dunmore Road Pegasus	2	1	1
Twelve Acre Drive	2	-	2
Oxford Road	2	-	2

5. These responses are summarised at Annex 5 with copies of the full responses available for inspection by County Councillors.

### **Response to objection and other comments**

6. Thames Valley Police (TVP) did not object but raised concerns regarding the speed of traffic in the vicinity of the proposed Oxford Road crossing specifically. They were also keen that the crossing should not be implemented until work had begun, due to some of the proposals currently leading to open farm land.
7. In response to TVP's concerns, speed surveys have been carried out and the correct vision splays will be achieved. The Oxford Road toucan crossing will sit within a proposed 40mph which will be the subject of consultation. Implementation of the Oxford Road crossing, along with all the others, will not take place until the infrastructure around them has been installed.
8. The 'North Abingdon Local Planning Group' welcomed the crossings, citing that they will provide necessary pedestrian, cycle and the occasional horse access to and from the new North Abingdon estate. However, they did raise a similar concern to TVPs regarding the proposed crossing on Oxford Road and the current 50mph speed limit.
9. The objection received from a local resident was made on the grounds of the positioning of the access points to the new development and their relationship to the location of the proposed crossings, specifically the proposed toucan and Pegasus crossings to the west of Boulter Drive, which were considered to be too close to this junction resulting in a risk to safety and an impact on the flow of traffic in the vicinity. This crossing is, however, positioned approximately 130 metres from the junction and so fully complies with national advice on the siting of signalled crossings in respect of nearby junctions.

### **How the Project supports LTP4 Objectives**

10. The proposals will help facilitate the safe movement of traffic.

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

11. Funding for the proposed crossings and bus stop clearways has been provided from the developers of land off Dunmore Road, Oxford Road and Twelve Acre Drive.

### **RECOMMENDATION**

12. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to introduce toucan crossings (signalled crossings for pedestrians and pedal cyclists), a Pegasus crossing (a signal controlled crossing for horse riders) and bus stop clearways at Dunmore Road, Oxford Road and Twelve Acre Drive at Abingdon and Radley as advertised.**

OWEN JENKINS  
Director for Infrastructure Delivery

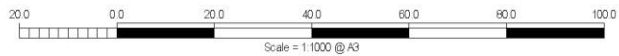
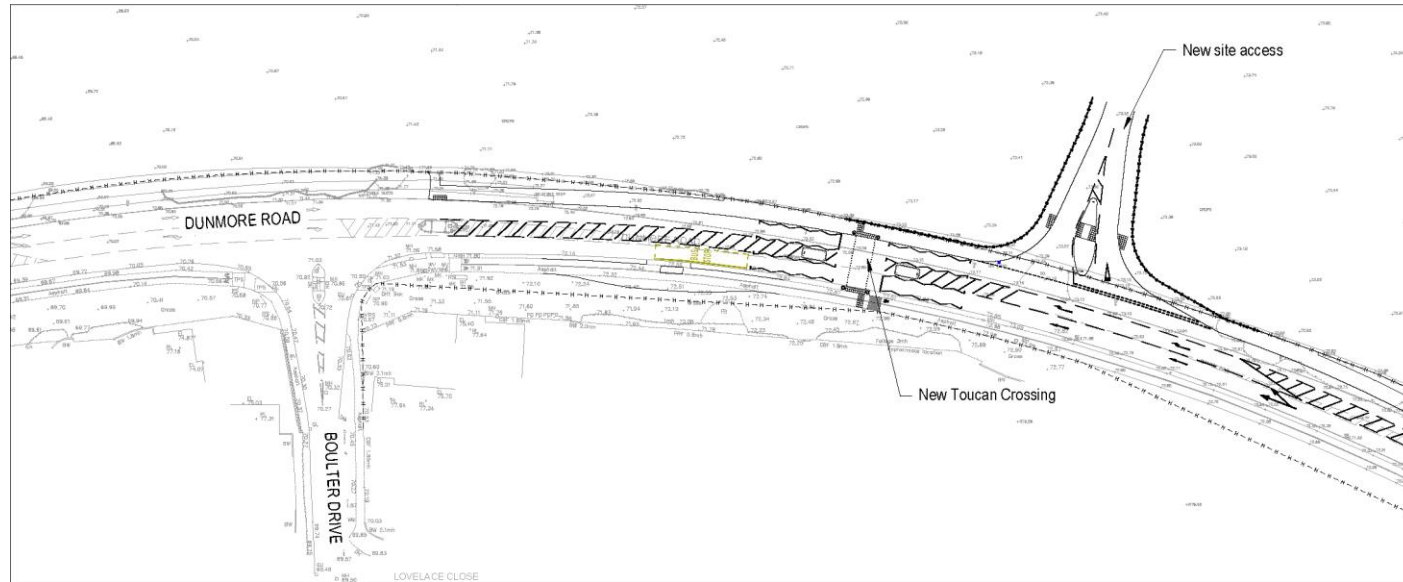
Background papers:        Plan of proposed waiting restrictions  
   Consultation responses

Contact Officers:            Hugh Potter 07766 998704

July 2018



LOCATION PLAN  
Scale: 1:10000



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**New Toucan Crossing**  
Dunmore Road, Abingdon  
**CONSULTATION PLAN**

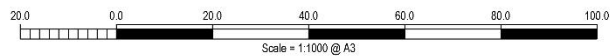
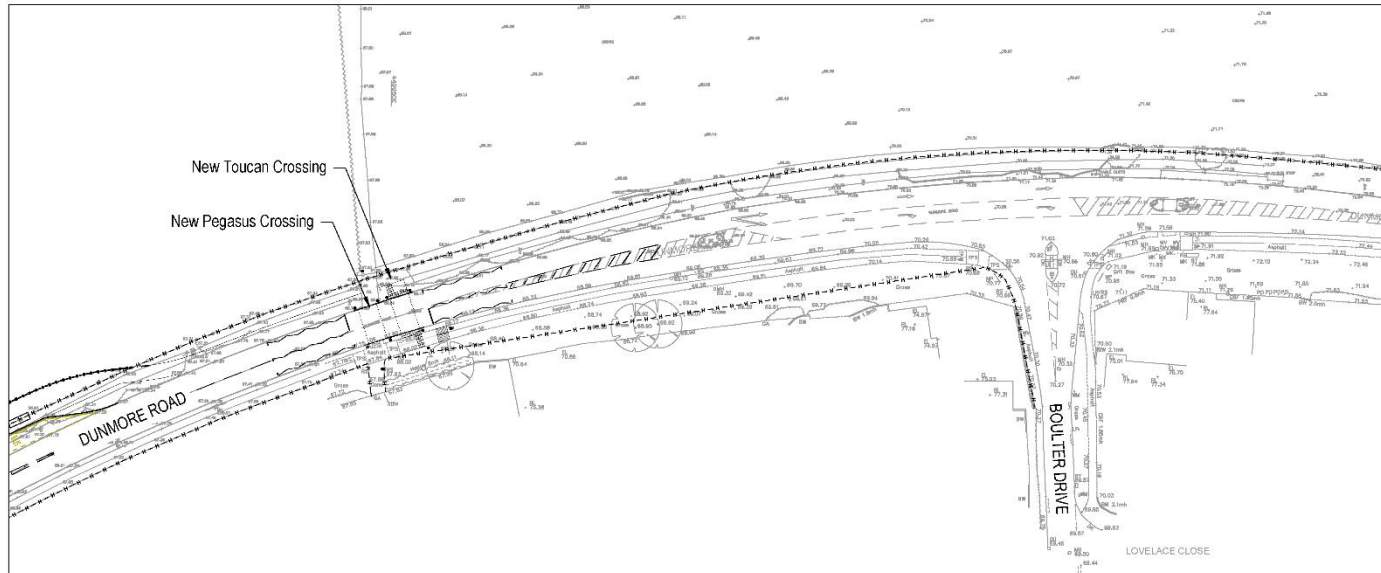
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Date	March 2018



