

## **CABINET MEMBER FOR TRANSPORT - 24 MARCH 2011**

### **OXFORD, THE SLADE AND HORSPATH DRIFTWAY, CYCLE AND PEDESTRIAN IMPROVEMENTS**

**Report by Deputy Director of Environment & Economy – Highways & Transport**

#### **Introduction**

1. This report provides information on a scheme of cycle and pedestrian improvements for The Slade and Horspath Driftway in Oxford and recommends the Cabinet Member for Transport to authorise officers to implement the scheme.
2. Officers have been developing the scheme following receipt of a Section 106 (S106) contribution associated with Slade Park in Horspath Driftway, a development of housing and a student accommodation block that has now been completed. In accordance with the terms of the S106 agreement, the scheme would provide a safe cycle route between the development and Oxford Brookes University campus at Gipsy Lane. However, the scheme would have much wider benefits and fits well with the county council's overall transport strategy.

#### **Background**

3. The Slade forms part of the B4495, linking Summertown in the north with Abingdon Road in the south and passing through the centre of Headington and Cowley. Horspath Driftway links The Slade to the Eastern Bypass. Both Horspath Driftway and The Slade are heavily trafficked (PM peak hour flow of 1844 vehicles in Horspath Driftway and 1625 in The Slade south of Cinnaminta Road).
4. At the junction of Horspath Driftway with The Slade there is a mini roundabout, which carries over 20,000 vehicle turning movements per day (12hr flow). The speed limit on both roads is 30mph and both are on bus routes.
5. There are currently no cycle facilities in the Slade. A parallel route is available via Bulan Road which benefits cyclists approaching from Hollow Way, but cyclists from Horspath Driftway would need to make an awkward detour to reach it, involving negotiating the mini roundabout. The Slade and in particular the mini roundabout are daunting to cyclists due to traffic conditions. Over the last five years there have been 28 injury accidents in The Slade and the northern part of Horspath Driftway (from East Field Close northwards). Fifteen of these involved only motor vehicles, 12 involved cyclists and one a pedestrian. Three of the cycle accidents occurred on the mini roundabout.
6. A recent Oxfordshire County Council travel survey has shown that there are many short car journeys to work between the Headington and Cowley areas. Because of their short distance (less than 5km) a significant proportion of

these have the potential to convert to cycle trips. There is also the potential for further cycle trips to be made as a result of new housing and employment developments in the area.

7. Annex 1 illustrates the importance of The Slade in the context of nearby workplaces and places of study, as well as existing cycle links, showing the potential for the facilities to be well used and encourage cycling for journeys to work or school, potentially reducing the number of car trips in the area and contributing to a reduction in congestion.
8. A signalised crossing on Horspath Driftway, near the junction with Blackstock Close, is due to be installed in early summer 2011. This is also to be funded from developer contribution associated with Slade Park. Consultation took place in November 2010 and no objections were received. As a result, the Assistant Director of Environment & Economy (Highways & Transport), under his delegated powers, instructed officers to implement the crossing. This crossing will be of great benefit to residents of Slade Park as well as many other nearby residents and will help pedestrians gain access to the bus stops in Hollow Way.

### **Description of the proposed scheme**

9. A plan showing the main features of the scheme on which officers carried out formal consultation is included at Annex 2. The consultation plans are in the background documents. The proposals include on and off-carriageway cycle facilities along The Slade and the northern part of Horspath Driftway and the conversion of two existing pelican crossings to toucan crossings. The scheme is described more fully at Annex 3.

### **Consultation on the scheme**

#### *Informal consultation*

10. Informal stakeholder consultation was carried out in summer 2010 involving local councillors, residents' associations, organisations based in Horspath Driftway and representatives of disabled people. These original proposals were similar to the current proposals but did not include the part of the shared use cycle track on the east side footway north of Slade Close, conversion of the pelican crossing at Girdlestone Road to a toucan crossing or any on-road cycle lanes.
11. Local residents and councillors expressed some reservations about the shared use cycle track and the potential impact on pedestrian safety and perceived safety, although most accepted that traffic conditions meant off-carriageway cycle facilities were important to encourage people to cycle, due to the traffic conditions. Oxford Pedestrians Association accepted the shared use facility on the east side of the Slade but did not like the part on the west side, due to the number of driveways and the larger number of pedestrians here. The cycling lobby group, Cyclox, requested that officers consider on-carriageway cycle lanes and investigate an alternative route via Leiden Road.

12. As a result of informal consultation, the design was revisited and some on-carriageway cycle lanes incorporated, as well as changes to road markings at the mini roundabout. Changes were made at the northern end of The Slade to better link to proposed cycle facilities in Old Road. An alternative route via Leiden Road was investigated, but this was not pursued because it would have involved access through a city council car park and an alleyway onto the Slade that is too narrow for cycling. It was also thought to be of less overall benefit to cyclists, who generally prefer to follow the main or more direct routes.

#### *Formal consultation*

13. Formal consultation on the most recent proposals was carried out between 3 December 2010 and 10 January 2011. All properties fronting the cycle route were consulted, as well as the emergency services and the group of stakeholders consulted at the informal stage. Frontagers near to the pelican crossings on The Slade were sent a copy of the formal street notice advertising their conversion to toucan crossings. The proposals were advertised on the county council's consultation website and an on-line form was provided for responses. A total of 16 responses was received.
14. The responses are summarised at Annex 4 together with officer comments. There were no objections to the conversion of the pelican crossings.
15. Some people warmly welcomed the scheme but there were some objections to the shared use footways and the removal of the right turn lanes. Notably, Unlimited (the consultee group representing physically disabled people) was very much against shared use footways on the grounds of the risk of conflict between cyclists and pedestrians and disabled people in particular. There was particular concern about the impact of shared use cycle tracks on partially sighted people.

