

Division(s): Headington & Quarry

## **CABINET MEMBER FOR ENVIRONMENT - 24 APRIL 2014**

### **HEADINGTON: LONDON ROAD SHARED USE FACILITY GREEN ROAD ROUNDABOUT TO GLADSTONE ROAD**

**Report by Deputy Director for Environment & Economy  
(Commercial)**

#### **Introduction**

1. This report details the results of a public consultation on the proposal to convert the length of footway on London Road, between the Green Road roundabout and Gladstone Road, to a shared use facility for use by both pedestrians and cyclists. Some minor amendments have been made to the proposals in line with comments received and the report recommends that approval be granted to proceed to implementation. A reduced scale plan showing the proposed location and layout of the proposed measure is attached at Annex 1.

#### **Background**

2. A number of comments and objections were previously received during the public consultation exercise for the London Road Improvement Scheme carried out in July/August 2013. Subsequently, a recommendation to review westbound cycling facilities on London Road was made in the Cabinet Member report for the improvement scheme.
3. Consequently, revised proposals have been prepared to address the concerns raised in the improvement scheme consultation. These were circulated to interested parties for comment and a site visit was carried out in September 2013 attended by County Councillor Roz Smith and a representative of Cyclox.
4. The main purpose of the proposals is to extend the existing shared use status of the southern footway on London Road from where it currently ends opposite Lyndworth Close westwards to Gladstone Road. Other key elements of the proposals include:
  - Localised widening of the footway on London Road adjacent to the proposed bus shelter to be installed on the southern footway of London Road opposite Lyndworth Close in order to minimise potential conflict between waiting passengers and cyclists.
  - Localised widening of the footway on London Road adjacent to the Colemans Hill playground area/Green Road roundabout in order to remove a pinch point on the existing section of shared use footway.

## CMDE4

- Conversion of the existing signal controlled crossing on London Road, located immediately east of the Northfield Road junction, to a Toucan crossing for use by cyclists and pedestrians.
  - Tightening of the kerb radii at the junction of Gladstone Road and London Road in order to assist in reducing vehicle entry speeds and shorten the distance pedestrians and cyclists have to cross at Gladstone Road.
5. This scheme is designed to link up with another cycling facility on the London Road, approved in February 2014, which will continue the cycle route from Gladstone Road westwards to Wharton Road. Together the facilities will contribute to increasing the numbers of people using the Oxonbikes scheme and therefore travelling sustainably between and within the Thornhill and Headington localities with consequent benefits in terms of personal health, the provision of a comprehensive cycle network in the area to enable access to employment, homes and services and reduce congestion and carbon emissions.

### **Consultation**

5. Public consultation on the proposed footway conversion was carried out between 10 January and 9 February 2014.
6. Consultation was carried out with emergency services, local County Councillors, Oxford City Council and road user groups. Residents within the length of the scheme area were also consulted as was the Local Mobility Issues Group. Copies of the public notice were posted on street furniture in the vicinity of the proposed scheme.
7. Eight responses have been received during the consultation process. One supporting the scheme, two supporting the scheme but with comments, four making general comments on the scheme and one objection.
8. The responses commenting on the scheme asked for the route to be entirely segregated rather than predominantly un-segregated as per the original proposals.
9. The objection received was based on;
- i) no mention of footway resurfacing has been made,
  - ii) cycle priority is not given at the Gladstone Road junction,
  - iii) the inappropriate use of double yellow line road markings at the Gladstone Road junction,
  - iv) physical segregation rather than a road marking should be provided along the route; either a level difference between the cycle route and the pedestrian route, or the use of concrete kerbs set into the footway.
10. Thames Valley Police do not object to the scheme but did offer some comments on the use of signs and lines. County Councillor Smith has not objected to the proposals but commented that she would prefer the construction of the two proposed cycle schemes on London Road to be carried out at the same time.

11. Of the responses received in favour, one was from a cycling group which had previously objected to the cycling proposals made in the initial London Road Improvement Scheme public consultation and two from members of the public.

### **Officers Comment on Consultation Responses**

12. A summary of responses received along with officer comment is included at Annex 2 to this report. Copies of the consultation responses are available for inspection in the Members' Resource Centre.
13. The majority of comments received support the initiative but make similar requests to segregate the proposed shared use facility on the grounds of safety. The proposals as originally consulted on included sections of segregated footway/cycleway adjacent to side-alleys to address potential conflict between cyclists and pedestrians. Beyond these sections the proposed facility would have been unsegregated as the route is straight with good forward visibility, has no side-alley entries and is generally 3 metres wide or more.
14. However, taking into account the requests made in the consultation responses, in particular those from Guide Dogs For The Blind, it is now proposed to amend the proposed scheme to include segregation between cyclists and pedestrians throughout except at the approaches to the proposed Northfield Road Toucan crossing conversion and in the vicinity of the relocated inbound bus stop opposite Lyndworth Close. This revised layout is shown at Annex 3.
15. Officer comments addressing the points raised in the objection received from Oxonian CC are contained at Annex 2.
16. On the matter of the timing of the construction of the current proposals and those previously approved, it is confirmed that (if approved) they will be concurrent.