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LOCATION PLAN  
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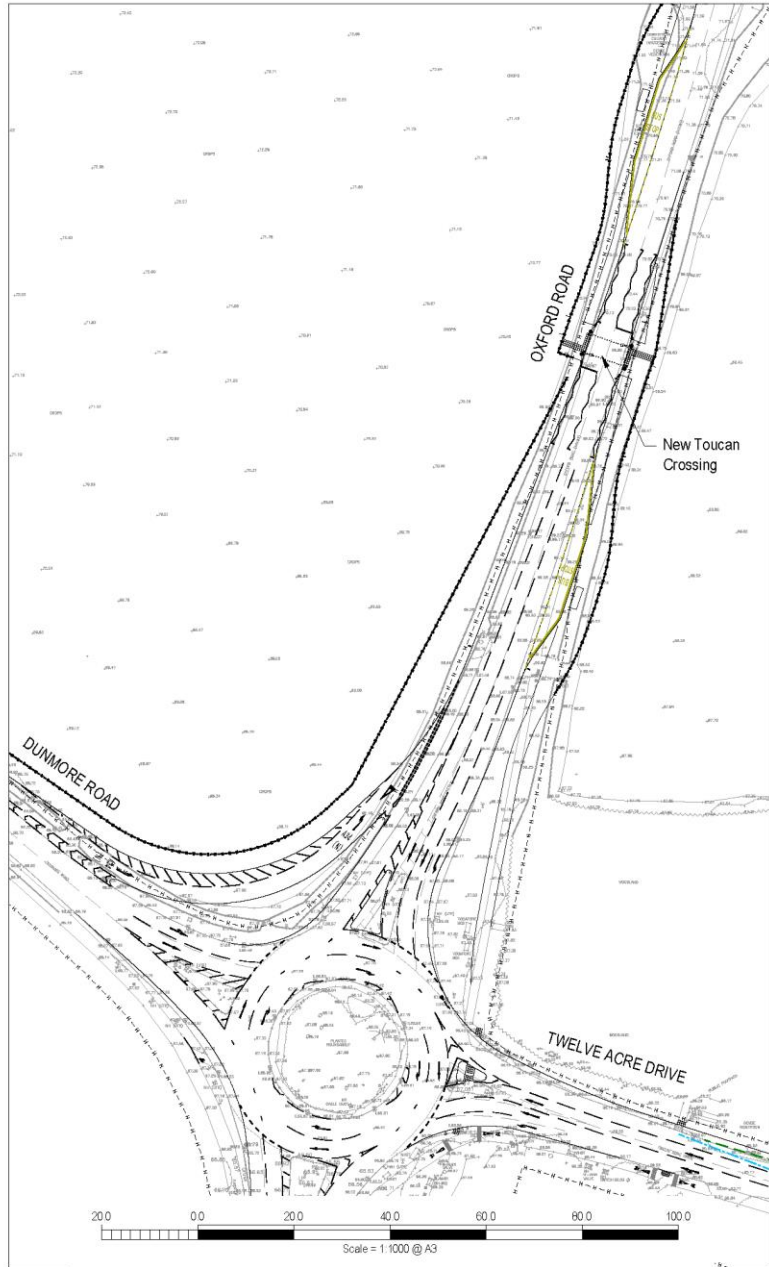
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**New Toucan and Pegasus Crossing**  
Dunmore Road, Abingdon  
**CONSULTATION PLAN**

Scale	As shown @ A3
Date	March 2018

CMDE6



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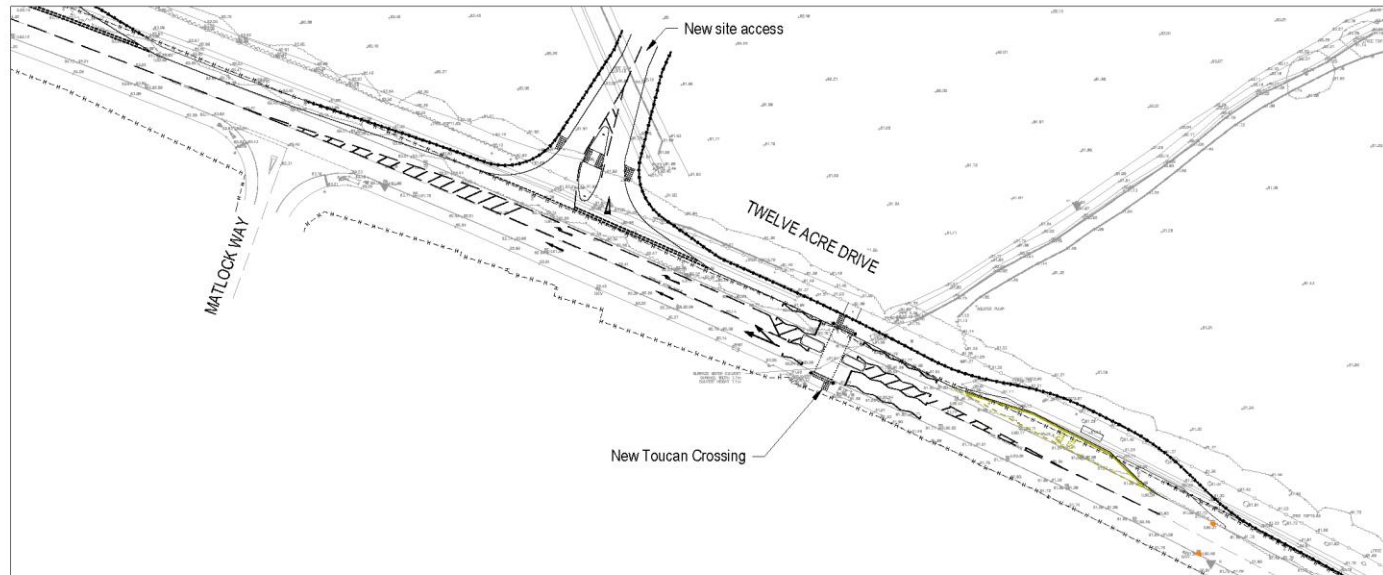


