

CABINET MEMBER FOR TRANSPORT - 24 MARCH 2011

OXFORD, HIGHFIELD AND OLD ROAD TRANSPORT IMPROVEMENTS

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

Introduction

1. This report outlines proposals for transport improvements in the Highfield area of Headington, Oxford, which include traffic calming measures and pedestrian/cycle facilities between and including London Road and Old Road (referred to hereafter as the Highfield Area). The report recommends that the Cabinet Member for Transport approve the implementation of the scheme.
2. S106 contributions have been collected from recent developments at the Churchill Hospital and the Nuffield Orthopaedic Centre (NOC) to mitigate the transport impact of the developments and improve conditions for modes other than the private car. Officers have carried out feasibility work on various schemes over a number of years but attaining local consensus on the type of measures has proved difficult.
3. The current proposals are a combination of two previously separate schemes (Highfield Area and Old Road) which had considerable overlap. The proposals link to a wider strategic area, benefitting more users and linking with the proposed cycle and pedestrian improvements in The Slade and Horspath Driftway. They help create improved conditions for walking and cycling links to the city centre, helping to achieve the county council's overall transport strategy.

Background

4. The Highfield Area and surrounding roads experience relatively heavy traffic due to the presence of many healthcare and educational institutions in the area. Old Road is an important part of the city's transport network and an important bus route. It has a large volume of traffic throughout the day, which puts pressure on the junction with Windmill Road and The Slade (more than 20,000 turning movements over a 12 hour period). Almost 1400 cycles negotiate this junction (12 hour) with minimal cycle infrastructure. Reported accidents from the past 5 years indicate clusters at junctions of Old Road with Windmill Road and Gipsy lane and at the side road junctions on Old Road and London Road.
5. With the exception of London Road, there are no cycle facilities in the Highfield Area but, given the abundance of trip attractors locally, there is potential to increase cycling levels. Certainly, the high volume of vehicular traffic acts as a deterrent to cycling and walking in the area.

6. Annex 1 illustrates the importance of the Highfield Area in the context of nearby workplaces and educational establishments, as well as existing and proposed 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.

Description of the proposed scheme

7. The main features of the proposed scheme are junction improvements on Old Road/Windmill Rd/The Slade and Old Road/Gipsy Lane junctions, cycle facilities on Old Road coupled with removal of the centre line and a zebra crossing near to Stapleton Road. Raised entry treatments are proposed on the side road junctions of Old Road and London Road with a narrowed raised table at the junction of Lime Walk and All Saints Road and an additional raised table on Latimer Road at its junction with All Saints Road. A plan showing the main features of the scheme on which officers carried out formal consultation, is included in Annex 3. The consultation plans are in the background documents. The proposals are described in Annex 4.

Consultation on the scheme

8. As mentioned previously, the scheme currently being proposed is an amalgamation of two previously separate schemes, which had separate informal consultation processes.

Informal consultation – Old Road

9. Informal stakeholder consultation was carried out in March and April 2010 and involved cycle groups, residents' associations, hospitals, local councillors, pedestrian and disability groups, universities, The Cheney School and Sustrans.
10. Three options were presented, ranging from a minimal scheme to something more comprehensive catering for pedestrians and cycles along the whole length of Old Road (west). Feedback was provided on different elements on each option, which provided officers with an understanding of generally accepted elements to take forward to formal consultation.
11. Overall, the zebra crossing was supported by those responding about this specific feature. There were mixed views on the cycle paths although people were generally opposed to the shared use path east-bound from Gipsy Lane to Windmill Road. There was no consensus on the junction improvements and cycle by-passes. The on-carriageway cycle lane was generally supported with some respondents undecided. Although the proposal to remove the centreline was not objected to, many respondents were ambivalent to the idea. The side road entry treatments were supported by all.

Informal consultation - Highfield

12. Informal consultation was carried out on the Highfield Traffic Management Scheme in summer 2010. 1883 letters were sent out to local residents and

businesses, covering a wide area of Headington beyond the streets immediately affected by the proposals. These letters invited people to attend an exhibition of the proposals at the Methodist Church Hall, New High Street, on 27 May 2010. A total of 166 people signed in to the exhibition over a period of 8 hours.

13. The consultation exercise created significant interest in the scheme and resulted in 353 feedback responses. The feedback forms allowed people to express their opinions on a 5-point scale and overall opinion was mixed. A summary of responses to consultation can be found at Annex 6.
14. In response to informal consultation and funding pressures the following elements of the scheme were removed: Right-turn bans from London Road and Old Road, Closure of Old Saints Road at Barrington Close, pinch points on Lime Walk and parking rearrangement/segregators on Latimer, Stapleton and Bickerton roads.

