

ANNEX 3

	Object / support / neither	Comments	Officer response
1	Support	Better to be wider at northern end. Bridge should be non-slip. Ensure smooth surface. Kerbs should be flush. Cycle track standards should be applied. T-junction corners should be rounded off a little where FP74 path joins recreation ground.	Noted.
2	Support	Concern about safety at T-junction when Goodson Walk joins the path - trim hedge and include mirror	Hedge will be trimmed slightly to improve visibility. It is not possible to cut back completely. However, lack of visibility causes uncertainty for users and they are more likely to proceed with caution as they join / exit the main path.
3	Support	Possible to extend the scheme to "Ferry Lane" extension of Ferry Road? Parking and safety problem as not currently highway and excluded from CPZ.	Physical works will not extend to Ferry Lane. Officers will investigate the potential for including this in the creation order. However, if it is likely to be controversial it will not be included in case it jeopardises the conversion of the rest of the path to bridleway.
4	Support with concerns	Welcome improvements for cyclists but concerned about proposed new lighting, whose privacy and security would be affected. If widened need to put something to prevent motorcycles and cars.	Use of 5 metre light columns will be reviewed along the path parallel to Purcell Road and alternatives that have less impact on neighbouring properties will be investigated. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme.
5	Support	Support lighting, making path smoother and straightening it out near bridge. 5 metre street lights good. Fence should be included between path and Wadham Park field to prevent fly tipping and motorbikes	5 metre lighting proposed will be retained through the recreation ground, but reviewed elsewhere. Alternative options for less intrusive lighting will be considered to mark the path where 5 metre lights are not appropriate. Path will be fenced off from Hertford College Sports Ground.
6	Concerns	Don't cut down hedgerow or large tree to rear of 3 Purcell Rd. Don't want light directly to rear of garden. Concern about flooding increase from tarmac. Wildlife in hedgerow should be considered.	Hedgerow will be pruned but not cut down to rear of Purcell Road properties. Lighting will be reviewed to reduce impact on properties adjoining the path. Gradient of path will be reviewed to drain away from rear gardens of Purcell Road properties. Hedgerow will be trimmed back outside of the bird nesting season.

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7	Object	Flooding, hedge should not be removed or partly removed for security, privacy, wildlife reasons, bollards should not be removed as these prevent motorbikes, bridleway would make it dangerous and it should not be made wider or straighter for safety reasons, noise, would prefer shorter lighting as would be less intrusive to properties and wildlife.	Hedgerow will be pruned but not cut down. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme. Increasing the width of the path and changing its status to bridleway will make the path available to more people and encourage sustainable travel. The path will provide enough space for all users to pass each other safely. Proposed lighting will be reviewed. There will be increased activity on the path but this should not result in an unacceptable level of noise above the existing situation.
8	Concerns	Ancient hedge should not be damaged by widening path or lighting. Water run-off, impact on wildlife, 5 metre high lighting is inappropriate and will impact on security of Purcell Rd properties, evidence that improvements are needed and wanted (peds might not like cyclists on path), encourages motorbikes and mini motors. Improve the surface without damaging the hedge, use cats eyes instead of lights, encourage cyclists to use Purcell Rd instead.	Hedgerow will be pruned but not cut down to rear of Purcell Road properties. Lighting will be reviewed and alternative considered to reduce impact. Gradient of path will be reviewed to drain away from rear gardens of Purcell Road properties. There is support for surface improvements which will benefit all users. The paths are considered to form an important strategic route linking Marston, the university science area and the city centre which the council wish to promote as a walking and cycling route.
9	Support with concerns	Concerned that hedge would be removed and implications for security, privacy, and wildlife, and impact of 5 metre lighting on bedrooms and wildlife. Lighting at level of path is more suitable. Would like barriers to prevent motorbikes e.g. at junction of cycle track with South Parks Rd	Hedgerow will be pruned but not cut down to rear of Purcell Road properties. Lighting will be reviewed and alternative considered to reduce impact. Officers consider barriers would be ineffective and negatively affect the aims of scheme.
10	Object	Concerned about impact on semi-rural area, reduction in privacy and security if the hedge is trimmed, flooding, lighting not required and impact on security of houses, installation of barriers essential, path wouldn't be wide enough for two-way peds and cyclists. Purcell Road better alternative route.	The path will not alter the character of the area. The surfacing used will be similar to that in other areas of this character. Lighting to rear of Purcell Road properties will be reviewed and alternative considered to reduce impact. Security of properties will not be changed by the proposals. Path will be wide enough to allow users to pass each other safely. Purcell Road is another useful link which will feed into the path for some users. However, FP74 is considered a good continuous and direct route for some cyclists.
11	Concerns	Group comments following on from site meeting with officers: concern about motorcycles therefore barriers should be used, understand that there'd be no trimming to the body of the hedges i.e., no further than recent trim by maintenance, but "sizing out" of earth at edge of path required. 2.5m where possible but reduce in width to prevent excessive trimming of hedge. Bollard or ground level lighting would be more appropriate for rural character of the area, if installed 5m lighting to be switched of at a pre-determined time, but most would prefer no lighting.	Hedgerow will be pruned but not cut down. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme. Lighting proposed to rear of Purcell Road will be reviewed.