New Toucan Crossing  
 Oxford Road, Abingdon  
 CONSULTATION PLAN

Scale	As shown @ A3
Date	March 2018



LOCATION PLAN  
Scale: 1:10000



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New Toucan Crossing  
Twelve Acre Drive, Abingdon  
CONSULTATION PLAN

Scale	As shown @ A3
Date	March 2018

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> - I assume that the necessary speed monitoring has already taken place and that all crossings fully meet latest legislative requirements for each individual crossing.</p> <p>In relation to the proposed crossing for Oxford road it is unclear from the current plan where this crossing will sit in relation to the current change in speed limit from 30/50. Are you aware of a proposal to change the position of the speed limit change on this road as part of this new design. In the current layout I fear current approach speeds may already be too high.</p> <p>Can I assume these measures will not be implemented until development begins as the current proposals at some new crossings lead only to open farm land.</p>
(2) Online Response, (unknown)	<p>Dumore Road (East) – <b>Support</b> – <i>No response</i>  Dunmore Road (West) – <b>Support</b> – <i>No response</i>  Dunmore Road Peagasus – <b>Support</b> – <i>No response</i>  Twelve Acre Drive – <b>Support</b> – <i>No response</i>  Oxford Road – <b>Support</b> – <i>No response</i></p>
(3) Local Resident, (Lovlace Close, Abingdon)	<p>Dumore Road (East) – <b>Object</b> – The toucan crossings proposed on the Dunmore Road are based upon the outline plans and the location of the new junction into the development. The location of the junction seems poorly thought through as it is too close to Boulter Drive, which already has significant traffic flows to access the existing school, doctors, chemist, nursery and community centre. Therefore, for safety reasons, impact of traffic flows etc the developers should be asked to rethink where the access points to the development should be positioned - then the location of crossings should be explored. There are other points along the proposed development where an access junction could be put in that is not so close to a busy junction such as Boulter drive. I would hope that the highways department would consider this in their risk/traffic impact assessments and not just accept the developers initial design.</p>

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	<p>Dunmore Road (West) – <b>Object</b> – <i>No response</i>  Dunmore Road Peegasus – <b>Object</b> – <i>No response</i>  Twelve Acre Drive – <b>No opinion</b>  Oxford Road – <b>No opinion</b></p>
<p>(4) North Abingdon Local Planning Group, (Boulter Drive, Abingdon)</p>	<p>Dunmore Road (East) – <b>Support</b> – The crossings proposed will provide necessary pedestrian, cycle and the occasional horse access to and from the new North Abingdon estate. They will ease the task of safely crossing Dunmore Road where the Bridle path crosses, which is often difficult. The crossings and related road hatching may slow down and group together the traffic flow on Dunmore Road and Twelve Acre Drive. This might it easier to make right turns onto these roads from the existing estates which is a concern for the existing residents. We will see! NALPG still think that a roundabout would be a better solution than a T junction at the main entrance to the new estate, at the top of the hill, near to the 'Local centre'. NALPG also still think that a wide underpass with an open aspect (as in Milton Keynes) would be a much better option – though expensive - instead of the proposed Toucan crossing on the Oxford Road. The crossing on the Oxford Road will complicate and likely delay traffic flows at the Peachcroft roundabout. People using the crossing will be vulnerable to vehicles speeding down Lodge Hill towards Peachcroft roundabout, so we expect the speed limit of 50mph to be lowered.</p> <p>Dunmore Road (West) – <b>Support</b> – <i>See previous comments</i>  Dunmore Road Peegasus – <b>Support</b> – <i>See previous comments</i>  Twelve Acre Drive – <b>Support</b> – <i>See previous comments</i>  Oxford Road – <b>Support</b> – <i>See previous comments</i></p>

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Division(s): Eynsham
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## CABINET MEMBER FOR ENVIRONMENT – 12 JULY 2018

### EYNSHAM: THORNBURY ROAD & WITNEY ROAD - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

#### Introduction

1. This report presents responses received to a statutory consultation on a proposal to introduce waiting restrictions on Thornbury Road, Old Witney Road, Witney Road, Bartholomew Close and Willow Edge Eynsham.

#### Background

2. The above proposals have been put forward as part of a proposed residential development off Thornbury Road, and also in response to concerns over road safety and traffic delays arising from parking on Witney Road and adjacent side roads raised by Eynsham Parish Council. Plans showing the proposal are provided in Annex 1 & 2.

#### Consultation

3. Formal consultation on the proposals was carried out between 3 May and 11 June 2018. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Eynsham Parish Council and the local County Councillor. Street notices were also placed near the proposed waiting restrictions and letters sent directly to approximately 130 properties in the vicinity.
4. Twenty-four responses were received in total, comprising:

Location	Support	Object	Concerns	Neither / No Opinion
<i>General Area*</i>	2	2	5	5
Thornbury Road	7	2	-	1
Witney Road (DYL)	5	5	-	1
Witney Road (SYL)	6	4	-	1
Old Witney Road	5	4	-	-
Bartholomew Close	6	1	-	2
Willows Edge	7	-	-	2

\* these commented on the proposals overall and did not necessarily mention a specific location.

5. The responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors.

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

6. Thames Valley Police did not object but suggested the proposals will be reliant on good driver behaviour and would be a low priority in terms of enforcement action. Several of the other responses from members of the public also raised concerns that the proposed restrictions would not be sufficiently enforced.
7. It is accepted that enforcement resources are unfortunately always likely to be a problem, including in West Oxfordshire where civil enforcement operates. The main concern regarding parking in this area is that of parents dropping off and picking up at the school and the proposals for single yellow lines are restricted to school demand times specifically to enable effective targeted enforcement at these times.
8. Councillor Charles Mathew, the local member, noted in his response the concerns that had previously been raised by residents over the suitability of Thornbury Road as an access to the development and the consequential impact on parking at the time of the planning application for this site.
9. West Oxfordshire District Council expressed support for the proposals as a way to mitigate parking pressures in the area which would likely be exacerbated by the new development.
10. Twenty-one responses were received from residents. As indicated in the table above there was general support for the proposals in Bartholomew Close, Thornbury Road and Willow Edge. Views on the proposals for Witney Road, and Old Witney Road were more mixed. Those objecting to the proposals here expressed concern over the loss of parking and resulting inconvenience, in particular, for visitors, noting that while the properties have off-street parking that, on occasions, was insufficient. Concerns were also expressed about displacement of parking where it would inconvenience other residents, including onto the part of Witney Road where single yellow lines are proposed.
11. While noting the above concerns, the proposals for Witney Road and Old Witney Road, which were identified by Eynsham Parish Council, aim to address significant concerns over safety and traffic obstruction, particularly at school journey times and it is considered that any inconvenience to residents (including as a result of any displaced parking) will be limited. It should also be noted that there is a car park in Clover Place - adjacent to Bartholomew School - that typically has spaces available at school journey times. Should the proposals be approved, their effect will be monitored and consideration given to further changes subject to funding being available.