#### **Policy and strategy**

16. The scheme would make a positive contribution to achieving the following of the five strategic objectives under the current Local Transport Plan (LTP2)
  - Tackling congestion: by encouraging more people to switch from car travel to cycling
  - Safer roads: by providing safe cycle facilities
  - Better air quality: by reducing congestion
17. The scheme fits well with the draft Oxford Area Strategy, which forms part of the Draft LTP3. It forms an important cycle link between areas of employment and housing in the Eastern Arc of Oxford, where there is greatest potential to convert car journeys to other modes.

#### **Financial and staffing implications**

The total cost of the cycle and pedestrian improvements, together with the crossing on Horspath Driftway, is currently estimated at £200,765. A further £10,000 is required to improve Footpath 121, which links the north east of the Slade Park development to the bypass cycle route – this is also part of the

S106 agreement relating to the development. Altogether this is £30,765 in excess of the capital programme figure of £180,000, which is funded from S106 agreements. Officers will seek to reduce costs to fit within the budget and may need to amend some specific measures.

### **Equality and inclusion**

18. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation. However, the shared use cycle tracks on the footway may have the potential to affect people differently according to their age and disability. Annex 5 provides more detail on this and shows that officers have considered equality issues carefully before reaching conclusions about the scheme.

### **Conclusions**

19. On the basis of the consultation response and the contribution the scheme would make to the county council's transport objectives and strategy, officers consider that no changes are required to the scheme proposals.

### **RECOMMENDATION**

20. **The Cabinet Member for Transport is RECOMMENDED to:**
  - (a) **approve implementation of the Slade and Horspath Driftway Cycle and Pedestrian Improvements as shown on Drawing Nos HQ14876/CON/002 and HQ14876/CON/003 and Annex 2 to this report; and**
  - (b) **approve that the lengths of footway indicated in Annex 2 to this report as shared use footway be removed under the powers in Section 66(4) of the Highways Act 1980 and a cycle track constructed under Section 65(1).**
  - (c) **authorise the Deputy Director of Environment & Economy - Highways & Transport, in consultation with the Cabinet Member for Transport, to make a final decision on the scheme elements to be removed from the design in the event that the costs need to be reduced in order to match the available funding resource.**

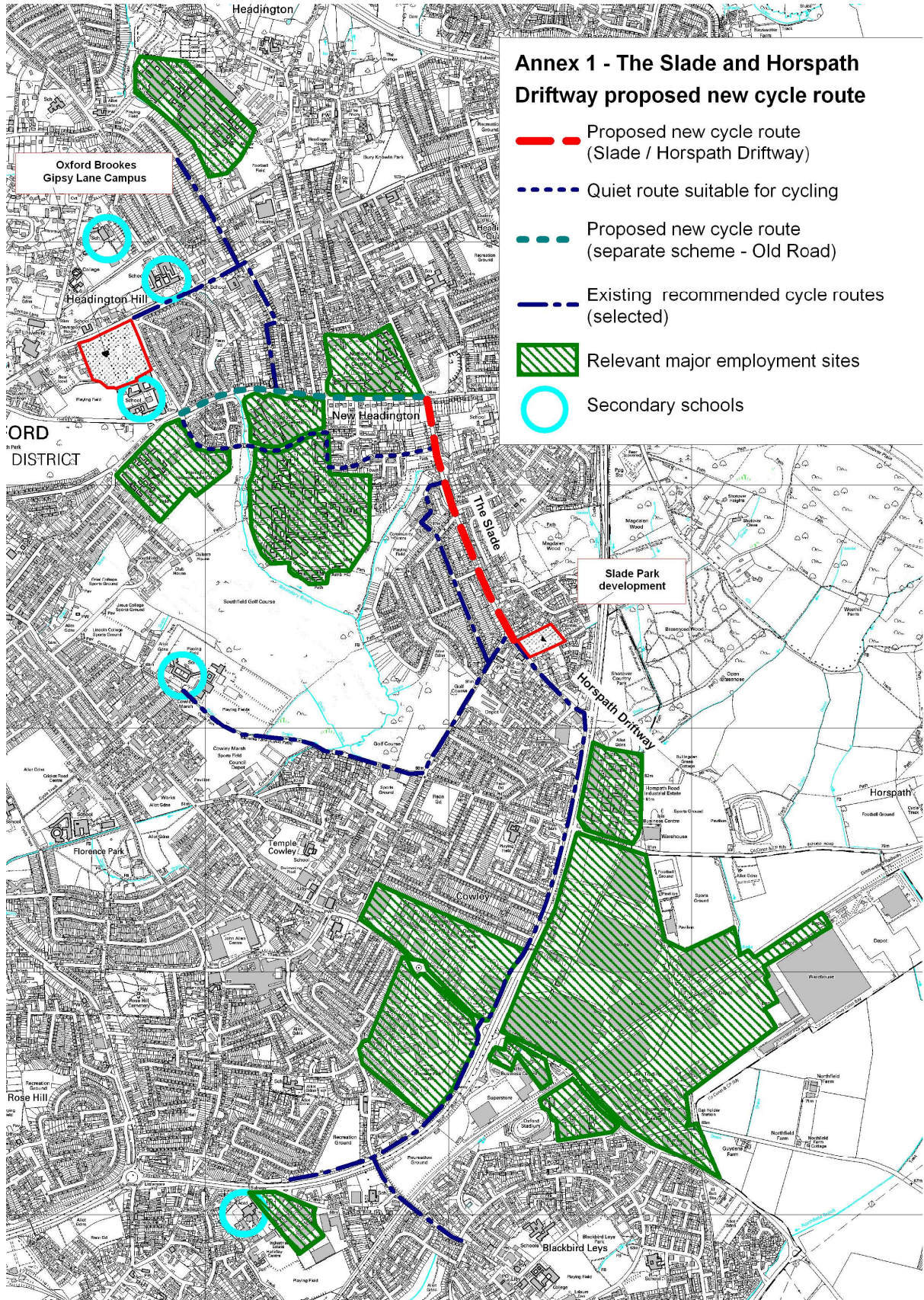
STEVE HOWELL  
Deputy Director – Highways & Transport