Formal consultation – Highfield and Old Road

15. Formal consultation was conducted on the amalgamated and revised scheme in December and January 2010/11 as a result of the informal consultations mentioned above. Plans were sent to all stakeholders and posted online and letters sent to 707 properties.
16. A total of 41 responses were received (30 online and 11 letters/emails). Responses are summarised at Annex 6, together with an officer responses.

Policy and strategy

17. The scheme would make a positive contribution to achieving the following of the five strategic objectives under the current Local Transport Plan (LTP2):
 - (a) Tackling congestion: by encouraging more people to switch from car travel to cycling and walking
 - (b) Safer roads: by providing safer cycling and walking facilities
 - (c) Better air quality: by reducing congestion
18. 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 Staff Implications

19. Funding for this scheme is through S106 agreements which total £205,000. The cost of the works and fees is estimated to be £220,800. Therefore there is a shortfall of £15,800. Officers intend to manage the costs of the scheme so that it is contained within the budget of £205,000. Additionally, separate funding is being made available from the Highway Maintenance Programme to resurface sections of the road. A budget of £17,000 is being allocated for

this purpose. Traffic signal equipment is being upgraded through the revenue programme.

Equality and inclusion

20. 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 7 provides more detail on this and shows that officers have considered equality issues carefully before reaching conclusions about the scheme.

Conclusions

21. 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 formal consultation scheme proposals.

RECOMMENDATION

22. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) approve implementation of the Highfield and Old Road Transport Improvements as shown on Drawing No H&T/A3/0931 as set out in Annex 3 to this report; and**
 - (b) authorise that the lengths of footway highlighted in orange in Annex 2 to this report be removed under the powers in Section 66(4) of the Highways Act 1980 and a cycle track constructed under Section 65(1).**
 - (c) authorize 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 to match the available funding resource.**

STEVE HOWELL

Deputy Director E&E – Highways & Transport

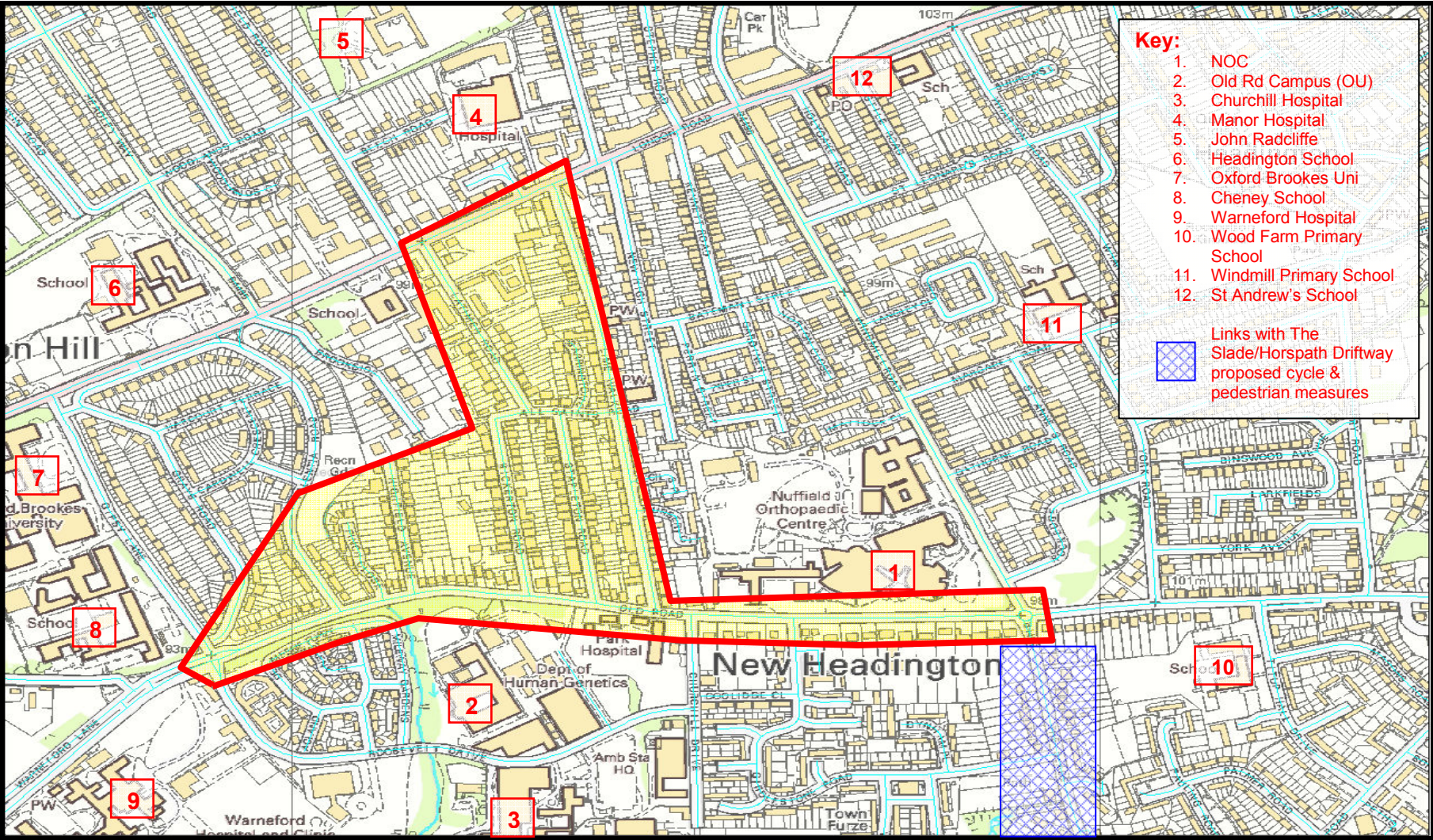
Background papers:

- Report to CMT 7 January 2010 re Highfield schemes
- Consultation plans
- Consultation responses

Contact Officer: Aron Wisdom

March 2011

Annex 1: Location map

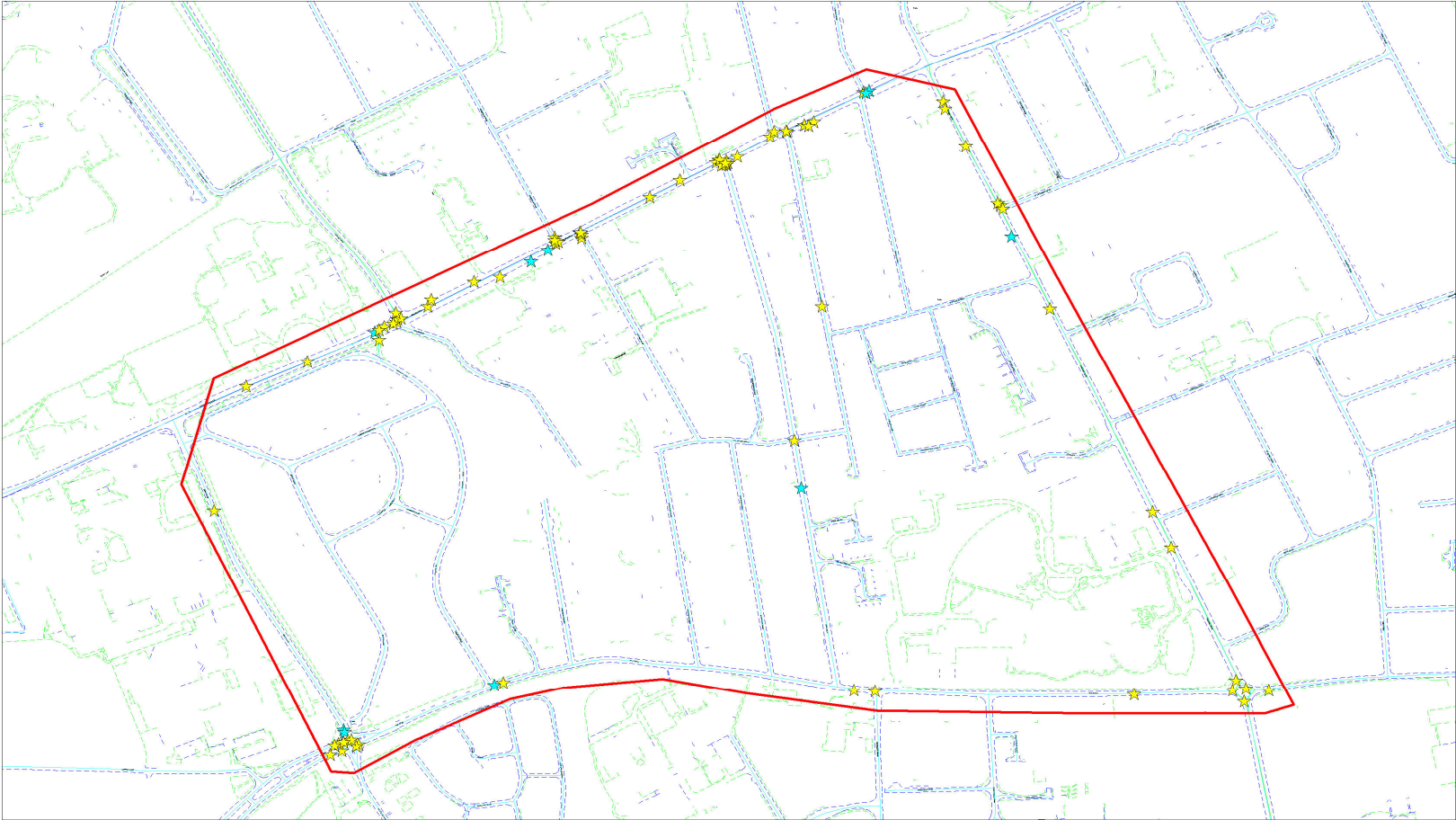


Annex 2: Accident map

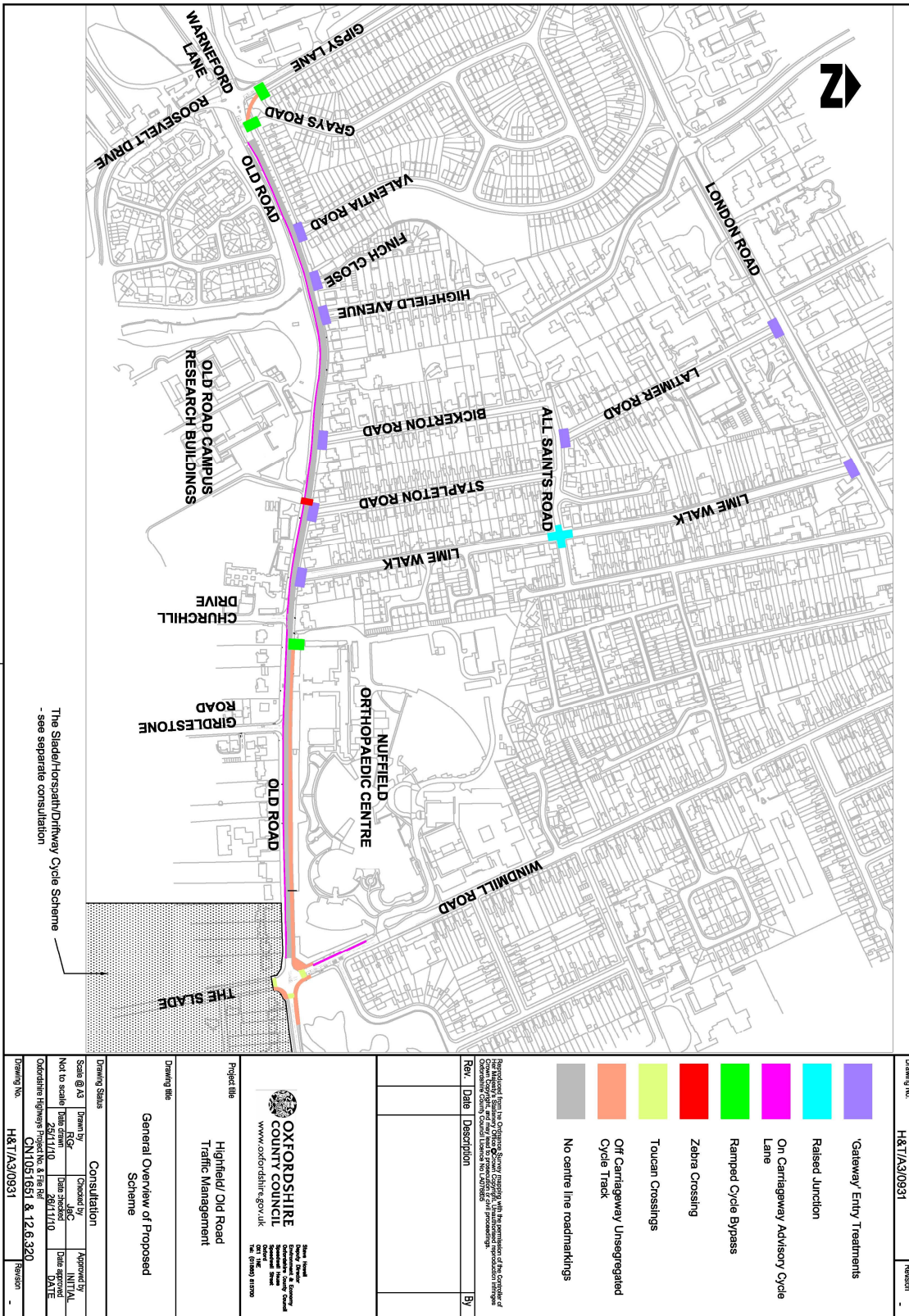
Accidents between dates:
01/01/2006 and 31/12/2010

Oxfordshire County Council - Highways & Transport Service

04/02/2011



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The Slade/Horspath/Ditwary Cycle Scheme - see separate consultation