### **How the Project supports LTP4 Objectives**

12. The proposals would help facilitate the safe movement of traffic.

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

13. Funding for the proposed waiting restrictions has been provided from the developers of land off Thornbury Road and from contributions negotiated from the re-development of the old Star Inn for parking amendments.

### **RECOMMENDATION**

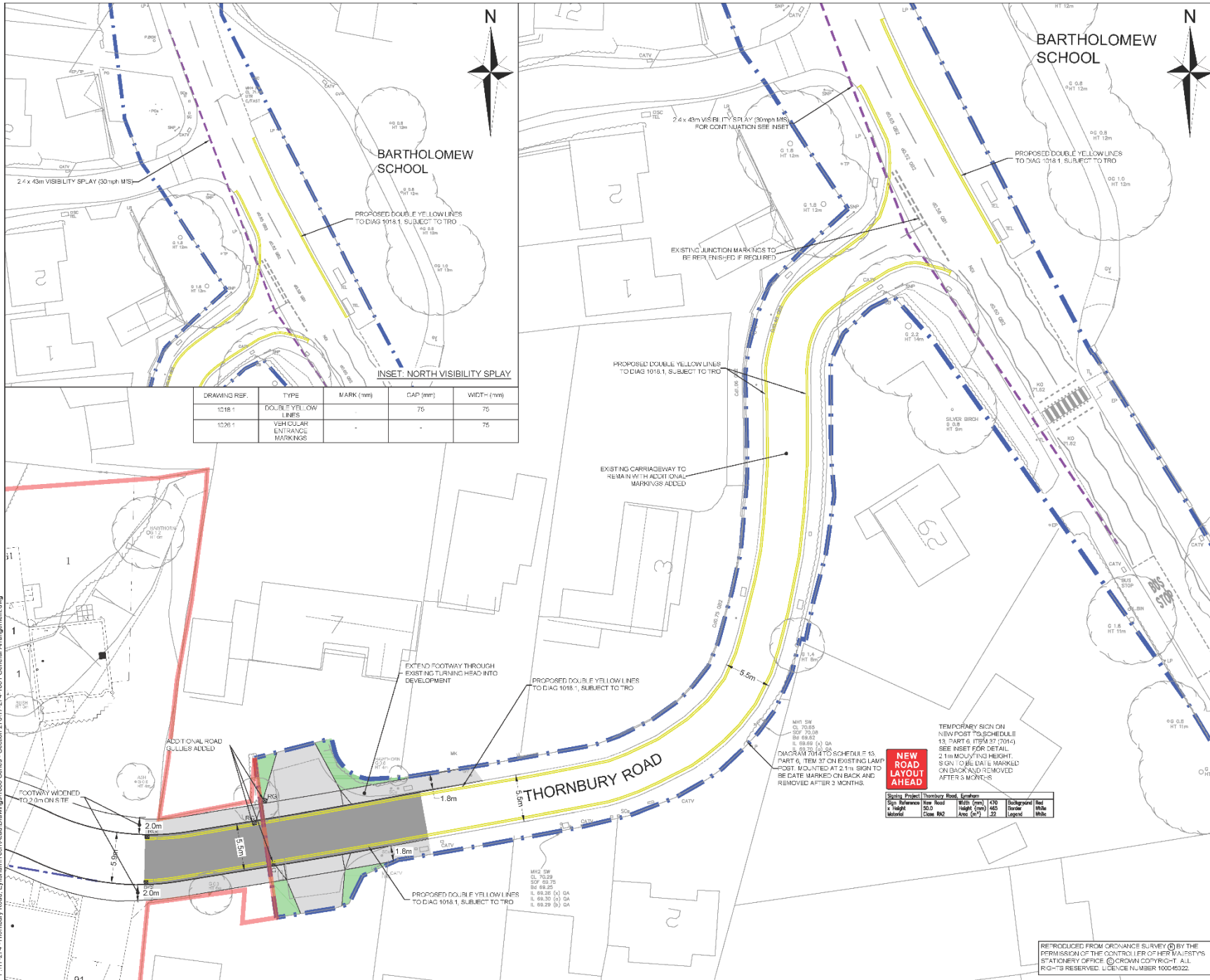
14. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce waiting restrictions on Thornbury Road, Old Witney Road, Witney Road, Bartholomew Close and Willow Edge Eynsham as advertised.**

OWEN JENKINS  
Director for Infrastructure Delivery

Background papers:            Plan of proposed waiting restrictions  
   Consultation responses

Contact Officers:                Hugh Potter 07766 998704

July 2018



DRAWING REF.	TYPE	MARK (mm)	CAP (mm)	WIDT (mm)
1018 1	DOUBLE YELLOW LINES	-	75	75
1026 1	VEHICULAR ENTRANCE MARKINGS	-	-	75

- NOTES**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE MANUAL FOR CONTRACT DRAWINGS, VOLUME 1, SPECIFICATION FOR HIGHWAY WORKS, OXFORDSHIRE COUNTY COUNCIL SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED.
  - IF THERE IS ANY AMBIGUITY BETWEEN THE SPECIFICATION AND THE DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY INFORM THE ENGINEER.
  - ALL MATERIALS AND WORKMANSHIP SHALL COMPLY FULLY WITH THE MANUAL FOR CONTRACT DOCUMENTS FOR HIGHWAY WORKS, VOLUME 1, SPECIFICATION FOR HIGHWAY WORKS AND OXFORDSHIRE COUNTY COUNCIL SPECIFICATION AND STANDARD DETAILS OR AS AMENDED BY WEST OXFORDSHIRE DISTRICT COUNCIL.
  - NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PERMISSION FROM THE ENGINEER.
  - CONTRACTOR TO LOCATE THE POSITION AND DEPTH OF ALL SERVICES BEFORE COMMENCING SITE CLEARANCE WORKS.
  - ALL TOPSOIL STRIPPED FOR REUSE ON VERGES ETC. TO BE STOCKPILED AT A LOCATION TO BE AGREED WITH THE ENGINEER.
  - PROTECTIVE FENCING/ SITE HOARDING TO BE PROVIDED AS AGREED WITH THE ENGINEER AND CCC.
  - ALL EXISTING CARRIAGEWAY MARKINGS AFFECTED BY THE PROPOSALS SHALL BE SANDWATER BLAS AND REMOVED AS SOON AS THEY BECOME SUPERFLUOUS OR A HAZARD TO TRAFFIC.
  - ALL EXISTING SERVICE COVERS FROM WORK TO BE ADJUSTED TO SUIT PROPOSED LEVELS WITH THE APPROVAL OF THE APPROPRIATE STATUTORY UNDERTAKER.
  - STATUTORY SERVICE DIVERSION WORKS TO BE AGREED WITH THE APPROPRIATE STATUTORY UNDERTAKER.
  - EXTENT OF TREE REMOVAL TO BE AGREED WITH THE ARBORICULTURAL CONSULTANT.
  - ANY DAMAGE CAUSED TO THE EXISTING HIGHWAY DURING THE WORKS SHALL BE REPAIRED TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR.
  - THE EXISTING PUBLIC HIGHWAY MUST NOT BE USED AS SITE ROADS OR SITES FOR STOCKPILING AND STORAGE OF PLANT, MATERIALS OR EQUIPMENT. THE DEVELOPER SHALL BE LIABLE FOR THE COST OF REINSTATEMENT IF ANY DAMAGE HAS BEEN CAUSED TO THE HIGHWAY.
  - NO WORKS TO COMMENCE UNTIL THE TRAFFIC MANAGEMENT SCHEME HAS BEEN APPROVED IN WRITING.
  - NO WORKS TO START UNTIL THE AGREEMENT IS SIGNED AND WRITTEN APPROVAL FROM CCC S278 ENGINEER IS GIVEN.

