

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD – OXFORD ROAD, LITTLEMORE – PROPOSED HUMPED ZEBRA CROSSING AND TRAFFIC CALMING MEASURES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the withdrawal of proposals for the introduction of a zebra crossing and investigate alternative traffic calming measures to include consideration of suggestions made during consultation.

Executive summary

2. The provision of traffic calming measures and pedestrian crossings are reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and traffic calming measures, and also the Oxfordshire County Council Walking Design Standards

Introduction

3. This report presents responses received in the course of the statutory consultation on a proposal to introduce a humped zebra crossing and traffic calming measures comprising a flat-topped road hump, speed cushion and raised over-run areas on the Oxford Road at Littlemore.

Background

4. The above proposals as shown at Annex 1 have been put forward as a result of calls from the parish council following ongoing concerns by residents over the increasing speed and volume of traffic along Oxford Road. There have been no reported injury-accidents in the vicinity in the past 5 years.

Consultation

4. Formal consultation on the proposal was carried out between 6 February and 6 March 2020. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Notices were also placed on site and letters sent to properties adjacent to the proposals.

5. Forty-two responses were received. 22 (52%) objections, 18 in support (43%), and 2 neither objecting nor supporting. The responses are recorded at Annex 2 with copies of the full responses are available for inspection by County Councillors.
6. A more detailed response was received from a member of the public and this is recorded separately at Annex 3.

Response to objections and other comments

7. Thames Valley Police did not object.
8. Littlemore Parish Council expressed support for the proposed calming but noted that there were concerns in respect of the proposed zebra crossing as a result of the loss of parking.
9. Objections were received from twenty-two members of the public, all residents of properties adjacent to the proposals. Seventeen residents, including one of the local City councillors, expressed support. Supporters appeared to generally not be directly affected by any proposed loss of parking. One response neither objected nor supported. All objectors cited the loss of parking with many also suggesting alternative calming proposals. Some believed the current traffic speeds and flows did not merit further calming. Most supporters cited a need for the proposed pedestrian crossing with many also concerned about the general movement of vulnerable road users in the area.
10. Given the lack of reported injury-accidents and in the light of the high level and strong tone of objections it is recommended to withdraw the current proposals but to investigate alternative calming. The road width and local geography precludes speed cushions but consideration will be given to all calming suggestions made during consultation.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

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

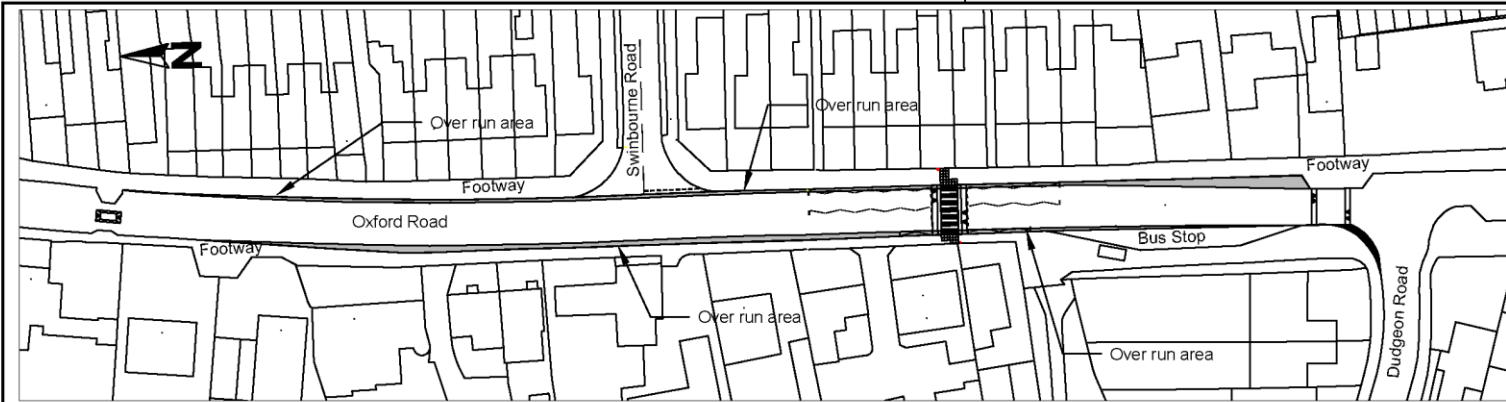
JASON RUSSELL
Interim Director for Community Operations

Background papers: Plan of proposed zebra crossing and traffic calming
 measures
 Consultation responses

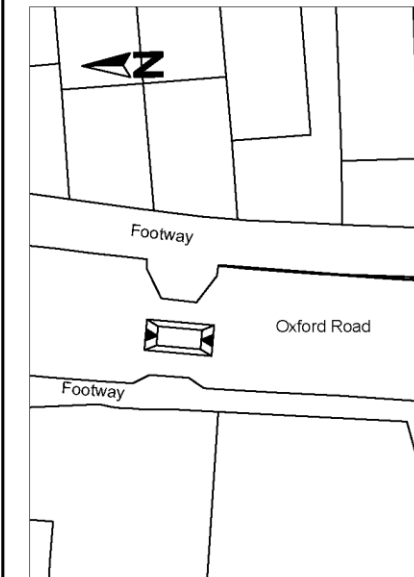
Contact Officers: Hugh Potter 07766 998704
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March 2020

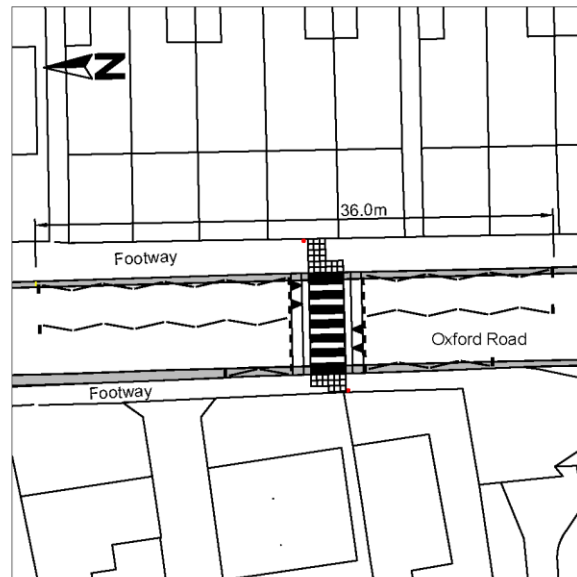
Drawing No. Revision



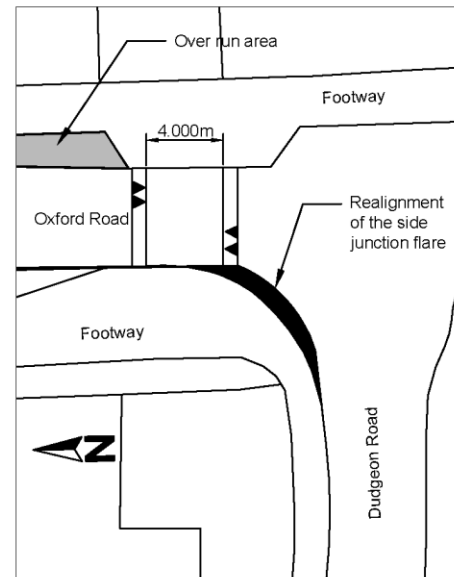
Proposed General Layout



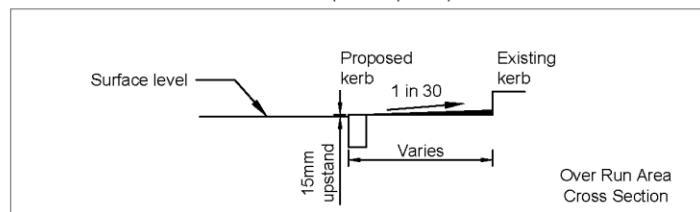
Proposed Speed Cushion
(75mm upstand)