Background papers:           Public consultation layout drawings  
  HQ14876/CON/002 and /003  
  
  Consultation letters  
  Consultation responses received by email

Contact Officer:               Joy White, Senior Transport Planner

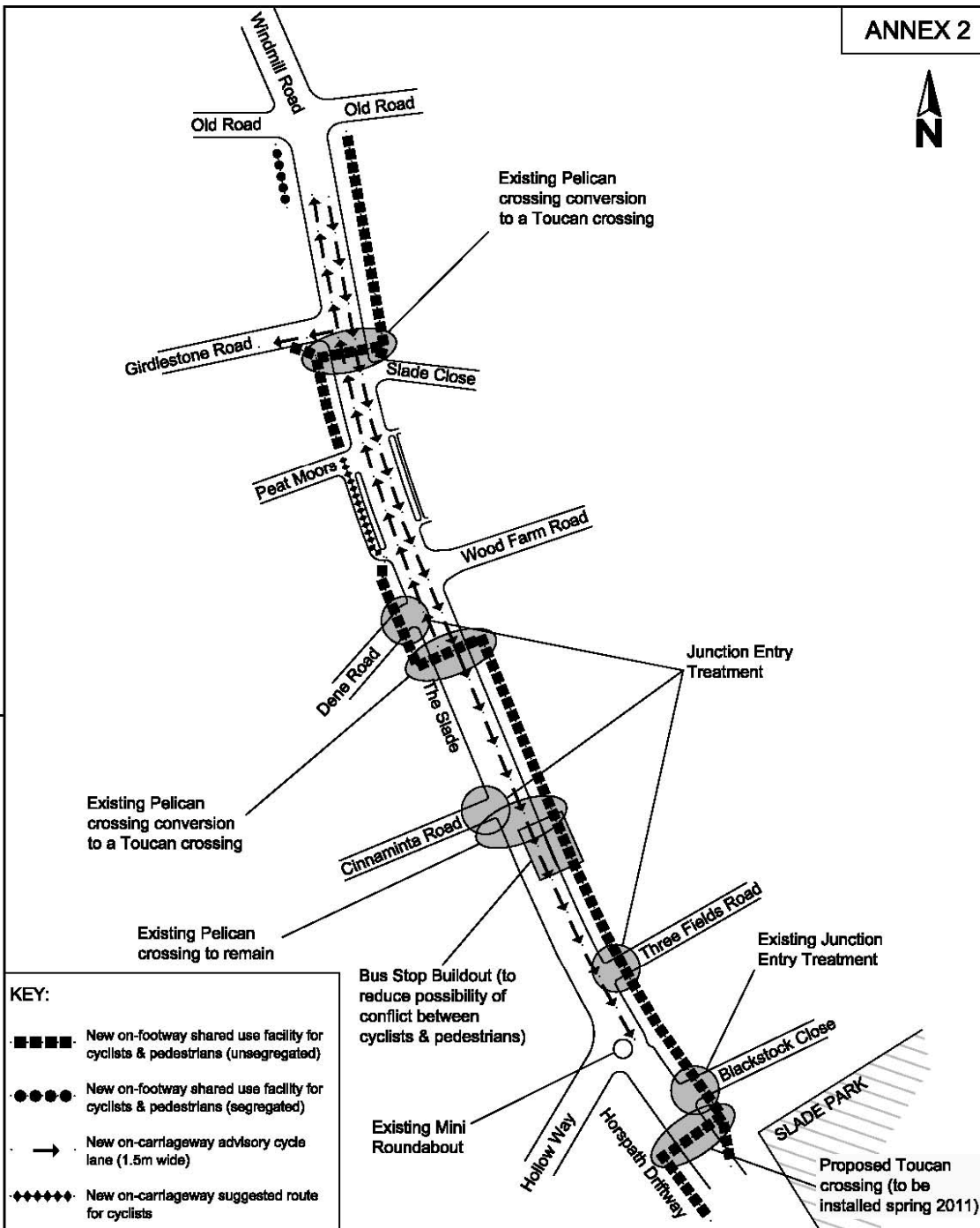
March 2011







ANNEX 2



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Project title	The Slade / Horspath Driftway Cycle & Pedestrian Improvements	
Drawing title	Key Features	

Scale @ A4	Drawn by	Checked by
Not to scale	SAC	EA
	Date drawn	Date checked
	14.2.11	17.2.11
Project No. & File Ref.		
Drawing No. S-000248B/Annex2		
<b>ANNEX 2</b>		

## DESCRIPTION OF THE SCHEME

As illustrated in Annex 2 the scheme would include the following features:

- A shared use cycle track between Slade Park and Girdlestone Road, crossing from the east to west side of The Slade at the signalised crossing near Dene Road. This would allow cyclists from Horspath Driftway heading north along the Slade, to avoid the mini roundabout and continue their journey towards Gipsy Lane via Girdlestone Road.
- An on-carriageway advisory cycle lane (1.5m wide) northbound on The Slade between Dene Road and Old Road, with a short section on the footway approaching the traffic signals at Old Road. This would cater for cyclists continuing their northbound journey towards central Headington, and allow them to bypass queueing traffic at the signals, if necessary.
- An on-carriageway advisory cycle lane (1.5m wide) southbound on The Slade for its full length. This would benefit faster and more confident cyclists using the Slade as part of a longer journey.
- Removal of central white lines and right turn lanes, making it possible to accommodate cycle lanes on the carriageway for much of The Slade. Removal of the centre line markings and marking of cycle lanes at either side is also aimed at changing drivers' perception of the road, helping to reduce vehicle speeds.
- A shared use cycle track on the east side footway of The Slade between Old Road and Slade Close. This would enable less confident cyclists to cycle safely off carriageway from Old Road to the signalised crossing at Girdlestone Road, where they could then proceed on the off-carriageway track on the west side of The Slade to Peat Moors and on towards Hollow Way via Bulan Road, or as far as Dene Road, where they could again cross using the signalised crossing and continue their journey southbound on the footway cycle track on the east side of The Slade.
- Conversion of the existing pelican crossings at Dene Road and Girdlestone Road to toucan crossings, which allow cyclists to cross without dismounting.
- Improvements of side road junctions, tightening up the corners (thereby reducing crossing distances and improving visibility of pedestrians and cyclists waiting to cross), and providing a raised platform across the junction mouth to enable a more level crossing. These changes would also slow turning traffic and make the junctions safer for pedestrians and cyclists, and are similar to junction entry treatments on Abingdon Road.
- With the exception of the short section of cycle track approaching the Old Road signals, all shared use cycle track is proposed to be **unsegregated**. i.e. with no line separating pedestrians and cyclists.

**HORSPATH DRIFTWAY / THE SLADE CYCLE AND PEDESTRIAN IMPROVEMENTS: SUMMARY OF FORMAL CONSULTATION RESPONSES, WITH OFFICER RESPONSES**

Ref:	Description	Address	Comments	Officer response
1	Local resident	The Slade	<ol style="list-style-type: none"> <li>1. In the opinion of the respondent, '<i>The Slade is unsafe for cyclists, and cyclists [currently] have to get off and walk or cycle on the pavement due to the speed of vehicles</i>'.</li> <li>2. The respondent commented that 'the scheme will help to stop cars parking on the pavements and forcing pedestrians into the road outside number 195 The Slade'.</li> <li>3. The respondent suggested that the scheme should '<i>extend to Old Road heading towards the city centre and Morrell Avenue - [these routes are] wide roads with wide pavements but the roads are very unsafe to cycle on and [road users] should not have to wait for a serious accident involving a cyclist before improvements are made</i>'.</li> <li>4. A further comment was made concerning the speed of traffic on The Slade and suggested '[reducing] the speed limit on The Slade to 20 mph, or put in speed bumps' (but queried the affect on fire engines and ambulances).</li> </ol>	<p>The scheme would address this by providing safe cycle routes.</p> <p>Noted.</p> <p>The proposals extend to Old Road, and there are separate proposals for a cycle route in Old Road.</p> <p>When 20mph limits were introduced across much of Oxford in 2009, The Slade was determined to be suitable for the existing 30mph speed limit to be retained. There are no plans to review this. Vertical deflections on The Slade itself have not been considered as part of this scheme, but the proposals include raised crossings of some side roads, which</p>



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Ref:	Description	Address	Comments	Officer response
				<p>would slow turning traffic. Removal of central white line markings and introduction of advisory cycle lanes would visually narrow the road and give drivers a less defined path, with the aim of changing driver perceptions and causing them to moderate their speed.</p>
2	Local residents (2)	The Slade	<p>1. The respondent commented that the <i>'proposed scheme looks great, is well overdue and has our full support'</i>.</p>	Support noted
3	Local resident	Leiden Road	<p>1. The respondent expressed concern over the removal of the right turn lanes into Three Fields and Wood Farm Road, explaining that <i>'traffic gets very congested in that area as there is a lot of parking blocking the left hand lane, therefore removal [of the right turn lane] will increase congestion'</i>.</p> <p>2. The respondent suggested <i>'double yellow lines should be provided at the junction to Three Fields to stop vehicles parking to close to the junction.....and the current proposals make [the situation] worse'</i>.</p> <p>3. Commenting on the proposed raised junction treatment at the Three Fields junction, the respondent said <i>'the raised junction could make [the situation] more dangerous without double yellow lines'</i>.</p>	<p>The scheme proposals would not reduce the overall carriageway width and the centre line would be removed, so when drivers position themselves centrally to turn right, it is likely that vehicles going straight ahead would be able to pass them. The cycle lane is mandatory so drivers could over-run it when a cyclist is not present (as is the case with most other on-carriageway cycle lanes in Oxford).</p> <p>The situation relative to the parking would not be made any worse as a result of this scheme.</p> <p>The proposed change to the junction geometry is more likely to reduce the likelihood of people parking at the junction in Three Fields. Although it could make it easier to park nearer to the junction on the east side of The Slade, parking does not tend to occur on this side.</p>