**LEGEND:**

- EXISTING HIGHWAY BOUNDARY
- 2.4m x 4.3m VISIBILITY SPLAY (30mph MS)
- SITE BOUNDARY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY HARDSTANDING
- PROPOSED VERGE
- PROPOSED HIGHWAY GULLY

**SUBJECT TO TECHNICAL APPROVAL**

C	DOUBLE YELLOW LINES CONTINUED THROUGH THORNBURY ROAD	LF	RM	17-24-18
D	DESIGNED FOR TECHNICAL APPROVAL	LF	RM	17-23-18
A	UNLIMITED TO SUIT CLIENT COMMENTS	LF	RM	17-23-18

**NEW ROAD LAYOUT AHEAD**

TEMPORARY SIGN ON NEW POST TO SCHEDULE 13, PART 6, ITEM 37 (2014) SEE INSET FOR DETAIL. 2.1M HOULYING HEIGHT. SIGN TO BE DATE MARKED ON BACK AND REMOVED AFTER 3 MONTHS.

Sign	Reference	Text	Height (mm)	Area (cm <sup>2</sup> )	Background	Letter
1	1	NEW ROAD LAYOUT AHEAD	450	465	White	White

**ODYSSEY**

Thornton Road, Eynsham, Oxfordshire, OX29 9JF  
Tel: 01235 831111  
www.odyssey.co.uk

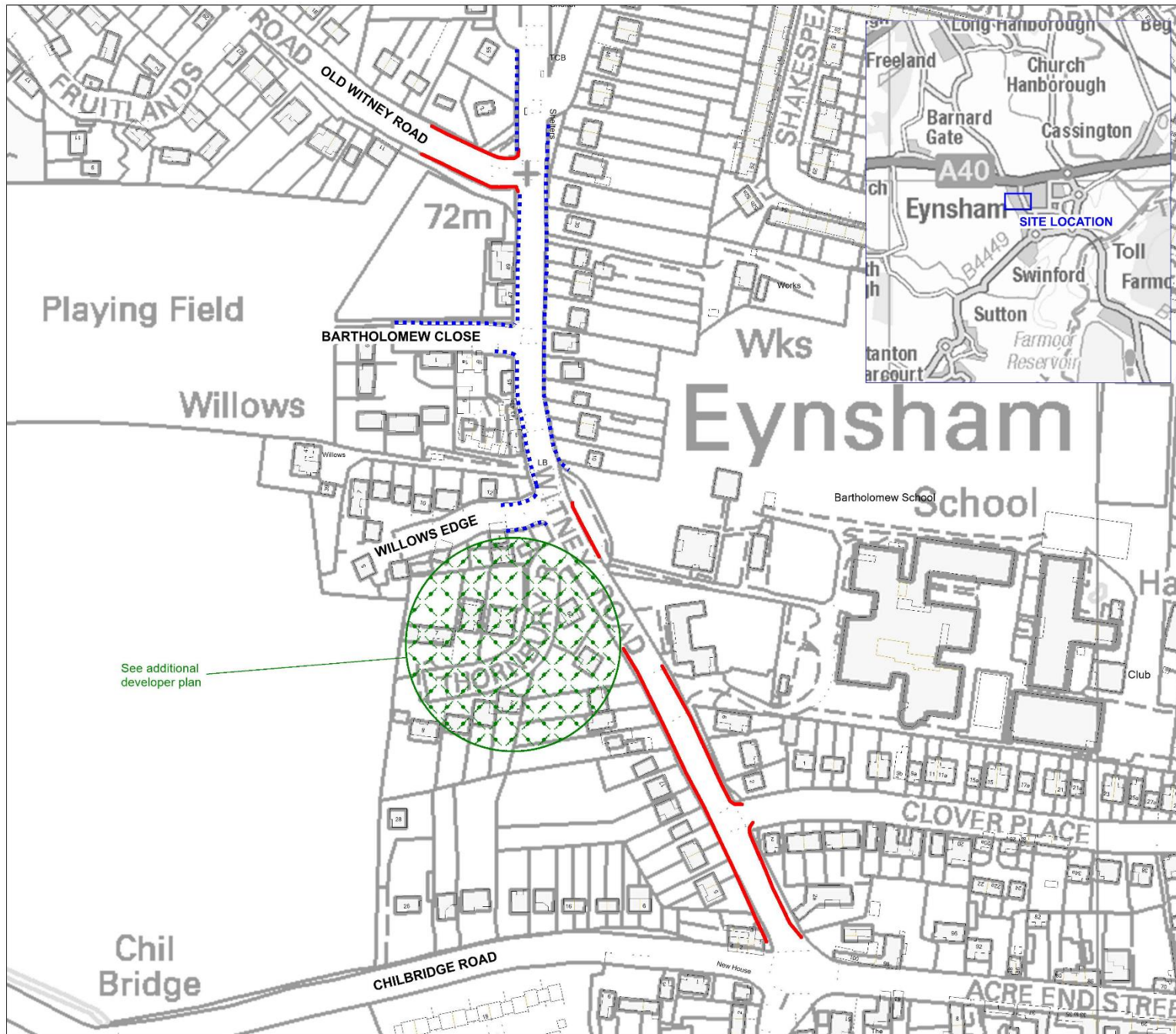
**Taylor Wimpey**


17-274 Thornbury Road, Eynsham, Oxfordshire, OX29 9JF

**THORNBURY ROAD, EYNSHAM**

**SECTION 278 AGREEMENT GENERAL ARRANGEMENT**

Scale: 1:200 @ A1 Date: JAN 18 Drawn: SD Checked: RM Date: 17-274/1001



Drawing No.	Revision 1						
<p>— Proposed "No waiting at any time" parking restriction.</p> <p>- - - Proposed "No waiting Monday to Friday, 8am to 9am &amp; 2.30pm to 3.30pm" parking restriction.</p>							
<p>Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2016. 100023343</p>							
							