Proposed Humped Zebra Crossing
(75mm upstand)



Proposed Flat Top Hump
(75mm upstand)



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION
MAINTENANCE/CLEANING
DECOMMISSIONING/DEMOLITION

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
**Littlemore
Oxford Road**

Drawing title
**Proposed
Humped Zebra Crossing &
Other Features**

Drawing Status	Consultation		
Scale @ A3	Drawn by RGr	Checked by	Approved by
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – <i>No comments.</i>
(2) Littlemore Parish Council	<p>Support – The volume of traffic has increased in recent years and will continue to do so with new housing schemes in the village. The Littlemore roundabout is acknowledged to be above capacity. Every new plan brings an increase in traffic but each time the increase is not judged sufficient to be grounds for objection. Nevertheless, the cumulative effect makes this bottleneck more congested, polluted and dangerous for cyclists and pedestrians. Buses have particular difficulty in navigating the road.</p> <p>Councillors are divided about the need for a pedestrian crossing. There is some strong support for having a crossing, especially in order to provide a safe crossing place for pedestrians, while others are concerned about the loss of parking spaces.</p> <p>The speed humps are welcome, the existing layout of the chicanes also causes concern. At the northern chicane, traffic travelling from the roundabout cannot see oncoming vehicles. Drivers are uncertain whether the southern chicane allows one vehicle or two to pass - there is a road marking instructing drivers to give way to traffic from the north, but the white line in the road implies that two vehicles can pass.</p> <p>We would also welcome more prominent signs to indicate maximum vehicle weight, and functioning flashing speed warning signs.</p> <p>We hope that you will take our comments into account and will be able to add the final items to the plans.</p>
(3) Local Resident, (Littlemore)	Object – (see Annex 3 for detailed submission)

<p>(4) Local Resident, (Littlemore)</p>	<p>Object - This is not traffic calming this is deliberate traffic jamming caused mainly by your approval of massively increased development in this area and minuscule investment in road infrastructure and traffic planning. I object to the speed bumps because many ambulances use Oxford Road. How would you as a patient in an ambulance feel being bounced around. You should install a speed camera to stop speeders and create a revenue stream to help make proper traffic planning around Oxford Road and Sandford Road. You have approved massive amounts of new housing in this area with no improvements to road infrastructure or traffic management along these roads or the bypass. I along with the other residents are being poisoned by traffic fumes from queues of stationary cars directly outside our houses and on the ring road. Our houses are being shaken to bits by double-decker busses and huge lorries over 7.5 tonnes. You have made no effort to stop these lorries and more and more busses are being scheduled on this unsuitable roadway. Please can you show the parking spaces on your plan.</p>
<p>(5) Local Resident, (Littlemore)</p>	<p>Object - This proposal does not take into account why cars speed in this area, and therefore it will not improve safety. The combination of parked cars and a bus route means that this road is essentially reduced to one lane with almost no visibility. As a result, traffic is either jammed and barely moving, or drivers are trying to get past the parked cars as quickly as possible because they can't see far enough ahead to establish whether traffic is approaching from the other direction.</p> <p>Although a zebra crossing will provide comfort for pedestrians, the proposed measures will cause further traffic problems in this area if the visibility issues, and the speed issues that result from them, are not addressed. The better solution would be to prohibit parking on Oxford Rd, in addition to installing the proposed traffic calming measures to slow down the traffic.</p>
<p>(6) Local Resident, (Littlemore)</p>	<p>Object - Speeding cars are an issue along this section of Oxford Road, and I would support measures to combat this. With the 250 new houses being built along Armstrong Road, traffic will continue to increase in the coming years</p> <p>A speed hump at the ring road end of Oxford Road would be effective in slowing cars exiting the ring road and encouraging them to follow the 20mph limit</p> <p>The current chicane at the south end is not fit for purpose. It is wide enough for two cars to pass, and aggressive drivers squeeze through rather than giving way, this leads to lots of noise - often late at night - when drivers use their horns to show their frustration. I would support plans to update this chicane to ensure drivers have to give way, as they do on Sandford road past the hospital.</p>

	<p>I do not support the installation of a zebra crossing.</p> <p>The crossing and associated markings would remove a great deal of on-street parking along Oxford Road.</p> <p>There is no suggestion made to where these cars should park. As part of a family with a young child, not being able to park outside my house would be a significant issue.</p> <p>I do not feel a crossing is necessary, there haven't been any kind of pedestrian incidents of this nature on the road for 20+years (since the current layout has been in place). I regularly cross at rush hour pushing a pram, and rarely have to wait for more than 30-60 seconds for a gap to cross safely.</p> <p>If the traffic calming is improved, slower moving cars would make it increasingly easy for pedestrians to cross, especially at the chicane points where many people naturally cross already.</p>
(7) Online Response, (Oxford)	<p>Object - I live in this area and there are enough traffic calming features on this same road and in this area. The council needs to spend money on improving the roads in the area which is has numerous potholes.</p>
(8) Local Resident, (Oxford)	<p>Object - It is clear that there is an issue with the speed of traffic at some times of day on Oxford Rd. I support measures to combat this. However, any advantages that the current proposal has seem to me to be significantly outweighed by the impact on residents of Oxford Road and other local streets.</p> <p>I would also like to express at the outset concerns about the way in which the process has been handled at the local level. Whilst residents at relevant Parish council meetings have been allowed to speak, it is unclear to me, both from the one I attended and reports of another, that their voices were treated with much seriousness. Furthermore, the most recent discussion (on Feb 27) appears to have been based on what I understand to be misinformation (whether willful or otherwise), insofar as it was claimed that the rejection of this proposal would ultimately lead to withdrawal of all funding for traffic calming in Oxford Road rather than consideration of other options.</p> <p>I am also concerned about the use of the local press, where an article entitled 'Thrilled by intervention' (Oxford Times 13 Feb 2020) employed highly emotive language in inviting people to respond to the consultation - in particular the implication that the proposal was matter of trading off parking convenience against 'protecting the lives of children'. When the author of this article, Councillor John Tanner (not a local resident) came to Oxford Road last summer to look at the way in which the scheme would look he displayed what I can only describe as a staggering ignorance of the</p>

plan itself, the history of the problem, and current the situation on the ground. He also seemed dismissive of, and to have a complete lack of sympathy for, the concerns expressed by residents regarding the impact on parking and their other carefully considered objections, based on years of living with and observing the way the road works on a day to day basis. I was saddened and deeply disappointed by his attitude at the time and to see that it appears not to have been moderated since.