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Ref:	Description	Address	Comments	Officer response
			<p>4. The respondent suggested that the half width yellow box junction across the Three Fields junction should be extended across the full width of The Slade <i>'to encourage drivers to let right-turners into Three Fields'</i>.</p> <p>5. The respondent commented that they had <i>'not seen a great increase in number of cyclists, perhaps not out at the times leaving for lectures'</i>. Respondent asked if a survey to see how volumes have increased has been considered.</p> <p>6. The respondent disagrees in principle with the idea of cyclists and pedestrians sharing the pavements as <i>'many cyclists are inconsiderate to pedestrians'</i>. Commented that <i>'students are adults and should be able to cycle in the road'</i>.</p>	<p>We would monitor the situation and consider introducing parking controls in the future if necessary. The proposals allow for a yellow box across the whole of the junction mouth, to allow clear entry and exit to Three Fields.</p> <p>A cycle count was carried out but a comparison of the situation before and after the development has not been made. If there has not been a significant noticeable increase this would not be a reason not to create the cycle route – part of its purpose is to encourage more cycling.</p> <p>It is true that a small minority of cyclists are inconsiderate to pedestrians, but accidents between cyclists and pedestrians are thankfully very rare. Officers consider that the risk of conflict is very low and does not outweigh the overall benefits of the scheme.</p>
4	Local resident	The Slade	<p>1. The respondent cycles along The Slade to Somerville College most days and considers The Slade to be <i>'very unsafe for cyclists'</i>. The respondent commented that they <i>'often have to get off and walk, or cycle a short way on the pavement, because traffic travels so fast and ignores cyclists'</i>.</p> <p>2. The respondent expressed their <i>'full support for the scheme'</i>.</p>	<p>The scheme would address this by providing safe cycle routes.</p> <p>Support noted.</p>

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Ref:	Description	Address	Comments	Officer response
5	Local resident	Inott Furze	<ol style="list-style-type: none"> <li data-bbox="689 263 1288 703">1. The respondent objects to the removal of the right-turn lanes along The Slade explaining that 'they are of great benefit to cyclists who need to turn right across the traffic, the alternative is blocking the traffic behind till the other side of the road clears and motorists get impatient'. Made reference to the existing right turn lane at Peat Moors 'at the top of a short hill and removing it would obviously make turning right difficult.</li> <li data-bbox="689 746 1288 962">2. The respondent considers the right turn lanes as <i>'more important safety features than anything contained in the proposal'</i> and was <i>'amazed to read they 'are not considered essential in safety terms'</i></li> <li data-bbox="689 1005 1288 1369">3. The respondent commented that <i>'there is not room on the pavement for safe sharing with cyclists, allowing cyclists to ride on pavements is just a way of getting them off the road at the expense of pedestrians, safe sharing means pedestrians getting out of the way of bikes, often by stepping off the kerb which bikes can't do once committed to the pavement'</i>.</li> <li data-bbox="689 1412 1288 1474">4. The respondent considers <i>'pavement cycle ways also cause problems for on</i></li> </ol>	<p data-bbox="1310 263 2087 408">The scheme proposals would not reduce the overall carriageway width so when cyclists position themselves to turn right, vehicles going straight ahead will still be able to pass them.</p> <p data-bbox="1310 708 2087 853">If right turn lanes were considered essential they would need to be introduced at every junction, and this is clearly not the case. In fact there are many busy junctions on urban roads without them.</p> <p data-bbox="1310 930 2087 1331">The available footway widths are above the Department for Transport recommended minimum widths for shared use cycle paths. It is not our purpose to remove cyclists from the road if they wish to cycle on the road. This is demonstrated by the introduction of on-carriageway cycle lanes for the more confident cyclist. Pedestrians still have priority on the footway and most cyclists will slow down and give way to pedestrians, not wanting to risk a collision. The footway widths allow pedestrians and cyclists to safely avoid one another.</p> <p data-bbox="1310 1412 2087 1474">In this situation the cyclist on the road would have overtaken the cyclist on the footway and so would be</p>

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			<p><i>road cyclists who have to try and check behind their shoulder for pavement cyclists speeding up the inside before they can turn left'.</i></p> <p>5. Pavement cyclists are not necessarily slower and, as less experienced cyclists, they often have no concept of when to watch out for and give way to road cyclists and traffic.</p> <p>6. The respondent suggested a cycle route through the residential streets of the new Eastfield Estate to Holloway could be promoted for 'less experienced cyclists'.</p> <p>7. However, the respondent does agree with the provision of the crossing [on Horspath Driftway?].</p>	<p>aware of the risk. In any case, turning cyclists should always check for pedestrians on the footway and would be unlikely not to notice a cyclist about to cross.</p> <p>See above comment – it is assumed that cyclists on the road would be more experienced and look out for them.</p> <p>There is no available link between East Field Close and Hollow Way.</p> <p>Noted.</p>
6	Local resident	The Slade	<p>1. The respondent supported the new Toucan crossing and bus stop markings on Horspath Driftway.</p> <p>2. Concern was expressed regarding the <i>'removal of [right turn lane] road markings on The Slade as a lot of traffic turns right at the Wood Farm Road'</i>. The respondent is of the opinion that if the existing right turn lane were to be removed to accommodate the proposed cycle</p>	<p>Noted.</p> <p>The scheme proposals would not reduce the overall carriageway width and the centre line would be removed, so when drivers position themselves centrally to turn right, it is likely that vehicles going straight ahead would be able to pass them. The cycle lane is mandatory so drivers could over-run it when a cyclist is not present (as is the case with most other on-carriageway cycle lanes in Oxford).</p>