<p>Owen Jenkins Director Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: (0345) 310 1111</p>							
<p><b>OXFORDSHIRE COUNTY COUNCIL</b></p>							
<p>CONSULTATION PLAN</p>							
<p>WITNEY ROAD AREA (EYNSHAM) PROPOSED PARKING RESTRICTIONS</p>							
Drawing Status							
(not to scale)	<table border="1" style="width: 100%; border-collapse: collapse; font-size: x-small;"> <tr> <td style="width: 25%;">Drawn by: CJM</td> <td style="width: 25%;">Checked by:</td> <td style="width: 25%;">Approved by:</td> </tr> <tr> <td>Date drawn: 16/04/2018</td> <td>Date checked:</td> <td>Date approved:</td> </tr> </table>	Drawn by: CJM	Checked by:	Approved by:	Date drawn: 16/04/2018	Date checked:	Date approved:
Drawn by: CJM	Checked by:	Approved by:					
Date drawn: 16/04/2018	Date checked:	Date approved:					
Drawing No.	Revision 1						

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> - This matter has been discussed previously and is known to Police. The school residents parking has been subject of complaints in these areas from time to time. Other areas in the village are covered by restrictions which are the responsibility of West Oxon DC as civil enforcement agency.
(2) Cllr Charles Mathew, (Eynsham Division)	<b>Concerns</b> - Acknowledges the valid concerns raised by residents, especially as all this was heartily raised at the time of the Planning Application and by me to Oxfordshire County Council but totally dismissed at the time.
(3) West Oxfordshire District Council, (Planning and Strategic Housing)	<b>Support</b> - Unrestricted parking is seen as an issue on the roads within the vicinity of Bartholomew School. This issue is potentially set to be exacerbated further due to the development of land to the West of Thornbury Road.
(4) Local Resident, (Thornbury Road, Eynsham)	<p><u>Thornbury Road</u> – <b>Object</b> - When Oxfordshire County Council Highways Department passed Thornbury Road fit as the sole access for the development of the land West of Thornbury Road for the construction of 160 dwellings (against the advice of the school and all local residents) had the surveyors envisaged the appalling restrictions now being proposed I wonder? In our view No Waiting at Any Time (double yellow lines) should be limited solely to Thornbury Road on both sides for no more than 90 metres from the Witney Road.</p> <p><u>Witney Road Area</u> – <b>Object</b> - No further restrictions should be placed on the roads around. Consideration should be given to local residents, who from time to time have visitors or carers attending the infirm who wish to park outside the premises they have come to visit, as they have always done. In addition, parents who live outside the Bartholomew School Catchment Area who during term time daily bring and collect their children, need time to drop off their offspring in the morning and park up for twenty minutes or so in the late afternoon prior to taking their children home must be allowed to continue doing that.</p> <p>The draconian proposals being made by the council are just not acceptable. Should all the proposals you list be railroaded through you will need to provide a parking attendant every day to ensure compliance with police back up to keep the peace.</p>



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	<p>If as now seems to be the case, the developers consider the road access to be inadequate for the construction of 160 houses (a point made repeatedly by local residents but ignored by the council during the planning stage) perhaps the construction of 160 houses should be delayed until a new road access to the site has been provided from the A40.</p>
<p>(5) Local Resident, (Witney Road, Eynsham)</p>	<p><u>Witney Road Area</u> – <b>Object</b> - We are already plagued by pick-ups from Bartholomew School also the growing number of park and riders relative to the bus stops by the service road. We have already had confrontation with these people who park very inconsiderately outside our houses on our parking facilities.</p> <p>I would put to you that before if you do go ahead with you proposal you need to consider our already existing problems with these people. Maybe you make the service roads resident only parking.</p>
<p>(6) Local Resident, (Chillbridge Road, Eynsham)</p>	<p><b>Object</b> - There is no reason for 24 hour a day parking restriction, 7 days a week and 52 weeks a year when the problem is only limited during the weekday and only in term time.</p> <p>Your proposal SHOULD BE FOR ALL proposed parking to be SINGLE yellow except for the S bend in Thornbury road where double will be needed when the houses are built. The southern end of restrictions should end at Clover place junction. If these proposals are introduced Where are the parents to drop and pick up their children please?</p>
<p>(7) Local Resident, (Witney Road, Eynsham)</p>	<p><b>No objection</b> - Whilst we are happy about the proposed restrictions we are very concerned about what will transpire regarding the layby roads in Witney Road. We already have problems with school traffic and people parking for the bus stop and feel the proposed restrictions will exacerbate the situation. We therefore put a proposal forward that these layby roads be for residents parking only.</p>
<p>(8) Local Resident, (Witney Road, Eynsham)</p>	<p><b>Object</b> - Yellow lining out-side Bartholomew school (no parking) will only push the parents picking up at end and beginning of school times towards the A40 or in to Clover place which is already busy with parked cars.</p> <p>I do not at all agree with no parking (double yellow lines) in to old Witney Rd this will again only get cars to park further down old Witney Rd and WHERE are the parents who bring their children going to park who are attending the nice well-equipped play park?</p>

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	<p>The money could be better spent on pot holes making the roads safer for all to use including cyclist and motor bikes users.</p> <p>The conifer hedge from Willow nursery school could be REMOVED or cut WELL BACK to make better visibility for pulling out of Old Witney Rd.</p> <p>Restricted car parking could be make on the waste land at the end of Old Witney Rd/ Witney Rd so parent could park in new spaces for use for the play park (1 hours stay could be restricted time).</p>
<p>(9) Email Response, (unknown)</p>	<p><b>No objection</b> - It was obvious that something would have to done when permission was given for Thornbury Road to be the only access to the large estate to the west, opposite the Bartholomew School. However, I don't think it should be necessary for it to be a 24hour ban. Surely 6am to 8pm would be sufficient?</p>
<p>(10) Local Resident, (Witney Road, Eynsham)</p>	<p><b>Concerns</b> - Whilst I would agree something has to be done with the impending house building soon to start and we would agree with most of the proposals, but feel there is some lack of thought gone into some of them:</p> <p>1. There is a children's play park at the entrance of old Witney Rd, there is no provision for any parking when there is room for a minimum of two spaces which could be on a two hour stay max and they will now be forced to park further into old Witney rd. They will now have to walk down a road with no pavement on that side or cross the road that we are expecting to have up to an extra 100 car journeys in it due the passing of plans for 77 new houses.</p> <p>2.We are also blighted by park and riders which will now be forced to park further up the road making pulling out of your drive will be more hazardous with the extra cars. My thought is you may move the school problem to back lane where they will wait and encourage their children to leave by the rear entrance, human nature being what it is. Our other query is how will this be enforced as I am sure the lack of money will be the cry so lines and rules are only any good if they can be enforced.</p>
<p>(11) Local Resident, (Willows Edge, Eynsham)</p>	<p><b>No objection</b> - Provision of a single yellow line is unlikely to be prevent parents parking along the length of road in question as it would unlikely be properly policed.</p> <p>More importantly, you would be giving the 'green-light' for people to park on these lines outside restricted hours, which</p>