The introduction of a zebra crossing as proposed will lead to a significant loss of parking capacity, on a road which is often unable to accommodate the combined needs of residents, those who use the recreation ground, visitors, and those who use the local shop. Given that surrounding roads and other parts of Oxford Rd are generally full to capacity as well, there is no scope for over-spill.

This will have a particular impact on residents with houses adjacent to the proposed crossing who would no longer have any possibility of parking outside their house, some of whom have small children. It would also completely preclude the charging of electric vehicles at a number of properties.

But it will also impact residents at other points on Oxford Rd and on other streets, given that those currently parking in Oxford Rd will seek to park elsewhere.

The case for a zebra crossing at the suggested location - as opposed to other traffic calming options - does not seem compelling.

1. There have been no injuries to pedestrians on the Road in living memory
2. While a petition did support such a crossing, it is unclear how many of those signing the petition had strong feelings or were local or frequent users/crossers of the Road.
3. There was no suggestion in the petition that there would be an impact on parking.
4. Discussion with local residents suggests that they had assumed an crossing would be placed at the current crossing point near Dudgeon Drive and would have no impact.
5. Although the current crossing point is in need of enhancement its position is adequate. And, even in its current configuration, it allows for safe crossing (I have been happy to have it used by my unaccompanied children - now 10 and 12 - for several years on their way to school).

	<p>6. The current proposal is very expensive and it seems to me that other local calming measures are in need of funding as well as those on Oxford Rd - e.g., the safety of current crossing to the East of the roundabout near the church would be enhanced by the inclusion of a hump.</p> <p>7. The current parking of cars currently serves as important block on speeding at times.</p> <p>I also have some concerns about the other calming measures in the proposal. These arise mainly from the fact that they appear to be inconsistent with recommendations made several years ago. They also fail to address the significant problems caused by the chicane configuration just north of the roundabout near the church, which leads to constant battles between drivers moving in each direction. This is both dangerous and the frequent source of noise pollution from car horns.</p> <p>My preference is for a scheme which more closely resembles that proposed several years ago, based solely on traffic calming through the introduction of speed humps and improved chicanes, where careful consideration is given to minimizing the impact on parking.</p> <p>I would also like to see the re-introduction of signs indicating the speed of traffic (the one recently installed clearly made a difference, but has disappeared).</p> <p>However, if a zebra crossing is deemed unavoidable I would wish to see the following:</p> <ol style="list-style-type: none"> 1. That consideration be given to using any powers of waiver to allow the crossing to be installed at the current crossing point adjacent to Dudgeon Drive - thus minimizing the effect on parking. 2. That the crossing be attended by the minimum number of allowable zig-zags. For example, I understand from Highways that only two lines are necessary at the point where cars have passed through the crossing and that this will be part of the scheme if implemented.
(9) Local Resident, (Oxford)	<p>Object - The proposed crossing it at the wrong place. It should be at the exit of the cycle path that connects Long Wall to Oxford Road, as there is more danger cycling across Oxford Road from the path across to the ring road underpath.</p> <p>This is a dangerous break in the cycle path along the ring road, as is the crossing from Newman Road across Rose Hill to the north of the ring road.</p>

<p>(10) Local Resident, (Sandford-On-Thames)</p>	<p>Object - I am objecting to the proposed changes to road surfaces in Oxford Road Littlemore for a number of reasons.</p> <ol style="list-style-type: none"> 1. Danger of damage to car tyres and suspensions by single speed humps. It is known that straddling these speed humps causes damage to the inner sidewalls of tyres, leading to subsequent rapid total deflation and serious accidents. 2. Damage to the environment and climate by vehicles decelerating and accelerating at the flat-top cushion. 3. Lack of need: as a resident for thirty years I frequently use this road as a pedestrian and have never felt endangered by the current arrangements. Nor have I seen any accidents. 4. Waste of resource. in a time of financial constraint, the use of funds to overcome a mythical danger to pedestrians on a comparatively little-used road with no evidenced record of speeding or danger to road-users is a complete waste. As a driver I witness all vehicles proceeding at a speed commensurate with the conditions, even if this is considerably less than the 20mph limit.
<p>(11) Local Resident, (Littlemore)</p>	<p>Object – Loss of many parking space and noise issues, caused by slowing down, speeding up and over the bump noise.</p>
<p>(12) Local Resident, (Littlemore)</p>	<p>Object - I agree that the speed of traffic on Oxford Road is a concern. However, I feel the proposed measures will create further issues, and there are better ways to help mitigate the current problem of speed.</p> <ul style="list-style-type: none"> • With the 250 new houses being built along Armstrong Road, traffic will continue to increase in the coming years • A speed hump at the ring road end of Oxford Road would be effective in slowing cars exiting the ring road and encouraging them to follow the 20mph limit • The current chicane at the south end is not fit for purpose. It is wide enough for two cars to pass, and aggressive drivers squeeze through rather than giving way, this leads to lots of noise - often late at night - when drivers use their horns to show their frustration. I would support plans to update this chicane to ensure drivers have to give way, as they do on Sandford road past the hospital. <p>I do not support the proposed zebra crossing. The removal of on street parking for residents of Oxford Road will be a major issue for those who have homes there. Many houses have young families, or older residents and not being able to park outside their homes can pose a safety risk. The safest place to get young children in and out of the car is closest to their front door, particularly on a busy road. Having to walk further to your car, and if you are also carrying shopping, trying to take a pram, wheelchair, walking frame out of the car will be difficult.</p>

	<p>The plan has no suggestion of where cars should park if the zebra crossing was to go forward. I also notice that the proposal uploaded with this consultation form shows more space loss than agreed. Is this the correct version?</p> <p>Have the residents of Swinbourne Road and Dudgeon Drive been explicitly alerted to these plans as they will be impacted too.</p> <p>I do not feel a crossing is necessary, there has never been any kind of pedestrian incident of this nature on the road and the road can be crossed easily by Dudgeon Drive.</p> <p>If the traffic calming is improved it would be increasingly easy for pedestrians to cross, especially as the chicane points where many people naturally cross already.</p>
<p>(13) Local Resident, (Littlemore)</p>	<p>Object – Parking is at a premium in the area and it only works between 10 - 26 Oxford Road because at the moment no household has more than one car.</p> <p>To sacrifice most of the parking between 10 - 20 would make things very difficult for residents and may even make the road more unsafe, as it is parked cars that slow the traffic down.</p> <p>There are rarely any spaces to park in Swinbourne Road after 5:30pm because so many residents of Oxford Road (mostly people from 36 onwards) already park there. Parking on Swinbourne will be put under further strain if cars from lower down the street are unable to park on the street in front of their homes.</p> <p>It is not difficult to cross the road where the zebra crossing is planned for. I regularly cross from no 32 to the shop or further down the street for the park with very little difficulty. The traffic calming area by Dudgeon Drive is also an easy place to cross.</p> <p>If there has to be a zebra crossing, which to my mind is unnecessary, if it could be at the Dudgeon Drive calming or where the double yellow lines are by the shop this would minimise disruption to parking.</p> <p>I also hate speed bumps, they create air pollution due to drivers slowing down and speeding up, they are noisy for residents (for the same reason) and they do little more than annoy drivers.</p> <p>I would like to see less cars using Oxford Road as a cut through and also to see the 20mph limit enforced. The</p>