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			<p>lanes <i>'any vehicle turning will hold up the traffic behind it until a vehicle coming in the opposite direction allows it to cross at many hours of the day there is no break in the traffic'</i>.</p> <p>3. The respondent commented that by providing cycle lanes <i>'there is a great danger of cyclists coming fast up the inside and being invisible to turning traffic'</i>.</p> <p>4. The respondent commented that he thought the localised footway build out at the junction between The Slade and Peat Moors service road was <i>'a large expense for an occasional problem'</i>. The respondent queried whether road markings could be used instead to achieve the same result.</p> <p>5. The respondent was unconvinced by the <i>'expense of raised entries, where vehicles lurch as they find it difficult to get the right acceleration when they have to cross them and make the road/path less safe for pedestrians'</i>.</p> <p>6. The respondent questioned the gap between the proposed bollards at the alley way cut throughs on the east side of The Slade, making particular reference to <i>'sufficient [width] for</i></p>	<p>(3) This is a risk at junctions, but one that most cyclists are aware of, particularly when passing queuing traffic. At junctions without yellow boxes the cycle lane is marked across the junction mouth, making drivers aware of the cycle lane as they turn. The yellow box junction with Wood Farm Road has a wide mouth and therefore good visibility between oncoming cyclists and right turning cyclists. The yellow box junction at Three Fields could be extended to improve visibility, but the raised entry treatment would in any case slow turning traffic.</p> <p>(4) There is a high level of parking demand in this service road, with vehicles frequently parking on the corner. A build out would physically prevent this and allow cyclists space to enter the service road from the footway.</p> <p>(5) The gradient of the raised entry treatment would not be steep enough to cause this to happen.</p> <p>Widths have been checked and are in accordance with the Department for Transport's 'Inclusive Mobility' guidance document.</p>



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			<p><i>unmounted bicycles and electric scooters as this route can be used instead of the main road?</i></p> <p>7. The respondent questioned the business case for progressing with the scheme [Section 106 money].</p> <p>8. Questioned if OCC were going to liaise with Oxford Brookes University to promote cycling when the scheme is Implemented.</p>	<p>The relevant S106 contribution is restricted to providing a safe cycle route between Slade Park and Oxford Brookes University Campus. The scheme is fully funded from developer contributions thus does not place a burden on other funding sources or detract from the council's ability to spend on other items. Oxford Brookes University does promote cycling, and the county council supports them in this.</p>
7	Relative of local resident		<p>1. Sent in on behalf of the respondent's father. The respondent expressed concern regarding the two sections of proposed unsegregated footway/cycle route near Girdlestone Road and Dene Road <i>'as it will put the most vulnerable pedestrians at risk from cyclists'</i>. The respondent's father is blind and walks from The Slade to Old Road on a daily basis. According to the respondent, the proposals will <i>'cause [her father] difficulty and increased stress'</i>.</p> <p>2. The respondent finds the shared facilities <i>'stressful due to the high speed of cyclists'</i>. The respondent commented that <i>'the visually impaired do not have the luxury of walking in the road or moving to allow cyclists to pass. Other vulnerable people such as</i></p>	<p>Officers accept that there is a risk that shared use cycle tracks can be intimidating for blind people and those with low vision. However, the scheme has been carefully designed, following Department for Transport Guidelines, to ensure adequate footway widths and visibility (in this case the cyclist being able to see the pedestrian). This issue is further discussed in Annex 5 of this report.</p> <p>Officers also recognise the potential impact on elderly and disabled people. Again, this is further discussed in Annex 5 of this report.</p>

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Ref:	Description	Address	Comments	Officer response
			<p><i>the elderly, people with buggies and people with disabilities will be at greater risk from being hit and will also feel intimidate by cyclists'.</i></p>	
8	Relative of local resident		<ol style="list-style-type: none"> <li data-bbox="689 416 1285 703">1. Sent in on behalf of the respondent's ex-husband. The respondent expressed concern about the two proposed unsegregated cycle routes on the pavement near Girdlestone Road and Dene Road as <i>'they will put the most vulnerable pedestrians at risk from cyclists'.</i></li> <li data-bbox="689 746 1285 1114">2. The respondent commented that her ex husband is blind and walks from The Slade to Headington daily, a journey which <i>'he already finds difficult, due to parked cars blocking footways, abusive cyclists who already use the pavement and other similar obstacles'.</i> In the respondent opinion <i>'the elderly and mothers with young children experience similar problems'.</i></li> <li data-bbox="689 1157 1285 1444">3. The respondent's view is that <i>'cycle paths should not be [provided] at the expense of the pedestrian. The designation of parts of a pavement as unsegregated cycle/pedestrian routes will prevent the vulnerable.....from using these footpaths as they will lack the confidence to use them'.</i></li> </ol>	<p>Officers accept that there is a risk that shared use cycle tracks can be intimidating for blind people and those with low vision. However, the scheme has been carefully designed, following Department for Transport Guidelines, to ensure adequate footway widths and visibility (in this case the cyclist being able to see the pedestrian). This issue is further discussed in Annex 5 of this report.</p> <p>Officers also recognise the potential impact on elderly and disabled people. Again, this is further discussed in Annex 5 of this report.</p>

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9	Oxford resident	Church Cowley Road	<ol style="list-style-type: none"> <li data-bbox="689 263 1288 560">1. The respondent commented that <i>'as a cyclist I will not use shared-use pavements, because they have to give way to everything and are therefore slower. They also encourage drivers to think cyclists have no right to be on the road.....and are dangerous for pedestrians'</i>.</li> <li data-bbox="689 596 1288 845">2. The respondent expressed concern that shared use footways would be open to use by all cyclists and not just the less confident ones and concluded that <i>'shared use pavements are also likely to make the problem of illegal pavement cycling worse'</i>.</li> </ol>	<p data-bbox="1310 263 2087 411">Cycle routes on the footway are intended for less confident and slower cyclists. The scheme would provide on-carriageway cycle lanes for more confident cyclists along much of The Slade.</p> <p data-bbox="1310 596 2063 815">It is true that the facilities would be open to use by all cyclists but cyclists wishing to go fast are likely to choose the on-carriageway lane. Officers do not believe there is strong evidence that clearly marked, official shared use footways encourage more illegal footway cycling elsewhere.</p>
10	Manager of Oxford Options Resource and Wellbeing Centre		<ol style="list-style-type: none"> <li data-bbox="689 858 1288 1181">1. The respondent expressed full support for the provision of cycle lanes. The remainder of the respondent's comments related to the installation of a bus stop on Horspath Driftway and suggested it could have been located closer to the Oxford Options Resource and Wellbeing Centre located on Agwar Stone Road.</li> </ol>	<p data-bbox="1310 858 2063 927">Comments noted. The bus stop has been positioned where there is the greatest demand for the service.</p>
11	Cyclox		<ol style="list-style-type: none"> <li data-bbox="689 1193 1288 1337">1. Responding on behalf of Cyclox, the respondent stated that <i>'in principle, we are glad to see cycle lanes, and a general use of unsegregated footway'</i>.</li> <li data-bbox="689 1374 1288 1469">2. The respondent also stated general support for the introduction of the section of segregated footway at the</li> </ol>	<p data-bbox="1310 1193 1406 1225">Noted.</p> <p data-bbox="1310 1374 1406 1406">Noted</p>