### **How the Project Supports LTP3 Objectives**

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

### **Equality and Inclusion**

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

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

18. Staff resources from the Highways and Transport Service will be required to deliver the project.
19. These proposals will be joint-funded by the allocated LSTF revenue grant and the Council's capital budget.

## **RECOMMENDATION**

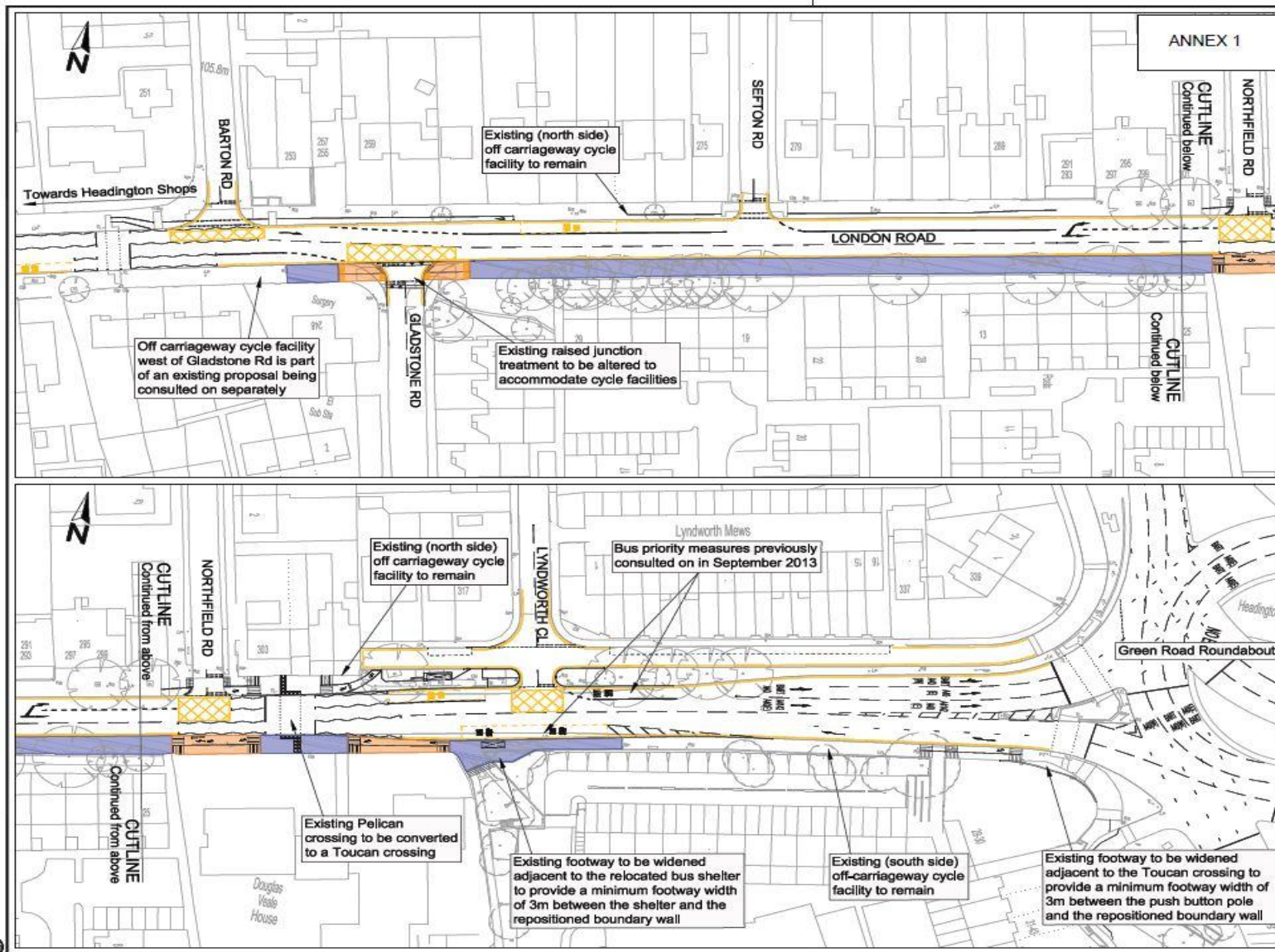
20. **The Cabinet Member for Environment is RECOMMENDED to approve the conversion of the length of footway from Green Road roundabout to Gladstone Road to shared use facility (partly segregated, partly unsegregated as described in this report at Annex 3) and to progress to its delivery in 2014/15 as part of the overall London Road Improvement Scheme**

MARK KEMP  
Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation Documentation