Drawing No: H&T/A3/0931 Revision: -	
Project title: Highfield/Old Road Traffic Management	
Drawing title: General Overview of Proposed Scheme	
Drawing Status: Consultation	
Scale @ A3: Not to scale	Drawn by: RAG Date: 26/11/10
Checked by: JGC Date: 28/11/10	Approved by: INT/AL Date: DATE
Oxfordshire Highways Project No. & Title Ref: CN1051651 & 12.6.320	
Drawing No: H&T/A3/0931 Revision: -	



Rev.	Date	Description	By

This drawing is the property of Oxfordshire County Council. It is to be used for the purposes of the project only. It is not to be used for any other purpose without the written consent of Oxfordshire County Council. It is not to be used for any other purpose without the written consent of Oxfordshire County Council. It is not to be used for any other purpose without the written consent of Oxfordshire County Council.

Annex 4: description of proposals

The proposed scheme is designed to slow traffic in the area whilst providing an enhanced cycle and pedestrian environment. It is wholly funded by developer contributions drawn from various developments in the area.

The Highfield area and Old Road are heavily trafficked due to the concentration of employment and educational establishments, which can make it uncomfortable for pedestrians and cyclists. This scheme would provide infrastructure to improve conditions for these road users, thereby encouraging people to walk and cycle, helping to reduce the number of car journeys.

The scheme would create safer and better conditions for cyclists and pedestrians by slowing traffic, and providing cycle and crossing facilities in areas that have the most reported accidents.

Raised 'gateway' entry treatments are proposed for the junction with Latimer Road and All Saints Road and on all side roads from Old Road (except Girdlestone Road and Churchill Drive) with the same treatments on Lime Walk and Latimer Road at London Road. A raised junction at Lime Walk and All Saints Road, with a narrowed carriageway running north to south is proposed.

Proposed junction improvements at Windmill Rd/Old Rd/The Slade will consist of intelligent traffic signal improvements (MOVA) to increase capacity, Toucan crossings on all arms except Old Road, and off-carriageway cycle facilities to help less confident cyclists negotiate the junction. The proposals also include a short stretch of shared use cycle path from the NOC entrance on Old Rd to Windmill Road.

A 1.2m advisory cycle lane is proposed in a westbound direction from The Slade to Roosevelt Drive. The centre line would be removed, with the aim of reducing vehicle speeds. Subject to maintenance funding, Old Rd will be resurfaced in 2011 removing all indication of old road markings.

A zebra crossing would be situated just west of Stapleton Road to help pedestrians reach the Old Road Campus and Churchill Hospital.

Annex 5: Feedback on informal consultation

Traffic Management Scheme for the Highfield area of Headington, Oxford

Informal public consultation was carried out in May/June 2010 on proposals to introduce a developer funded scheme aimed at mitigating the impact of through traffic in the Highfield area of Headington, between London Road and Old Road. The proposals were outlined on the county council's consultation portal.

1883 letters were sent out to local residents and businesses, covering a wide area of Headington beyond the streets immediately affected by the proposals. These letters invited people to attend an exhibition of the proposals at the Methodist Church Hall, New High Street, Headington on 27 May.

The exhibition was held over an afternoon and evening, and a total of 166 people signed in. Staff were available to explain the proposals, and printed explanation sheets were available. Paper copies of a feedback form were handed out, and many people completed these at the exhibition, or took them away to complete at home. The feedback form and all the plans were also available on line.

The consultation period was initially set to four weeks, but was extended to 1 July at the request of some residents. During the consultation period, on 10 June, a meeting with representatives of residents' associations in the area was held at Oxford Brookes University, chaired by Cllr Altaf Khan. Other meetings were held at which no officers were present. These included meetings of residents' associations, and street surgeries held by local councillors.

Feedback from the consultation

A total of 353 feedback forms were received during the consultation period: 242 on paper, and 111 on line. Whilst every effort was made to ensure that there was no duplication, it is possible that a few people may have submitted paper forms and replied on line, because it was possible to reply anonymously.

Table 1 shows the replies to four of the 'tick box' questions on the feedback form. These are broken down by street, except for streets where only one or two people replied, which have been grouped together to avoid the possibility of respondents being identified. 'Strongly agree' and 'Agree' responses have been totaled together and classified as 'Agree' for simplicity. Likewise 'strongly disagree' and 'disagree' have been totaled together.

Q2: To what extent do you agree that traffic speeds in the area should be reduced?

This shows that there is widespread agreement that 'Traffic speeds in the area should be reduced'.

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Q3: To what extent do you agree that the amount of through traffic using the area should be reduced?

There is also overall agreement that 'Through traffic using the area should be reduced', but this is less consistent, with the majority in several of the streets that would not see a reduction in through traffic under the proposed scheme, disagreeing that through traffic should be reduced.