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Ref:	Description	Address	Comments	Officer response
			<p>Windmill Road / Old Road signal controlled junction.</p> <p>3. Support was also given for the new road markings at the Hollow Way roundabout (Slade approach), but was qualified with the suggestion of <i>'marking cycle lanes on the other two corners [of the roundabout]. There can be a cycle lane from the roundabout to just past Three Fields - there is little demand for parking on this stretch'. [east side of The Slade].</i></p> <p>4. Further suggestions were made by the respondent as follows:</p> <ul style="list-style-type: none"> <li>• dropped kerbs at the ASL located on The Slade (Windmill Road junction) should extend across the full length of the lead-in lane and the full length of the ASL.</li> <li>• Large cycle logos in the left hand on the road <i>'to encourage appropriate motorists.....and to encourage cyclists to take the lane'</i></li> </ul>	<p>Informal, daytime parking on this stretch does present a problem. For cyclists coming from Hollow Way, there is an alternative, parallel route via Bulan Road. Cyclists coming from Horspath Driftway can use the new Toucan crossing and the off-carriageway facility.</p> <p>Dropped kerbs will cover the length of the lead-in taper and just over half the length of the ASL, an overall length of 6.00 metres. This provides a generous length of dropped (flush) kerbs for cyclists using the off-carriageway facility to drop back into the ASL, including situations when cars are stopped for the traffic signals. Providing a longer length of dropped (flush) kerb would require additional road drainage gullies.</p> <p>Queueing traffic would cover the markings when they would be most useful. They would increase road marking clutter. The symbols may also give the impression that the left turn filter lane was intended for cyclists only (because this lane is only 2.50 m wide).</p>

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			<ul style="list-style-type: none"> <li>• Removal of the kink in the alleyway (adjacent Dene Road) through to Leiden Road to 'provide a clear link from those roads to the new cycle route'</li> <li>• A cycle lane across the mouth of Cinnaminta Road (from the start of the double yellow lines opposite the bus stop to the bus stop)</li> <li>• Consider marking a <i>'cycle lane despite the parking on the south side [of The Slade] perhaps a 2m [wide] cycle lane with 1m painted build outs or [access protection] bars across driveways'</i></li> </ul>	<p>This alleyway is not sufficiently wide to allow safe cycling.</p> <p>See response to point 3 above. There is also a bus stop immediately adjacent to Cinnaminta Road.</p> <p>If the purpose of this is to provide a cycle lane past parked cars, it assumes they are parking on the footway (which we would not want to encourage) and even if they are, it is questionable whether there would be sufficient safe space for cycles. In any case, cyclists may want to be well out into the road, away from opening doors. Drivers can often wrongly expect cyclists to stay in their lane, which can be intimidating for cyclists wanting to take a position further out into the road.</p>
12	Oxford resident		<ol style="list-style-type: none"> <li>1. The respondent objected to the removal of the right turn lanes on The Slade on the basis that <i>'traffic will not have a marker for the correct positioning to allow traffic to pass besides them, to leave room for all traffic approaching'</i>.</li> <li>2. The respondent commented specifically about Cinnaminta Road <i>'where traffic is over the centre line in order to pass parked cars'</i>. On the</li> </ol>	<p>Most drivers would be able to judge the suitable road position, particularly when they became accustomed to the route.</p> <p>Parking less than 10m from a junction is contrary to the Highway Code. Removing guard rail would make it easier for someone to park so as to cause an obstruction, but the risk would be outweighed by the</p>



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			<p>removal of the pedestrian guard railing at Cinnaminta Road, the respondent commented <i>'by removing the railings how will [the] scheme prevent more obstructive parking [at this location]?'.</i> The respondent observed that <i>'parking at the corner of Cinnaminta Road / The Slade is a significant hazard even though the railings are meant to preclude this'.</i></p> <p>3. The respondent expressed his general concern with the removal of the centre lines on The Slade as in the opinion of the respondent they assist with correct positioning for turning traffic.</p> <p>4. Commenting on the proposals for the Girdlestone Road junction area, the respondent suggested providing a new diagonal link across the open ground to the south of the junction in order to make a more convenient route for cyclists'. The respondent suggested that the southern corner of this junction be widened to assist buses turning left into Girdlestone Road.</p>	<p>potential benefits to pedestrians. The provision of a raised crossing area and tightening the corners would help deter parking on the corner.</p> <p>Most drivers would be able to judge the suitable road position, particularly when they became accustomed to the route.</p> <p>This has been investigated but the landowner has not given permission.</p> <p>The mouth of the junction is already wide and widening it further would make it harder for pedestrians to cross and increase the possibility of conflict with cyclists.</p>
13	On behalf of Unlimited		<p>The respondent:</p> <p>1. asserts that the only people to benefit from the proposal will be the students in Slade Park;</p>	<p>The benefits of the scheme would be much wider and are discussed fully in the report.</p>