	<p>flashing 20 sign (sadly only in one direction) has been removed. I would like to see more measures like this. But I would rather nothing is done than the current proposal.</p>
<p>(14) Local Resident, (Littlemore)</p>	<p>Object – We are writing in regard to the traffic calming plans for Oxford Road, Littlemore. We live at 18 Oxford Road, so our property is directly affected by the Council's proposals and we are very concerned about them. In particular, we are strongly opposed to the zebra crossing.</p> <p>First, there will be a significant loss of parking space either side of the zebra crossing. This will affect a number of houses along the street. We are a family with children and it will be very inconvenient for us to park away from our house. Even if the zig-zag lines either side of the crossing are shortened, it will still adversely affect parking on both sides of the road. When we had work done on our house in 2018, the builders put a skip on the street. The loss of one parking space made a real difference. It is also difficult to see where we and our neighbours will be able to park. Dudgeon Drive is already full of cars, Blewitt Court is private land so parking is prohibited and Swinbourne Road is for residents only.</p> <p>Second, we don't see why a zebra crossing is necessary. We regularly walk to the park opposite, and through it to Sainsbury's, and we have had no problems crossing the road. Occasionally, we have to wait while a number of cars go past, but at no stage have we felt the road is unsafe to cross. Furthermore, most people who come through the park to Oxford Road are heading south and so walk down to the chicane beside Dudgeon Drive and cross there if necessary. We feel it is unlikely that people will walk north and out of their way, even five metres, to use a zebra crossing when they are used to crossing further down the street.</p> <p>We appreciate that Oxford Road, like many Oxford roads, is experiencing volumes of traffic that it was not designed for and that Littlemore, as a whole, has developed without an integrated transport plan. We know that these issues are complex and people have differing opinions. Thank you for the chance to express our views and, in this case, our opposition to the planned changes. We feel that the proposed zebra crossing unfairly disadvantages the residents in our section of the street and is unnecessary. We urge you to reconsider.</p>
<p>(15) Local Resident, (Littlemore)</p>	<p>Object – I am a resident of Oxford Road, Littlemore and wish to object to your proposals.</p> <p>The introduction of a zebra crossing would not slow traffic down and would mean that parking in the road for Oxford Road residents would be extremely difficult, if not impossible, where would we park? I suggest to possibly introduce speed humps instead</p>

(16) Local Resident, (Littlemore)	<p>Object – Something certainly needs to be done here, as the road is used as a race track, but I am not confident that the following proposals will help, so I am writing to register my objections.</p> <p>Introduction of a zebra crossing - Though a protected crossing place near the park is an excellent idea in theory, there is already a crossing place nearby. I have brought up two children here and we regularly cross to the park using the chicane next door to our home. Though the speeding is noisy, unpleasant and damaging to cars, it doesn't appear unsafe for pedestrians, so I don't think there is any justification for depriving so many households of parking places. There aren't enough parking places as it is.</p> <p>Introduction of a speed bump across the chicane at Number 4 Oxford Road - Though I think that introducing a speed bump is probably a good idea, it isn't enough. The main problem here is that drivers going toward the ring road are given a double message: they are told to give way, but the chicane is wide enough for two cars to pass safely and there is a broken white line through it. This encourages people to speed up through it and there is a lot of noise from drivers sounding their horns in anger. The chicane either needs to be re-designed to match the 3 others on the road (ie the road should be made narrower so as to make it clear that drivers must give way) or the give way sign needs to be removed, and drivers encouraged to drive slowly and carefully by a speed table. Either measure would improve the crossing point. If the chicane is to be left in place please note that it doesn't have adequate drainage: mud and leaves build up across the driveway to my home. I gather that the same happens at the chicane near the ring road.</p> <p>Introduction of a speed cushion at the chicane near the ring road - I can't see how this will improve anything: the main problem here is people refusing to give way as they come off the ring road, and a single cushion might simply force them into the centre of the road, making it even more dangerous for pedestrians and for oncoming traffic.</p>
(17) Local Resident, (Littlemore)	<p>Object – my objections are detailed below</p> <ul style="list-style-type: none"> • I don't quite follow the logic of having a raised hump at one end of the traffic calmed area (or "rat run" as we know it) but at the top side merely a speed cushion (which can easily be driven over without reducing speed). I would prefer a raised hump at either end • Has any consideration been given to the fact that adding a zebra crossing in the middle will not only badly affect localised car parking, but in removing the cars, the traffic will actually get faster (up until the crossing and again after).

	<p>This was evidenced 2 years ago when a car was abandoned more or less at the site of the proposed crossing. Whilst there (for some 2 weeks), cars were forced to slow down as they could not pass 2 across with ease at speed. Once the car had been removed, they were able to zoom past again.</p> <p>Personally, I would be in favour of a flat top hump there which did not restrict localised parking as I absolutely want to avoid pushing further car parking in to Swinbourne Road.</p> <ul style="list-style-type: none"> • Is there actually a need for a zebra crossing “outside” the park. Having spoken to a few parents (us being one), yes it would be “nice” to have a crossing there but not an absolute necessity. For one, I am not aware of any accident there involving pedestrians. Most people either cross where there are no parked cars or at the existing traffic calmed places. • Would it make sense to add a black and white lines to the new humped zones (I propose) at either end of the traffic calmed area. Whilst not proper zebras most people do give way to people waiting at the black and white lines. <p>In short, I would like to see a flat top hump at each of the currently proposed points with black and white lines on the humps at each end (and in the middle if this does not present a problem to existing parking spaces) but no ZEBRA crossing. Additionally I would like to see a further speed awareness sign like the present one but on the other side of the road (opposite Swinbourne Road).</p>
<p>(18) Local Resident, (Littlemore)</p>	<p>Object – I wish to register my objection to some of the proposals.</p> <p>I have lived in Oxford Road since 1974 and have witnessed the increase in traffic during that time. Speeding motorists have been an issue in the past, but the increase in both speed and numbers of vehicles speeding has been dramatic more recently. The current traffic calming measures have become completely ineffective, if in fact, they ever were. That there is a need for measures to reduce the speed at which traffic moves can be in no doubt, but I cannot see a need for a zebra crossing.</p> <p>I live on the West side of the road, and my property backs onto the Oxford Road recreation ground. The recreation ground has, in my experience, been used for, among other activities, football matches where juniors have played up to three matches in a weekend. Clearly, the majority of the players and their families have travelled to the area and, in the forty-five years since I have lived in Oxford Road, have all managed to find their way to the recreation ground without a single road traffic accident. Clearly, people are quite capable of crossing Oxford Road without accidents occurring.</p> <p>Whilst I accept that there is an argument to say that the presence of a crossing will offer a level of safety for pedestrians, I believe that this will not be the case in the early mornings and late evenings, or for people who are in a</p>