Q4: Do you like or dislike the proposed traffic calming features? Overall impact of traffic calming features:

In the streets where traffic calming measures are proposed, more people said they liked rather than disliked the overall impact of the traffic calming measures, with the exception of Latimer Road, where more people said they disliked it. Overall, 37% of respondents said they liked the overall impact of the traffic calming measures, while 50% said they disliked them, and 13% said they did not know. However, from the explanations people gave (in question 5), it was apparent that a number of people understood 'traffic calming features' to include the proposed turning bans, even though these were considered separately in questions 6 and 7.

Responses relating to individual traffic calming features showed a variation in popularity (see Table 2). More people liked than disliked the gateway features at the junctions of the side streets with Old Road and London Road, the pinch points along Lime Walk, and the improved raised table junction of Lime Walk and All Saints Road.

Parking segregators and changed parking arrangement in Bickerton, Stapleton and Latimer Roads was less popular, with slightly more people saying they disliked than liked these features, and many people unsure. The narrowing at the southern end of Latimer Road was also less popular.

The closure of All Saints Road was the least popular of the traffic calming features, with more than three times as many people saying they disliked it compared with the number saying they liked it.

In Question 5, where people were asked to explain their views on the overall impact of the traffic calming measures, concerns included:

- The impact on surrounding streets
- Inconvenience to residents
- Reduction in parking space
- Inconvenience to motorists
- Congestion/reduced traffic flow
- Expense of the scheme and whether it is worthwhile
- Why Highfield should get special treatment
- Safety concerns about some of the features, mainly the pinch points in Lime Walk.

However, many others agreed that the scheme would be effective in reducing speeds and that this was much needed.

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Q6: Do you like or dislike the proposed turning bans?

Table 1 shows that there is widespread dislike of the proposed turning bans, even in streets that would benefit from reduced traffic volumes as a result of them. More than four times as many people disliked the turning bans compared with the number who liked them. The opposition was strongest in New Headington (the area between New High Street and Windmill Road), which would be inconvenienced most, and Windmill Road, which would experience displaced traffic.

Letters were received from several local organizations that did not complete feedback forms:

- All Saints Church supported the traffic calming measures but were against the turning bans, because they would inconvenience members of the congregation travelling to church;
- Highfield Residents Association supported the proposals except for the right turn ban at New High Street, and the closure of All Saints Road, for which they recommended that alternative measures be found.
- New Headington Residents Association opposed all the turning bans, and expressed concern about the impact of displaced traffic.
- Kwik Fit objected to the turning ban at the junction of Lime Walk and London Road, saying that it would unacceptably restrict approach routes for customers and deliveries, as well as adding to congestion at the London Road/Windmill Rd junction.
- St Luke's Hospital objected to the turning bans, saying that they would inconvenience patient transport, deliveries and collections, and on-call doctors. They supported the traffic calming but questioned whether it was necessary.
- Patient Transport Service objected to the turning bans on the grounds that it would increase journey times for accessing the hospitals.

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Street	Question:Q2 To what extent do you agree that traffic speeds in the area should be reduced			Question:Q3 To what extent do you agree that the amount of through traffic using the area should be reduced			Question:Q4 Do you like or dislike the proposed traffic calming features? Overall impact of traffic calming features			Question:Q6 Do you like or dislike the proposed turning bans?		
	Agree	Neither	Disagree	Agree	Neither	Disagree	Like	Don't know	Dislike	Like	Don't know	Dislike
All Saints Rd	3	1	1	4	1	0	3		2	3		2
Barrington Cl	10	2	0	5	3	4	6	2	4	0	2	10
Bateman St	4	5	2	7	3	1	4	3	4	2	1	8
Bickerton Rd	12	2	2	13	0	3	8	3	3	2	1	13
Gardiner St	7	1	2	2	3	5	4	1	3	0	0	10
Gathorne Rd	2	0	1	3	0	0	0	1	2	0	1	2
Highfield Ave	4	0	0	4	0	0	4	0	0	1	1	2
Kennett Rd	14	3	4	8	5	8	4	4	12	0	2	19
Latimer Rd	25	6	4	19	11	5	12	4	14	7	4	24
Lime Wk	30	3	10	27	4	12	24	1	16	17	4	22
London Rd	3	0	1	0	1	3	2	0	2	0	0	4
New High St	19	10	15	9	20	15	10	6	27	2	0	42
Old Rd	7	3	0	5	2	3	4	1	5	2	1	7
Perrin St	0	2	1	0	1	2	0	1	2	0	0	3
Sandfield Rd	1	1	1	0	1	2	1	0	2	0	1	2
Stapleton Rd	28	1	0	23	3	3	19	3	5	14	2	13
Wilberforce	5	1	2	2	3	3	2	0	6	0	0	8
Windmill Rd	9	5	2	3	6	7	0	3	12	0	2	14
Outside												
Oxford	3	5	4	1	7	4	2	3	8	0	1	12
No Street	13	6	10	10	7	12	6	4	19	5	2	22
Headington, streets with <3 responses	17	8	5	13	6	11	8	3	17	3	2	26
Anonymous	1	0	0	1	0	0	0	0	1	0	0	1
	217	65	67	159	87	103	123	43	166	58	27	266