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			<ol style="list-style-type: none"> <li>2. asserts that students are adults and therefore should be able to cycle safely on the road – also that they do not need to cycle at peak traffic times;</li> <li>3. is concerned that the footway is narrowed in places by the presence of street furniture, and that there will be insufficient space around the bus stop;</li> <li>4. is concerned about people with low vision/hearing disability who may not detect an approaching cyclist;</li> <li>5. is concerned about sight lines at exits from properties being obscured by hedges;</li> <li>6. is concerned about people with disabilities and mobility impairment avoiding The Slade, and the risk that this would reduce their independence;</li> <li>7. asserts that ‘young, healthy able bodied people are being given priority above those vulnerable members of our community who deserve recognition’;</li> </ol>	<p>Just because they are adults does not mean that they are experienced or confident cyclists. Many students do in fact need to travel to lectures and other teaching during peak times.</p> <p>The design takes account of this, and street furniture would be moved where necessary. The footway would be widened sufficiently at the bus stop.</p> <p>Officers accept that there is a risk that shared use cycle tracks can be intimidating for blind people and those with low vision, as well as people with other disabilities, including hearing loss. However, the scheme has been carefully designed, following Department for Transport Guidelines, to ensure adequate footway widths and visibility (in this case the cyclist being able to see the pedestrian). This issue is further discussed in Annex 5 of this report.</p> <p>The risk to vulnerable road users is very low and needs to be considered in conjunction with the wider benefits of the scheme, discussed in the report. Aspects of the design such as raised side road entry treatments improve conditions for elderly or physically impaired pedestrians</p>

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			8. and suggests that students should instead be educated to ride safely and responsibly.	The Universities promote safe cycling and Oxford Brookes University has previously offered cycling training and has plans to do so in the future.
14	Local City Councillor Bob Timbs		Respondent does not have any problems with the proposed cycle facilities and has had no complaints from residents. He has concerns about parking in Blackstock Close.	Support noted. Parking in Blackstock Close is being monitored.
15	Local County Councillor Val Smith		Very happy with the proposals.	Support noted.
16	Travel Choices Team, Oxfordshire County Council		<p>The respondent:</p> <ol style="list-style-type: none"> <li>1. shares concerns about shared use footways, but accepts the limitations of on-road facilities in this location;</li> <li>2. has concerns that the footway is narrowed in places by obstructions such as signs;</li> <li>3. proposes road markings, signs and information should make it clear that pedestrians have priority on shared use footways;</li> <li>4. suggests that seating is improved in the bus shelter;</li> </ol>	<p>Noted.</p> <p>Street furniture including signs would be moved as necessary – this has been allowed for in the design.</p> <p>The county council is restricted to using Department for Transport approved signage. However, additional markings on the footway could be considered.</p> <p>Replacement of the bus shelter is out of scope, as it would not be affordable within the scheme budget.</p>

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			<p>5. is concerned about drainage leading to ponding on the west side of The Slade;</p> <p>6. welcomes the removal of guard rail at Cinnaminta Road;</p> <p>7. suggests installing new seating on the route;</p> <p>8. suggests signage in the service road warning motorists of the presence of cyclists.</p>	<p>Comment noted – this is a matter for maintenance, except at locations where the scheme involves moving the kerblines, where drainage has been taken into consideration.</p> <p>Support noted (6).</p> <p>Regretably this is not affordable within the scheme budget.</p> <p>Cycle symbols could be painted on the carriageway.</p>

## EQUALITY AND INCLUSION

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. However, the shared use cycle tracks on the footway may have the potential to affect people differently according to their age and disability.

There may be a negative impact on older pedestrians with age related disabilities or reduced mobility, as a result of the shared use cycle tracks on the footways. Older people can be more fearful of conflict with cyclists. They may see or hear the cyclist approaching later than younger people; they may suffer from poor balance and the consequences of falling are generally more severe for older people. One person's perception of a near miss will be different from another's, but fear can affect people's willingness to venture out, thus reducing their independence.

However, there will be positive impacts on older pedestrians, in particular from the introduction of the new controlled crossing on Horspath Driftway, which will make it very much easier to cross the road there. Additionally the side road entry treatments, which provide a shorter, more level crossing of side roads and slow turning traffic, will particularly benefit older pedestrians. Wheelchair and scooter users will particularly benefit from the raised side road entry treatments.

**Disability:** The same potential negative and positive impacts apply to disabled people of all ages, as they do for people with age related disability. However, they may be more pronounced, particularly in the case of blind or profoundly deaf people, who may not be able to detect an approaching cyclists at all.

Officers have carefully considered the advantages and disadvantages of shared use footways and have retained them in the proposals because of their benefit in providing safe cycle routes for all users, including children and less confident adult cyclists. The overall benefits of the scheme are discussed earlier in this report.

Pedestrian and cycle counts were carried out, and showed that the flows were lower for both than in other Oxford locations where shared use cycle tracks have been successfully implemented, e.g. on London Road.

The inclusion of on carriageway cycle lanes for much of the route provides a better alternative for faster, more confident cyclists, who might be more intimidating for pedestrians if on the footway.

The footway widths conform to the recommended Department for Transport guideline standards for shared use facilities. Street furniture would be moved as necessary to remove obstacles. Appropriate signage, tactile paving and footway markings would be used, in accordance with guidelines. Kerblines changes at some junctions will improve visibility. A safety audit has been carried out on the preliminary design, which did not highlight any inherent problems with a shared use facility at this location.