	<p>hurry. I cannot see a circumstance where a pedestrian will, say, late in the evening, press the button and wait for the lights to change. My belief is that human nature will prevail and that the pedestrian will simply cross without waiting. Similarly, those in a hurry simply will not wait.</p> <p>I firmly believe that the most effective way to reduce the speed at which traffic moves is through physical barriers. Driving over speed humps, cushions, raised tables and the like at speed is uncomfortable, and again, human nature will prevail, and a speeding motorist will reduce their speed, not for the common good, but for their own comfort.</p> <p>The introduction of the zebra crossing would remove on-street car parking space for at least seven houses. We are fortunate in that we have off-street parking, so I have no vested interest here. It is fallacious to suggest that those residents affected can park in nearby side streets. These streets are already filled to capacity and there is simply nowhere else to park. In addition, if the zebra crossing is formed, that stretch of wide, open road where no cars are able to park will simply encourage those who wish to speed to do so. The presence of parked cars, usually on both sides of the road, does, in my opinion, act as some measure of natural traffic calming.</p> <p>I have no experience in traffic management, and consequently have no valid opinion to offer on the other proposals in your documents. However, as a driver since 1967 I can state that painted lines at the side of a road, apparently to create the illusion of a narrowing of the highway, have never made any effect on my driving. Having witnessed on countless occasions drivers mounting the footpath, specifically in Oxford Road, in their attempts to progress, I can confidently predict that the majority of speeding drivers will pay no heed to such devices.</p> <p>It is essential that something is done about speeding traffic in our road, and if effective measures are taken to reduce the general level of speed, then a level of safety can be achieved without the need for the expense of a costly, and for the most part completely redundant, zebra crossing.</p>
(19) Local Resident, (Littlemore)	<p>Object – I would like the following points to be taken into account when considering the proposals for traffic calming in Oxford road Littlemore;</p> <p>The flashing speed warning that was in place temporarily (for traffic coming from the ring road) seemed to work well although it has disappeared now? I believe this should be back in place.</p> <p>The pedestrian crossing by the entrance to the park will cause huge problems for residents parking, but more importantly I fear that cars may pick up more speed if there are none parked on this stretch of the road, thus making it more dangerous rather than safe for children to cross. If this proposal is to go forward I think the crossing should be</p>

	<p>upgraded to one with traffic lights.</p> <p>Speaking to Officers I understand that if the 75mm speed humps are not effective other options can be considered. I suggest one similar to the raised crossing/hump at the junction of Oxford road Marston and Cherwell drive which is very effective but this may be higher than 75 mm.</p>
<p>(20) Local Resident, (Littlemore)</p>	<p>Object – I have lived in Littlemore village all my life and for over 30 years at 12 Dudgeon Drive. I do not experience the daily problems of the Oxford Road face-to-face, though I often hear them, but since I am in such close proximity I feel I have some right and experience to comment about the latest proposals. And as with all aspects of traffic management what happens in one place has a knock-on effect elsewhere.</p> <p>There are some things over which we have little control: eg the 40%+ increase in the volume of vehicles using the ring road over the past 10 years, making the Oxford Road an ideal `rat run`; the dramatic deterioration in the quality of driving skills and decent interaction between human beings; and the building of more and more houses in places close to the village where there is no infrastructure to sustain them. The quality of the air, particularly along the Oxford Road, has deteriorated due to the increased pollution. Noise pollution there is equally as bad. These issues require more long-term, joined up approaches. Remember a sponge can only absorb so much before it becomes saturated. Those who have power, especially planners, please note: Littlemore is creaking.</p> <p>In an ideal world the village should become a No Through Road/Access Only place for residents. Or even become a One-Way system.</p> <p>We are grateful that monies have become available to improve the Oxford Road`s chronic problem. I accept there is no silver bullet but this is an opportunity to improve things especially for the residents of Oxford Road, and in turn the wider village.</p>
<p>(21) Local Resident, (Littlemore)</p>	<p>Object – I wish to register my objections to the above proposal. I have been a resident in Oxford Road for the past forty-six years. The first ten years on the East side next to what is now Blewitt Court and the remainder on the west side, our home backing onto the recreation ground.</p> <p>Whilst agreeing that some measure of traffic calming is needed, I feel that the Zebra crossing is a very costly and unnecessary solution. During my time in Oxford Road I have raised three children and now look after my grandson on a regular basis. I have never had any difficulty safely crossing the road with or without children.</p>

	<p>A Zebra crossing would have a disastrous effect on the residents of Oxford Road. Where would the occupants of the houses within the zig zag lines of the proposed crossing park their cars? Seven houses are directly affected, potentially fourteen cars? There is no parking available anywhere in the vicinity.</p> <p>I suggest that a series of speed bumps similar to those in Kennington Road, Kennington would be an effective method of traffic calming in Oxford Road.</p>
(22) Local Resident, (Littlemore)	<p>Object – Although traffic calming would be welcome, we do not find ourselves in agreement with all aspects of the proposed actions. We do not believe that the proposed zebra crossing will have the desired effect, partly because of another disadvantage, i.e. the proposed siting will result in the loss of parking between numbers 6-28. If anything, this will result in an increased risk of speeding.</p> <p>The loss of parking in itself will cause other problems, as residents will be forced to park on Swinbourne Road and Dudgeon Drive, both of which are already under pressure and this would be a source of friction with the residents of those roads.</p> <p>We would support the additional traffic calming measures which you mention. We also support any measures (e.g. a delay on the lights at the roundabout) which would allow the traffic from Oxford road to enter the roundabout when the westbound traffic comes to a halt. I suspect that this is only necessary because of the tendency of some motorists to go through on amber or even red on the one hand, or to anticipate the signal to go on the other.</p>
(23) Local Resident, (Littlemore)	<p>Object – I would like to register my concerns with the proposed zebra crossing and traffic calming features for Oxford Road, Littlemore.</p> <p>While I support the idea of the traffic calming features of the flat top hump next to Dudgeon Drive, and the single speed cushion north of Swinbourne Road, I believe that the proposed humped zebra crossing is not necessary and would cause more issues.</p> <p>I have been a resident of Oxford road for 40 years and have never had any safety issues as a pedestrian. I feel that the proposed humped zebra crossing is not required as the amount of foot traffic in the road does not warrant this measure.</p>