Contact Officer: Jim Daughton

April 2014



Drawing No. S-000634/CON/000/003		Revision 0	
<b>KEY:</b>			
<span style="display: inline-block; width: 15px; height: 10px; background-color: #4a7ebb; border: 1px solid black;"></span>	Proposed length of footway to be converted to shared use by cyclists and pedestrians (unsegregated).		
<span style="display: inline-block; width: 15px; height: 10px; background-color: #f4a460; border: 1px solid black;"></span>	Proposed length of footway to be converted to shared use by cyclists and pedestrians (segregated).		
Reproduced from the Ordnance Survey mapping with the 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 Licence No LA078806			
Rev.	Date	Purpose of revision	Drawn Checked/Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> Mark Kemp Deputy Director - Commercial Environment & Economy Highways & Transport Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1HE Tel: (01865) 615700			
Project title <b>London Road Improvement Scheme Section 4</b>			
Drawing title <b>Consultation Drawing Proposed Cycle Facilities</b>			
Drawing Status			
Scale @ A3 NTS	Drawn by SAC	Checked by EA	Approved by EA
Date drawn 15.12.13	Date checked 30.12.13	Date approved 03.01.14	
Oxfordshire Project No. & File Ref CN3 100004			
Drawing No. S-000634/CON/000/003		Revision 0	

## Summary of comments received during Consultation

Respondent	Comments Received	Officer Comments
Councillor Roz Smith (Headington & Quarry Division)	Would prefer both elements of the proposed cycle facility to be implemented at the same time.	At the time of writing this report, it is understood that this will be the case and both elements of the proposed cycle facility will be constructed as part of the overall London Road Improvement Scheme due to commence in late Spring 2014.
City Councillor for Quarry & Risinghurst	Suggests the proposed facility should be clearly segregated.	Noted. The proposed layout will be amended to incorporate segregation of cyclists and pedestrians by means of an appropriate road marking.
Thames Valley Police	<p>Raised concerns relating to potential obstructions including the bus stop [opposite Lyndworth Close] and pedestrian crossing in the vicinity of Northfield Road, the location of lighting columns and overhanging trees.</p> <p>Commented that the mixture of segregated and un-segregated status may lead to misuse and conflict. The use of appropriate traffic signs and road markings will be essential.</p>	<p>It is proposed to locally widen the footway behind the bus shelter opposite Lyndworth Close in order to minimise the potential for pedestrian and cycle conflict. Existing street furniture including lighting columns and traffic signs and benches will be relocated to the back of the footway or removed if appropriate.</p> <p>The proposed layout will be amended to incorporate segregation of cyclists and pedestrians by means of an appropriate road marking.</p>
CTC, Right to Ride Representative	Commented that the scheme is an improvement on the original proposals consulted on last year as part of the improvement scheme consultation.	Noted.
Representative of The Guide Dogs for the Blind Association.	<p>Commented that the unsegregated status of the scheme is inconsistent with the proposals for the Gladstone Road to Wharton Road cycle scheme.</p> <p>Believes inconsistent use of tactile paving and intermittent use of segregation will lead to confusion for pedestrians.</p>	<p>Noted. The proposed layout will be amended to incorporate segregation of cyclists and pedestrians by means of an appropriate road marking.</p> <p>The layout of tactile paving will be reviewed in light of the proposed amendment to a segregated facility.</p>

CMDE4

Respondent	Comments Received	Officer Comments
<p>Representative of Oxonian CC and CTC Councillor</p>	<p>Commented that:</p> <ul style="list-style-type: none"> <li>• no mention of footway resurfacing has been made,</li> <li>• cycle priority is not provided across the Gladstone Road junction, which is not improved by the use of double yellow lines at the junction,</li> <li>• physical segregation rather than a road marking should be provided along the route; either a level difference between the cycle route and the pedestrian route, or the use of concrete kerb set into the footway,</li> </ul>	<p>Where kerb lines are to be altered, it is the intention to carry out full width footway resurfacing. In areas where kerb lines are to remain unaltered, areas of localised footway repairs will be made where required.</p> <p>Where cycle routes cross side road junctions the approach taken by OCC has not been to promote cycle or pedestrian priority over traffic using the junction. Cyclists are instructed to give way and observe before crossing the junction by the use of 'give way' markings. It is recognised that the prioritisation of cyclists over vehicles has been implemented elsewhere, notably as part of Old Shoreham Road cycling scheme in Brighton. Its use in Oxfordshire would have to be carefully considered.</p> <p>In light of the comments received during the consultation, It is now proposed to segregate pedestrians and cyclists by means of an appropriate road marking. Other forms of segregation (inlaid kerb or level difference) would be inconsistent with the current and proposed cycle facilities on London Road.</p>
<p>Member of the public who cycles daily between Headington and Wheatley</p>	<p>Supportive of the proposals but commented that the facility would be better if it was segregated.</p>	<p>Noted. The proposed layout will be amended to incorporate segregation of cyclists and pedestrians by means of an appropriate road marking.</p>
<p>Member of the public</p>	<p>Commented that scheme was long overdue but suggested the facility should be segregated.</p>	<p>Noted. The proposed layout will be amended to incorporate segregation of cyclists and pedestrians by means of an appropriate road marking.</p>