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	<p>would block clearly defined sight lines, making it difficult for traffic coming in and out of Willows Edge.</p> <p>With the increase in traffic flows which is bound to occur might I suggest that the two 24 metre lengths of willows edge be also made into double yellow lines?</p>
<p>(12) Email Response, (unknown)</p>	<p><b>No objection</b> - I would be very surprised if double yellow lines would make any difference at all. We have other areas in Eynsham that have double yellow lines and it doesn't make any difference there. I have only seen a traffic warden in the village once (in the car park). Obviously apart from the daily routine of a school there are school trips leaving and returning at all hours of the day and other events such as parents evenings etc when obviously there are cars parked everywhere.</p> <p>Even though we have a car park in Eynsham it can be very difficult to find a space there even if just going to the Medical Centre. This car park is used also by pupils from Bartholomew School and people from nearby villages that don't have a bus service.</p> <p>I think the situation will only be made worse when the housing west of Thornbury Road is occupied. According to Taylor Wimpey Oxfordshire County Council's policy is for each dwelling to have 1.5 parking spaces. So one can only wonder where the other vehicles (most people of driving age have the use of a vehicle) will park.</p> <p>In Thornbury Road there is a car parked from Star Close (they only have one space per dwelling) another one from Witney Road (the owner has 7 cars in his driveway that I have never seen move) and people that live in Freeland to use our very good bus service.</p>
<p>(13) Local Resident, (Witney Road, Eynsham)</p>	<p><b>Support</b> - Although we agree that restrictions are necessary we would ask that you consider in addition to what you have suggested further restrictions to include the private road area outside even nos. 38- 60. Our road is used as a park and ride site and as a school drop off and pick up point already by parents.</p> <p>At times it is difficult to access my home –we live at 40 Witney road; Cars Park on the grass without any thought to damage and safety of residents.</p> <p>What you are proposing will force more cars to this area. Children wait for the bus on this piece of road and do play on the grass. I have no idea why cars do not park on the well maintained curbed slip road on the other side of the road which is clearly maintained and council owned. Eynsham, it seems attracts lazy and thoughtless drivers as already</p>

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	<p>mentioned, who use our road as a park ride for Oxford.</p> <p>The car park in the village centre is often full. I would ask that our road, the Private road access to even numbers 38-60 Witney road be kept for residents and access only.</p>
<p>(14) Local Resident, (Witney Road, Eynsham)</p>	<p><b>Concerns</b> - Whilst we are happy about the proposed restrictions we are very concerned about what will transpire regarding the layby roads in Witney Road. We already have problems with school traffic and people parking for the bus stop and feel the proposed restrictions will exacerbate the situation. We therefore put a proposal forward that these layby roads be for residents parking only.</p>
<p>(15) Local Resident, (Thornbury Road, Eynsham)</p>	<p><b>Concerns</b> - As nice as it would be to have less cars parking in Thornbury Road and surrounding areas I would be very surprised if double yellow lines would make any difference at all. We have other areas in Eynsham that have double yellow lines and it doesn't make any difference there. I have only seen a traffic warden in the village once (in the car park). Obviously apart from the daily routine of a school there are school trips leaving and returning at all hours of the day and other events such as parents evenings etc when obviously there are cars parked everywhere.</p> <p>Even though we have a car park in Eynsham it can be very difficult to find a space there even if just going to the Medical Centre. This car park is used also by pupils from Bartholomew School and people from nearby villages that don't have a bus service.</p> <p>I think the situation will only be made worse when the housing west of Thornbury Road is occupied. According to Taylor Wimpey Oxfordshire County Council's policy is for each dwelling to have 1.5 parking spaces. So one can only wonder where the other vehicles will park.</p> <p>In Thornbury Road there is a car parked from Star Close (they only have one space per dwelling) another one from Witney Road (the owner has 7 cars in his driveway that I have never seen move) and people that live in Freeland to use our very good bus service.</p>
<p>(16) Local Resident, (Clover Place, Eynsham)</p>	<p><u>Thornbury Road</u> – <b>Support</b> – I am only supporting the no waiting at any time for Thornbury Road because of the new housing development which I understand will be accessed via this road.</p> <p><u>Witney Road (DYL)</u> – <b>Object</b> - I would support a time limited no waiting parking restriction for this area of Witney Road as there is not an issue with on-street parking outside school pick up/drop off times and would like the County Council</p>

	<p>to provide better justification for the need for a No Waiting At Any Time Restriction for this small section of Witney Road. However, I am concerned that any parking restriction will impact on parking in Clover Place and Back Lane which is already crowded with residential on-street parking. These roads already become very busy at school pick up/drop off times with cars accessing the village car park and the school rear entrance. A particular problem is parking on the bend by the car park. This corner is very tight and becomes very icy in winter. This led to an accident in December at School dropping off time in which a schoolchild was injured. A significant number of both primary school and secondary schoolchildren use these roads to travel on foot to and from their schools and visibility whilst crossing the streets is already reduced by the parked cars, causing a potential hazard. The inevitable increase in parking on these roads will only lead to more danger for children and will negate any positive effects from parking restrictions on Witney Road.</p> <p><u>Witney Road (SYL)</u> – <b>Object</b> – See above comments about the negative impacts on the surrounding streets.  <u>Old Witney Road</u> – <b>Object</b> – See above comments about the negative impacts on the surrounding streets.  <u>Bartholomew Close</u> – <i>No opinion</i>  <u>Willows Edge</u> – <i>No opinion</i></p>
<p>(17) Local Resident, (Witney Road, Eynsham)</p>	<p><u>Thornbury Road</u> – <b>Neither</b> – <i>No comment</i>  <u>Witney Road (DYL)</u> – <b>Object</b> - I am a resident of Eynsham and live on Witney Road. We park our two vehicles on our drive and not in the road. My objection to the double yellow lines would be the inconvenience which they would cause to any visitors and deliveries which we would have. It would mean that any visitor would not be able to park outside our house at any time. No alternative arrangement appears to have been considered such as parking permits. The present car park is extremely full during the day which would mean visitors could not park there. What do you suggest? I feel that these new proposals have only been put forward as a result of the new housing development in Thornbury Road. This development is already going to cause significant disruption to local residents with the added traffic and to add to that do we now have to have the inconvenience of double yellow lines outside our house? If this is because of the school as is claimed why can't restricted parking be put into place in Witney Road as suggested for Willows Edge and Bartholomew Close?  <u>Witney Road (SYL)</u> – <b>Support</b> – I would support this as the lesser of two evils.  <u>Old Witney Road</u> – <b>Object</b> – <i>No comment</i>  <u>Bartholomew Close</u> – <b>Support</b> – <i>No comment</i>  <u>Willows Edge</u> – <b>Support</b> – <i>No comment</i></p>
<p>(18) Local Resident, (Witney Road, Eynsham)</p>	<p><u>Thornbury Road</u> – <b>Object</b> – All this is going to do is send the problem further along Witney road into the two service roads which are not wide enough for parked cars and service vehicles e.g. dustman in the past a fire engine had</p>