	<p>A major concern is the impact that the humped zebra crossing would have on residents of Oxford Road with regards to parking. The majority of the houses that are closest to the proposed area for the humped zebra crossing do not have off road parking and so need to park on the road. If these on road parking spaces were lost then this would impact the rest of the residents of Oxford Road as well.</p> <p>There are no other options for local residents with regards to parking. Swinbourne Road is already limited to parking for residents of that road only, and Dudgeon Drive does not have any space for additional parking either.</p> <p>The shop that is located on Oxford Road opposite the junction with Swinbourne Road often has two to four cars parked outside throughout the day as customers require somewhere to park. If these spaces were unavailable due to residents requiring somewhere to park then this may have an impact on the business, which could potentially lead to the closing of a much needed shop.</p> <p>While I object to the humped zebra crossing, I believe that it would be beneficial to install speed cameras as I feel that this would be the most effective way to reduce the speed of drivers entering Oxford Road from the Rosehill roundabout.</p>
(24) Local Resident, (Littlemore)	<p>Object – Zebra Crossing</p> <ul style="list-style-type: none"> • I would like it recorded that we at No10 formally object to the proposed humped zebra crossing at its shown location. It's not needed and not required. • The proposed crossing would remove residents parking for some of my neighbours property fronts, some of whom have young children, when these proposals were first muted, Mr Barrell response was for them to park in neighbouring roads and private parking areas in Blewitt Court – who's residents I am sure have not been consulted about this . I would like it noted that, as my property has a drive way, the parking issue will not directly affect me, but I feel sorry for my neighbours with small children and an elderly couple who are currently seeking to move home partly as a direct response to these proposals. • We have lived at this address for the past 20yrs and cannot recall a RTA involving a pedestrian in all of this time, so why have a crossing. The vast majority of pedestrians currently use the Dudgeon Drive Chicane narrow as a crossing point very successfully, without incident. <p>Similar to this, would also improve this crossing point without losing parking.</p> <ul style="list-style-type: none"> • What we do know all too well is the amount of car on car accidents that have occurred due to the poor design of the chicane at the junction of Dudgeon Drive , so further work on this chicane should be considered and possibly

	<p>incorporate the traffic calming measures , these traffic calmers will also improve the safety of pedestrians further nullifying the requirement for a poorly conceive raised Zebra crossing</p> <p>Traffic Calming</p> <ul style="list-style-type: none"> • No Objection in theory • I would propose instead of the Zebra Crossing additional sets traffic calming raised sections either side of Swinbourne Road- adjacent to numbers 30 & 32
(25) Local Resident, (Oxford)	<p>Neither - In principle I do not object to a Zebra crossing however it will not address the following safety issues on Oxford road so with that I have some major concerns:</p> <p>1) the speed and determination of drivers leaving the bypass/ring road roundabout and entering Oxford Road, there needs to be a speed cushion soon after leaving the roundabout;</p> <p>2) the chicane (north) approached at speed as leaving ring road is largely ignored and drivers do not adjust speed and push through with on-coming traffic. The proposed speed cushion on this chicane may help. On-coming traffic will mount the very narrow pavement just past north chicane (sometimes lorries) putting pedestrians in significant danger. Residents who park on this road as they enter their parked cars are often physically touched by the vehicles Extremely dangerous for the residents' children to enter the parked cars</p> <p>3) the zebra crossing in my view will not decrease speeding along the road as a whole, only at the point of the proposed site of the zebra crossing, I believe a number of speed cushions along the road is the only solution to reduce speed on Oxford road</p> <p>4) the markings / signs on the road need to be updated as all worn and barely visible</p> <p>I think the road would benefit from a series of speed cushions along the road</p>
(26) Local Resident, (Oxford)	<p>Support - I am one of the City Councillors for Littlemore.</p>

<p>(27) Local Resident, (Oxford)</p>	<p>Support - the traffic is busy with cars that drive fast and recklessly down our road on their way into and out of Oxford. The level of traffic has increased over the last decade since we moved here and the style of driving has become more aggressive during this time.</p> <p>We have two small children (4 and 7) and it is unsafe for them on this road system, particularly as the access to the road is crowded with parked cars.</p> <p>Traffic calming measures would therefore be a beneficial solution to this problem.</p>
<p>(28) Local Resident, (Oxford)</p>	<p>Support - We have long needed a way for children and others to cross between the park and our homes. The current pinch point is just a place for cars to take turns and doesn't allow pedestrians a safe place to cross. I strongly support this application, particularly as Oxford Road will continue to get more traffic as the planned new homes are built.</p>
<p>(29) Local Resident, (Oxford)</p>	<p>Support - No comments.</p>
<p>(30) Local Resident, (Oxford)</p>	<p>Support - This could make Littlemore much safer for pedestrians.</p>
<p>(31) Local Resident, (Oxford)</p>	<p>Support - This is a good proposal that should improve the safety of everyone using Oxford rd Littlemore. At present those taking children to the park or catching the bus have nowhere safe to cross the road. Every day there are parents crossing the road while taking children to school, many also struggling with buggies and shopping. This crossing should provide them with one safe place to cross the road.</p> <p>Additionally the fact that the zebra is to be humped should, together with the speed cushions, help to slow the speeding traffic that can make the road such a hazard. I very much hope this plan is accepted and goes ahead.</p>
<p>(32) Local Resident, (Littlemore)</p>	<p>Support - No comments.</p>

(33) Local Resident, (Littlemore)	Support - The speed cars pass down that street is far to fast and a zebra crossing would help slow that making it a safer road to cross
(34) Local Resident, (Littlemore)	Support - I approve of any measures that reduce speed on that road as people do tend to bomb down it when it's not busy. It is however a shame that there isn't any cycle provision included in this - it is an unpleasant road to cycle down as you are often boxed in by traffic and parked cars.
(35) Local Resident, (Littlemore)	Support - The speed humps and raised crossing would seem to render the existing chicanes unnecessary. These encourage drivers to dart through and are trouble for cyclists; please remove them as part of the same work.
(36) Local Resident, (Sandford-on-Thames)	Support - On an increasingly busy road children' safety and independence are of great importance
(37) Local Resident, (Oxford)	Support - I believe the traffic calming north of Swinbourne Road should be much closer to the ring road or even have an additional one in said position as traffic currently does not adjust speed to limit when entering Oxford Road. More signs and road markings need to be in place to alert traffic of speed limit. The more traffic calming cushions along Oxford road the better as seen in many quieter roads in Oxford.
(38) Local Resident, (Oxford)	Support - In general this is a great move - especially the introduction of the zebra crossing. Where the road is to be narrowed, separated and unrestricted cycle lanes should be installed either side, as they are at the two narrowed points in Sandford Road. This makes it much easier to cycle along the road and thus encourages sustainable transport. This should also be done for the existing narrowed point by Dudgeon Road, if possible with a cycle lane which clearly crosses the carriageway towards the Sandford Road/Cowley Road roundabout so that cyclists turning right at the roundabout have a clear right of way across the carriageway to get into position (as has been done at the High St approach to the Plain).