Table 1 – Responses by street

	Like	Dislike	Don't know
Detail 1: Gateways	152	143	33
Detail 2: Pinch points	156	133	38
Detail 3: Raised table junction of Lime Walk and All Saints Rd	176	115	38
Detail 4: Parking segregators	109	112	105
Detail 5: Parking rearrangement	93	96	133
Detail 6: Narrowing in Latimer Rd	121	132	75
Detail 7: Closure of All Saints Rd	67	223	51

Table 2 – Views on individual traffic calming features

Old Road Cycle and Pedestrian Measures, Oxford**NOTE OF A MEETING****Held At:** Nuffield Orthopaedic Centre, Oxford**Date:** 8th March, 2010

Ref:

Subject: Old Road, Oxford**Present:**

Aron Wisdom – Transport Planner, OCC (AW)

Joy White – Senior Transport Planner, OCC (JW)

Jayme Radford – Transport Planner, OCC (JLR)

Mary Horan – Sustainable Travel Co-ord, OBU (MH)

Cllr Liz Brighthouse – (LB)

Mark Gray – Risk & Site Manager, NOC (MG)

Karl Chadwick – Travel Manager, JRHT (KC)

Patrick Coulter – Highfield Residents' Association (HRA) (PC)

Hilary Rollin – HRA (HR)

Carolyn Gulliver – Wingfield Residents' Association (CG)

Cllr Roy Darke (RD)

Cllr Ruth Wilkinson (RW)

Frank McKenna – HRA (FM)

Distribution

Item	Comments	Action
1	<p>Aim of the meeting:</p> <p>AW presented three options for cycling infrastructure improvements for Old Road, Oxford. AW provided technical commentary on all three options.</p> <p>The meeting was an opportunity for all stakeholders to discuss</p>	

	options and provide feedback to OCC.	
2	<p>AW presented three options with technical drawings -</p> <p>Option 1 (Basic scheme with zebra crossing)</p> <p>Option 2 (Enhance scheme without zebra crossing)</p> <p>Option 3 (Fully enhanced scheme without zebra crossing)</p> <p>AW explained the Sustrans application process for funding – and the support Sustrans have provided for the proposals.</p> <p>Stakeholder response:</p> <ul style="list-style-type: none"> • The group were generally supportive of the on-carriageway suggestion. • Concerns with the proximity to the pelican crossing on Old Road (Lime Walk). • The group felt proposals would not help school pupils on Old Road (east of Windmill Rd). • Group concerns with the height of the double curb on Old Road – safety risk for both on-road cyclists and shared path users • The group view Lime Walk to Finch Close as the most dangerous section of Old Road for cyclists. • Valentia Road – difficulty in crossing Old Road as a result of the bus stop. • Old Road/Slade/Windmill Road junction: all pedestrian crossing points are in the same green phase – difficult to cross at more than one point. • Have OCC reconsidered a roundabout in this location? • Currently cyclists turning left from The Slade to Old Road use the footpath as a cycle bypass, however, do not rejoin the carriageway. Cyclists continue to use the footpath. • Old Road/Warneford Lane junction: difficult to make a right turn. • Felt that Old Road very uncomfortable for cyclists <p>Positive points:</p> <p>AW stressed that there was no long stop on the developer funding agreement – money has been set aside for improvements to walking and cycling on Old Road.</p> <p>AW asked the group for positive points of the suggested schemes:</p> <ul style="list-style-type: none"> • The group acknowledged OCC's want to improve Old Road for cyclists. • The 'off road' option would help with feeling secure. • The introduction of a permanent cycle path. 	