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	<p>difficulty getting to a house due to bad parking. This development should not be happening it is putting children's lives at great risk and causing a great deal of stress for villagers Are you putting in extra car parks in the village this is the answer but where is the space I do not know</p> <p><u>Witney Road (DYL)</u> – <b>Neither</b> - This might cause a problem for the postbox etc</p> <p><u>Witney Road (SYL)</u> – <i>No opinion</i></p> <p><u>Old Witney Road</u> – <b>Object</b> – <i>how can you use playing field visit friends etc</i></p> <p><u>Bartholomew Close</u> – <i>No opinion</i></p> <p><u>Willows Edge</u> – <i>No opinion</i></p>
<p>(19) Online Response, (unknown)</p>	<p><u>Thornbury Road</u> – <b>Support</b> – planning should not have been given to a very bad road junction so near a school and a very nasty bend.</p> <p><u>Witney Road (DYL)</u> – <b>Support</b> - needs to go into the service roads for residents parking only.</p> <p><u>Witney Road (SYL)</u> – <b>Support</b> – <i>No comment</i></p> <p><u>Old Witney Road</u> – <b>Support</b> – Needs a proper parking space near the playing field.</p> <p><u>Bartholomew Close</u> – <b>Support</b> – <i>No comment</i></p> <p><u>Willows Edge</u> – <b>Support</b> – <i>No comment</i></p>
<p>(20) Local Resident, (Witney Road, Eynsham)</p>	<p><u>Thornbury Road</u> – <b>Support</b> – A narrow road, seems reasonable to restrict parking to aid access.</p> <p><u>Witney Road (DYL)</u> – <b>Object</b> - Apart from at school drop off and pick up times this area has not had parking problems. I would have thought single yellow would be adequate to control this and to also deter day long parkers. Also, I live at number 7 Witney Road. I work from this address and have done for 21 years. I have had permission granted to do this. I have patients who park directly outside at times as they sometimes have mobility problems, hence their visits. Single yellow lines that restrict parking during the noted school hours wouldn't affect this much, but double yellow lines could cause issues for some. Double yellow lines in this area would also cause the occasional parkers to move into Clover Place and Acre End Street. This would cause further issues there. Clover Place being narrower and Acre End Street being used by many non-locals who park there before catching a bus to Oxford. The local car park is mostly unusable as it is also used by non-locals to park in before setting off to Oxford for the day. Doing something useful about this might help alleviate parking on this side of the village generally.</p> <p><u>Witney Road (SYL)</u> – <b>Support</b> – <i>No comment</i></p> <p><u>Old Witney Road</u> – <b>Object</b> – I don't see why the single yellow option couldn't work better here. It helps to control the day long parkers without shifting problems generally elsewhere.</p> <p><u>Bartholomew Close</u> – <b>Support</b> – <i>No comment</i></p> <p><u>Willows Edge</u> – <b>Support</b> – <i>No comment</i></p>

<p>(21) Local Resident, (Witney Road, Eynsham)</p>	<p><u>Thornbury Road</u> – <b>Support</b> – <i>No comment</i>  <u>Witney Road (DYL)</u> – <b>Support</b> - <i>No comment</i>  <u>Witney Road (SYL)</u> – <b>Support</b> – <i>No comment</i>  <u>Old Witney Road</u> – <b>Support</b> – <i>No comment</i>  <u>Bartholomew Close</u> – <b>Support</b> – <i>No comment</i>  <u>Willows Edge</u> – <b>Support</b> – <i>No comment</i></p>
<p>(22) Local Resident, (Thornbury Road, Eynsham)</p>	<p><u>Thornbury Road</u> – <b>Support</b> – We entirely agree with the proposed double yellow lines in Thornbury Road, Though we really don't think that this will have any effect at all on the parking in the road. There are a few places in Eynsham that already have double yellow lines but lots of people don't seem to take any notice and still park there. I have only seen a traffic warden in Eynsham once. That was in the Car park. We think that it is entirely wrong to use Thornbury Road as the access in and out of this new housing estate. Not a suitable road for 400 vehicles a day. Especially so near to a school. We all understand that we need more housing and we think that the Developers of this ground should be made to pay towards a more safe/ suitable access. Which would then enable to build even more housing in the surrounding area.  <u>Witney Road (DYL)</u> – <b>Support</b> - We are concerned that if the side roads leading to Witney Road has double yellow lines then more cars might try and park in Witney Road. With so many coaches transporting children to and from school and the number of children walking to school we think this could be very dangerous.  <u>Witney Road (SYL)</u> – <b>Support</b> – <i>See above</i>  <u>Old Witney Road</u> – <b>Support</b> – <i>See above</i>  <u>Bartholomew Close</u> – <b>Support</b> – <i>See above</i>  <u>Willows Edge</u> – <b>Support</b> – <i>See above</i></p>
<p>(23) Local Resident, (Witney Road, Eynsham)</p>	<p><u>Thornbury Road</u> – <b>Support</b> – <i>No comment</i>  <u>Witney Road (DYL)</u> – <b>Support</b> - Please make it all of Witney road. we live opposite the school. regularly have to find people or phone the police, as people park over our drive and we cannot get our cars out. people also park outside our house to go to school, or catch a bus. these parking restrictions will concentrate the parking outside the houses which already put up with the worst of the parking. if there is a event in the evening at the school we cannot get in or out of our drive. this will make it worse.is this fair. please make it all permits or double yellow. we have all lived here for a long</p>

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	<p>time and fear we are being punished.  <u>Witney Road (SYL)</u> – <b>Object</b> – <i>All as above please do not push more of the parking outside house.</i>  <u>Old Witney Road</u> – <b>Support</b> – <i>No comment</i>  <u>Bartholomew Close</u> – <b>Object</b> – <i>No comment</i>  <u>Willows Edge</u> – <b>Support</b> – <i>No comment</i></p>
<p>(24) Local Resident,  (Witney Road, Eynsham)</p>	<p><u>Thornbury Road</u> – <b>Support</b> – <i>No comment</i>  <u>Witney Road (DYL)</u> – <b>Support</b> - I feel this restriction should be extended to include the first 10-15m of Clover Place. This is because there is already a lot of on-street parking in Clover Place which increases during school drop-off and pick-up times (particularly around the junction with Witney Road which decreases visibility to both road users and pedestrians). If the other restrictions are put in place for Witney Road, Thornbury Road, Willows Edge and Old Witney Road, it will push traffic to use Clover Place for waiting or parking.  <u>Witney Road (SYL)</u> – <b>Support</b> – <i>No comment</i>  <u>Old Witney Road</u> – <b>Support</b> – <i>No comment</i>  <u>Bartholomew Close</u> – <b>Support</b> – <i>No comment</i>  <u>Willows Edge</u> – <b>Support</b> – <i>No comment</i></p>