<p>(39) Local Resident, (Oxford)</p>	<p>Support - It would be massively helpful. Crossing that road is very dangerous as people still speed down it and I'm able bodied and haven't got any children etc. It's a major crossing point as well because of the bus stop and the cut through the park.</p>
<p>(40) Local Resident, (Oxford)</p>	<p>Support - I welcome a zebra crossing and traffic calming measures on Oxford Road in Littlemore. I live just off this road and frequently walk along it and cross it. A lot of the traffic goes too fast, more than 20mph. Often cars pass very fast and very close to the pavement because the road is narrow, which is scary for pedestrians. Crossing the road is difficult because of the parked cars and because of the number and speed of cars passing.</p>
<p>(41) Local Resident, (Littlemore)</p>	<p>Support - Broadly, I support the proposals, but I also wanted to add some further context. I use Oxford Road daily as a pedestrian, a few times a week as a driver, and once a week or so as a cyclist; though I cycle every day, I avoid Oxford Road if I possibly can, as it does not feel safe for vulnerable road users. The road is heavily used, and in rush hour, queues often extend along Sandford Road. I understand that more housing developments may be started in the area, which would add to the amount of road use. The current layout is poor for a number of reasons:</p> <ul style="list-style-type: none"> • There is no traffic calming or pedestrian crossing • The chicane near the ring road roundabout has poor visibility for those who don't have right of way (coming south) • The road markings on Oxford Road have in places worn out, so drivers are unclear on who has right of way • The chicane by Dudgeon Drive has misleading road markings so that those who don't have right of way often think that they do. <p>I do support the introduction of zebra crossing, flat top hump and speed cushion in principle; I am not an expert on what these things will do to the safe movement of traffic off the busy ring road roundabout (one of the three other roads leading to the roundabout is not traffic light controlled), but trust that this has been considered. I imagine there will also be an impact on parking for local residents.</p> <p>I ask that you also resolve the misleading road markings at the Dudgeon Drive chicane, repaint the road, and consider what can be done to make the chicane near the ring road safer.</p> <p>I wanted to add a related point, which may involve joining up this consultation with a different department of the council, if you would be so kind: the bus service in Littlemore. It is woeful. It does not run on a Sunday and does not</p>

	<p>run after around 7pm from Monday to Saturday. There are two an hour and they are consistently 5-20 minutes late – I would say 12 minutes late on average. When I drive from Littlemore I am always making single occupancy car journeys. I would do this less, and others might too, if there was a reliable bus service.</p>
<p>(42) Local Resident, (Littlemore)</p>	<p>Support - I am writing to say that as a resident of Littlemore and someone concerned about the amount of traffic which uses Oxford Road, Littlemore, and the speed at which it travels, I am strongly in support of the proposed new zebra crossing and traffic calming measures.</p>

Response to proposed traffic calming: Oxford Road Littlemore:

Page 1: Context of the current request for traffic calming measures.

Page 2: My comments on the current proposals.

Page 3: My suggestions.

Page 4: Some of Mr David Tole's 2015 correspondence.

I have lived on Oxford Road for 35 years and was a founder member of Oxford Road Action Group.

We formed in 2015 and were a group of residents of at most, 75 households in Oxford Road, Dudgeon Drive and Swinbourne Road. We formed a group to campaign for traffic calming measures in Oxford Road after one resident had the back door of her car torn off by a car coming from the ring road while she was unloading her 2 year old from the car.

The concerns of Oxford Road Action Group were:

- The road is not built to carry the weight of traffic that has resulted from continued development of the neighbourhood, and from its being a rat run from the Science Park, from Kassam Stadium, and from the A4074.
- Many through-drivers seem to have given up caring that this is a residential road, and this is divisive of the community.
- The existing traffic calming measures (chicanes each end) are badly designed and seem to encourage some drivers to accelerate through the give way signs: rather than calm traffic, the chicanes cause some to use the road as a race track.
- Danger to life near the northern chicane where the road is its narrowest and there are walls on either side of the road.
- Repeated damage to parked cars (most is probably not reported to the Police): some Oxford Road residents prefer to park in Swinbourne Road, though this is for residents only.
- There is no phase of the ring road traffic lights which allows cars out of the road.
- Alternating congestion in the rush hour and speeding when the road is emptier makes it hard for Swinbourne Road residents to turn out into Oxford Road.

In 2015 we discussed our concerns with the then Traffic, Safety and Area Steward Manager, David Tole, and asked for a solution that would not reduce available parking on the road.

Mr Tole's reply:

During the course of his discussions with us in the early summer of 2015, he said that both chicanes were badly designed: the northern one was 'in the wrong place' and the southern one was 'half-hearted'.

He said that Oxford Road is unsuitable for HGVs and that he would organise a sign to say this (none has been placed).

He suggested either that each chicane should be rebuilt, or that most of the build outs should be removed and that the road should instead have between 4 and 6 sets of speed cushions (speed bumps were then unfashionable).

In subsequent correspondence to Cllr John Tanner and Gill Sanders of the Parish Council (see his email page 4) he settled on the second idea. This was to cost £25-30,000. Plans weren't drawn up as the money wasn't available and we were told by our then MP that the Parish Council was the only body empowered to raise it. We repeatedly lobbied the Parish Council, one of the founders of the group joined it in order to empower her voice, but the Parish Council did not regard it as a priority. Various sub groups contacted the police to form speed watch groups, but nothing was achieved and we were left feeling helpless.

The current petition for a zebra crossing was raised by another resident of the road, unaware of our previous efforts, unaware of our wider concerns, and unaware of suggestions made by Mr Tole.

The problem with the petition is that it is too focussed. Many non-residents will have signed it feeling that zebra crossings must always be a good thing, or knowing that there is something seriously wrong with the road, but not concerned about the detail.

I am seriously concerned that Mr Tole's wisdom about the poor design of the existing chicanes is at risk of being lost.

Because the current suggestions don't properly address the problems with the design and location of the two chicanes, because they reduce parking space on a road where there is already a problem with parking, because there is no clear health and safety need for a zebra crossing, and because loss of parking space will make some Oxford Road residents' lives worse, I object to them (see over).

The Parish Council has recommended that those of us who object should make our own suggestions, so please find my ideas on page 3.