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12	Support	Concerns that hedge cutting will reduce security, drainage, and removal of barriers encouraging motorcyclists.	Hedgerow will be pruned but not cut down. Gradient of path will be reviewed to drain away from rear gardens of Purcell Road properties. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme.
13	Object	Unnecessary scheme because Purcell Road runs parallel to the path. Waste of money.	The county council is responsible for maintaining the existing path. The scheme proposes improvement to the length of FP74 and the city council's path through the recreation ground which are strategic walking and cycling routes. It is logical to upgrade the surface of the entire route for walking and cycling. The scheme is being funded from developer contributions collected specifically toward improving walking, cycling and sustainable travel in the vicinity of the university science area and Marston.
14	Concerns	Expert consideration should inform the scheme. Concern about excessive cutting of hedgerow and impact of lighting on wildlife.	Advice will be sought from the county council's ecologist planner. Hedgerow will be trimmed and other vegetation removed outside of the bird nesting season, and at appropriate times in order not to disturb reptiles and amphibians.
15	Support	Welcome move to make path more user friendly and introducing lighting. Concern about removal of hedges as important to wildlife.	Hedgerow will be trimmed but not removed. Wildlife will be considered during removal of any other vegetation and nesting / breeding / hibernations seasons avoided.
16	Object	Object to bridleway. Concern about removal of hedge, and security of property. Lighting unacceptable for residents and wildlife. Barrier needed to prevent motorcycles. Use Purcell Road instead - cheaper and easier.	Increasing the width of the path and changing its status to bridleway will make the path available to more people and encourage sustainable travel. The path will provide enough space for all users to pass each other safely. Proposed lighting will be reviewed. Hedgerow will be pruned but not cut down. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme. The county council is responsible for maintaining the existing path. It is logical to upgrade the surface of the entire route for walking and cycling. The scheme is being funded from developer contributions collected specifically toward improving walking, cycling and sustainable travel in the vicinity of the university science area and Marston.