MY RESPONSE TO THE CURRENT PROPOSALS

addition of a single speed cushion at chicane 4: **objection**

My concern about this is that I can't see how it will prevent aggressive drivers continuing to come off the ring road at speed and refusing to give way to north-going drivers, who have the right of way. They justify jumping the give-way sign because the chicane is on a curve in the road (see aerial photo) and it can be difficult to see the traffic you are supposed to give way to. As far as pedestrians are concerned, this is the most dangerous part of Oxford Road: the west side pavement is narrow and bounded by a wall (see photo below). A single central speed cushion might simply force drivers into the middle of the road, making it even more likely that north going traffic will drive on the narrow pavement. The east side pavement is raised, so residents parking here have to load and unload their cars into the road. One lost her rear door while she was lifting her 2 year old out of the car. To my certain knowledge (I saw them all) 3 cars have come off the ring road and overturned as a result of rushing through this chicane: two came to rest near Swinbourne Road, the other spiralled down to hit the wall of the house next to the park entrance. I'm not confident that such risks will be prevented by this measure alone.



chicane 4 looking south

addition of a zebra crossing north of the park entrance: **objection**

The dangers of speeding here are to parked cars, & most residents have had to replace wing mirrors. There have been no recent accidents involving people. The last was 35 years ago when a 5-year old ran out of his front garden into the road and sustained life changing head injuries. He might have been less hurt if there had then been a 20mph limit, but this was not a problem caused by speeding, nor one that could have been prevented by introducing a Zebra crossing. The majority of people who cross the road here are coming from local schools and home via the park. They cross safely at chicane 3: the proposed zebra will be out of their way. Since many who want the zebra don't wish to go out of their way to chicane 3, it is possible that many who have crossed at the chicane for years won't want to go out of their way either. It risks being a waste of money. Some who want an additional crossing approach the park from the north: there may be sense in having an additional crossing nearer the shop (the original plan was for a third chicane near the shop), but a zebra crossing here is not necessary. It would deprive about 9 households of parking space, though there is already insufficient space for all residents, and there are no side roads which residents might use as alternatives (Dudgeon Drive is full, Blewitt Court is private land, and Swinbourne Road is for residents only). Swinbourne residents already complain that Oxford Road residents flout this because there isn't room in the north end of Oxford Road, and because it isn't safe to park on Oxford Road.

addition of a speed bump across the road at Chicane 3: **objection**

I have a particular interest in this as I live beside this chicane: the main problem here it is that its design is ambiguous: a sign tells north-going traffic to give way to oncoming vehicles, but the road is wide enough for cars to pass, and there is a dotted white line through it (see photo). It has to carry exactly the same sort of traffic as the 3 other chicanes between the Littlemore Hospital and the ring road, but the road is more than 1 metre wider at this chicane than at the other 3. So north-going traffic which has been calmed by the 2 chicanes near the railway bridge speeds up to go through this one, even though south-going traffic has right of way. The result is a lot of noise: swearing, and prolonged horn blowing by south going traffic. The proposal solely to add a speed bump will do nothing to address these issues and might simply add to the disturbance in my home.



chicane 3 looking north

NB: I would be more open to the introduction of a speed bump if the design of the chicane were improved (see over).

addition of white zig-zag lines: **neither for nor against**

I don't understand how they are expected to work. Much of the severe speeding is at night when they will be obscured by parked cars.



MY PROPOSALS

I think that the traffic management of Oxford Road, Sandford Road, Cowley Road Littlemore, St Nicholas Road and Newman Road needs to be reviewed as a whole. However, if only Oxford Road is to be changed my suggestions would be:

at the northern chicane:

traffic coming straight off the ring road should be slowed by a cushion or a speed bump or table before it reaches the bend in the road which carries the chicane: if it is to be a cushion, and such cushions need to be paired, then a pair, as illustrated left. if this slowing can't be done by mechanical means there should be a live enforcement camera facing north at the chicane

at the southern chicane:

- *either*: the give way build out and the give way sign should be removed, the other wide build out left in place, and a wide speed bump/table placed right across the road to enhance the existing crossing point
- *or*: the give way sign should be left in place, the road should be narrowed so that it matches the width of the road at the other 3 chicanes, so that cars cannot pass two abreast, and a speed bump placed right across to enhance the existing crossing point

between the two chicanes:

- the square area of road at the junction between Oxford Road and Swinbourne Road should be raised to slow traffic in the middle of the road, to help Swinbourne Road residents come out of their road, and to enable pedestrians from the north end of the road and from Cowley Road to cross without having to go as far as the south chicane
- an additional set of speed cushions, or a single bump across the road should be placed in the long gap between the southern chicane and the speed table outside the shop

in the neighbourhood in general local road signage should be changed to

- discourage Sandford traffic coming through (there is no sound reason why drivers on the ring road are told to come through Littlemore to get to the hotel)
- discourage Science Park and Kassam traffic from using the road solely to get to the ring road
- spell out that Oxford Road is unsuitable for HGV traffic
- make it clearer that the speed limit is 20: ie there is a need for more 20 roundels and live speed indicators****

on the ring road:

a tiny delay of possibly only about 3 seconds should be added to the phasing of the ring road traffic lights to allow time for traffic to leave the road. At the moment, cars on the ring road and on the roundabout move on amber, or continue to drive on red. They will continue to do this but the purpose of the delay is to create the gap that would exist if people were obeying the lights.

for the record, a single speed indicator placed in Oxford Road for several months last year was felt by many residents to be very effective: though it didn't affect those determined to speed, it helped those who wanted to keep to the limit, and residents all over Littlemore have said to me that they want more of them (people speak to me because I edit the local news sheet).

From: Tole, David - E&E

Sent: 11 September 2015 16:53

To: Cllr John Tanner; Cllr Gill Sanders

Subject: Traffic issues on Oxford Road, Littlemore

All

Thank you for your patience whilst waiting for my response to the site meeting we had in July – I'm afraid my assumption of a quite summer to catch-up on projects such as yours was wishful thinking.

I have been out several times to look at the situation that you face and have discussed the issues with colleagues. I set out below the changes to the road environment which we feel would give some improvement to the local environment.

- To try to reduce the speed of traffic entering the road from the Rose Hill roundabout we will paint a "20" roundel on the road and we are looking at relocating the 20mph signs to make them more visible when entering Oxford Road. We have already put up some temporary posters reminding drivers of the speed limit and **will seek to supplement these from time to time.** (This was not done JG.) We will move the "20" signs on the lamp column near No. 54 to the column on the other side of the road near No. 35 – this should make them more visible to drivers as they will be closer to the available carriageway.
- To address concerns about HGVs using Oxford Road we will get the vegetation on the By-pass cut back so that the sign advising of the weight limit can be more easily seen, and supplement it with an **'Unsuitable for HGVs' sign** (we have used such signs at Quarry Hollow in Headington Quarry). (This was not done JG) We will also ask our Trading Standards team to carry out some enforcement of the weight limit.
- We feel that the long-term solution to calm the traffic that does go along Oxford Road would be to remove the majority of the build-outs/chicanes and put in a series of speed cushions (there are examples of these in Oxford Road, Garsington and The Avenue, Kennington). This would need formal public consultation and the consideration of objections before it could be approved. We've not done any detailed design but given the length of the road between the two roundabouts road we think 4 pairs of cushions would be about the right number to keep traffic speeds down; we estimate the cost of installation of the cushions plus removal/alteration of the existing chicanes etc would be around £25k-£28k. The County Council currently has no funding for such measures but your Councillors may be able to access funds arising from new housing developments in the area.

I hope you will feel that we have tried to address the principle issues raised both in the site meeting and subsequent correspondence. I'm afraid I will not be able to attend your meeting on 23rd but will be happy to meet you afterwards if that would help

David Tole

Traffic, Safety and Area Steward Manager

Environment & Economy

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