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17	Support with strong concerns	Strongly oppose scheme with lighting at 5 metres (waist height or ground level would be acceptable). Concerns that lighting will increase anti-social behaviour, 5 metre height is inappropriate, must not endanger hedge, 2.5 width encourages higher cyclist speeds (mixed use paths 1.8 to 2m are more common), concern about motorbikes and cars.	Use of 5 metre light columns will be reviewed along the path parallel to Purcell Road and alternatives that have less impact on neighbouring properties will be investigated. Hedgerow will be trimmed to normal pruning level. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme. Width of path will be sufficient to allow users to pass each other safely. Similar shared use paths exist in other parts of Oxford, we do not anticipate any problems with cycling speeds.
18		Welcome new bridges and surface. Hedges should not be cut back further than normal pruning level, adequate provision made for drainage, measures required to prevent unauthorised vehicles. Object to conversion to bridleway because path not wide enough (3m should be achieved), safety at junction with Edgeway Road, will promote anti-social cycling, lighting is inappropriate in rural character area, light pollution, energy use, no evidence to suggest that path is used enough in hours of darkness to warrant lighting, other routes are unlit, lighting may encourage anti-social behaviour and won't discourage crime.	Hedgerow will be trimmed to normal pruning level. Gradient of path will be reviewed to drain away from rear gardens of Purcell Road properties. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme. Use of 5 metre light columns will be reviewed along the path parallel to Purcell Road and alternatives that have less impact on neighbouring properties will be investigated.
19	Concerns / Object	Object to proposed street lighting.	Use of 5 metre light columns will be reviewed along the path parallel to Purcell Road and alternatives that have less impact on neighbouring properties will be investigated.
20	Concerns	Approve of improved provision for cyclists and to bridges. Concern over destruction of natural environment for cyclists needs. They can use already well-lit roads. Hedgerow is ancient, rural character, wildlife conservation, value dark night skies. 5m lighting unacceptable. If lighting goes ahead it must be low level and be switched off when people get home. Cats eyes? Cyclists have lights.	Hedgerow will be pruned but not cut down. Other vegetation clearance will be limited to section where FP74 meets the recreation ground and this will be done sensitively. Use of 5 metre light columns will be reviewed along the path parallel to Purcell Road and alternatives that have less impact on neighbouring properties will be investigated.
21	Object	Strongly object: noise, lighting, flooding, waste of money, use Purcell Road	There is potential that there will be increased activity on the path but this should not result in an unacceptable level of noise above existing levels. Proposed lighting will be reviewed. It is logical to upgrade the surface of the entire route for walking and cycling. The scheme is being funded from developer contributions collected specifically toward improving walking, cycling and sustainable travel in the vicinity of the university science area and Marston.
22	Object	Object to bridleway as sacrifices safety of pedestrians for convenience of cyclists.	Increasing the width of the path and changing its status to bridleway will make the path available to more people and encourage sustainable travel. The path will provide enough space for all users to pass each other safely and will not jeopardise the safety of pedestrians.

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23	Object	Path is narrow and enclosed and there are alternative routes. Pedestrian safety and inconvenience.	Increasing the width of the path and changing its status to bridleway will make the path available to more people and encourage sustainable travel. The path will provide enough space for all users to pass each other safely and will not jeopardise the safety of pedestrians.
24	Support	Support, but a stronger surface than hoggin should be used to avoid pooling.	Surface of the path will be sealed, and constructed with an appropriate gradient to ensure it drains properly.
25	Support	Support widened bridges and introduction of lighting.	5 metre lighting proposed will be retained through the recreation ground, but reviewed elsewhere. Alternatives will be considered
26	Support	Strongly support improved surface of path. Should be wide enough, with no bollards, to allow bikes towing chariots and to allow cyclists to pass each other. Less enthusiastic about light pollution but makes sense to light the bridges and junction of path at Goodson Walk.	Noted. Officers agree that bollards should be included in the scheme.
27	Support - no objection	Street lighting important for ensuring safety of those using path parallel to Purcell Avenue and garages at Rippington Drive. Suggest contacting Crime Design Advisor.	Noted. 5 metre lighting proposed will be retained through the recreation ground, but reviewed elsewhere. Alternatives will be considered.
28	Support	Strongly support scheme in principle. Avoid conflict between path and use of recreation ground in new route. Benefit from improved lighting and surfacing. Use surface that does not increase flood risk and consult the Environment Agency.	Noted.
29	Support	No objections	n/a
30	Support	Support the proposal as there are very few places to horse ride in the city.	Noted.
31	Support	Scheme long overdue and will bring net benefit. Lighting should not spill into properties, but light bollards don't throw much light and are easily vandalised.	Noted.