	<ul style="list-style-type: none"> • Positive response to the junction treatments – these will slow traffic and gives peds (cyclists on option 2 & 3) priority. <p>Group suggestions:</p> <p>AW opened the floor for suggestions from the group:</p> <ul style="list-style-type: none"> • Unhappy with the concept of cycle ‘bypass’ lanes or shared paths. Believe road users should coexist and we should educate drivers/cyclists of shared use (MH). • Many suggestions for a cycle track on Old Road – behind the hedge on the NOC land as previously suggested (HRA) <ul style="list-style-type: none"> - AW & JW explained the difficulties in developing land off the highway not just cost, which is prohibitive – difficulties of CPOs, removal of trees & hedges, lighting, width (for two-way cycling) & security. Also, this would not provide a continuous route along Old Rd - AW/JW – NOC offer of land for permissive use is no longer an option (comment supported by MG). • Suggestions for cycle track running from traffic lights at Cheney School – south bound. Group felt there is enough natural light to support this option in terms of security. <ul style="list-style-type: none"> - AW/JW – difficulties again with lighting and obtaining land for development, felt this is not a feasible option. • Proposed zebra crossing should be located Valentia Rd/Highfield Ave(?) 	
<p>3</p>	<p>Next steps:</p> <p>AW to consult additional stakeholders who were unable to attend</p> <p>AW will be in contact with all stakeholders in the near future to discuss outcomes of the proposals.</p>	<p>AW</p>

Annex 6: Summary of response to formal consultation

Response Ref	Question: Your comments:	Officer response
Stapleton Road	Dear Sir, Not sure if this is the right place to do this but I can't find anywhere else to put it. I have consulted with my neighbours and we would like to request that when Stapleton Road's CPZ is remarked we would like the Double Yellow lines between No's 52; 54 to be removed to allow a continuous parking bay. We also requested this action on the form that was sent out about 9 months ago, but when the road was marked up for change, the Yellow lines have been left in.	1. Passed to Parking Team
Latimer Rd	Dear Mr Green Thank you for your consultation letter dated 7 December. As a resident whose house is at the junction of Latimer Rd and All Saints Rd, I broadly welcome the overall plans put forward. The Gateway entry at the junction of Latimer and All Saints should reduce the speed of cars at this junction. However, the more pressing issue on Latimer Rd is that it is straight with most cars parked on the Lime Walk side of Latimer Rd. This encourages many drivers cutting through to drive at high (and dangerous) speeds along a straight stretch of road that has no obstacles to negotiate. Given a choice, I would rather trade off the Latimer Rd/All Saints Rd Gateway for some form of chicane part way up Latimer Rd that would block the straight line of sight up the road and cause vehicles to slow down when using the road.	2. The large majority of the reported accidents in the area occur at side road junctions and although there have not been any reported accidents in the past 5 years at the Latimer Road/All Saints Road junction neither have there been any accidents within the road. A number of accidents have been reported at the London Road end and given the financial constraints of the scheme it is deemed appropriate to retain a consistent approach to traffic calming i.e. at the junctions. There is also an advantage to pedestrians when crossing side roads.
Bickerton Rd	Sadly this traffic management scheme does not take account of the high traffic now experienced on Old Road to serve the Churchill site developments of the past years. Removing centreline roadmarkings on Old Road is likely to prove dangerous given the hill, cycle and bus useage along with commuter use. My other comment is that the Lime Walk / All Saints Rd raised junction would be better replaced by a zebra	3. The removal of the centreline in conjunction with the cycle lanes would help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when

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	<p>crossing to reduce traffic shock on buildings and reduce traffic speed.</p>	<p>this is incorporated with cycle lane(s)</p> <p>4. The raised table would be much more effective at reducing vehicle speeds with the 'hump' but also the narrowing of the north/south carriageway with no priority, creating a cautious approach but at the same time making crossing easier and safer for pedestrians</p>
<p>Stapleton Road</p>	<p>1. I am very disappointed that the new proposals neither discourage speeding between gateways/platforms and have not attempted to reduce through traffic - the two major criteria of the project. I would like to see revised proposals based on the previous plans but without the 'no right turns'. Please investigate what Lanarkshire are doing to passively reduce speed of through traffic.. With the introduction of a cycle lane in Old Road alongside NOC I am very concerned about the back entrance of NOC onto Old Road. The entrance is only a dropped kerb (therefore technically pedestrians have right of way) however, there is considerable traffic (buses, lorries, cars) using that junction and all treat it as a road, ignoring the very faded give way road markings. I regularly walk that route and have often had to move quickly out of the way as a vehicle going east along Old Road turns left into the entrance without slowing down or checking for pedestrians (and, soon, cycles). Also vehicles coming our of NOC draw up level with the kerb so pedestrians have to wait or walk around the back of the vehicle - again there is a potential risk by introducing cycles which are much faster than pedestrians and may not be seen by vehicles. As it is only a dropped kerb a gateway will not work in making vehicles more aware. Please give careful thought to this potential danger.</p>	<p>5. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur.</p> <p>6. The cycle path along the NOC would not start until after the junction meaning cycles will not be crossing at said point. An 'on-slip' arrangement will encourage this but also protect the entry from stationary vehicles.</p>

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<p>Lime Walk</p>	<p>The issue with Lime Walk is not so much volume of traffic but SPEED. The current plans do not seem to address this. Please visit Portsmouth to view their approach to 20mph areas - they have painted on all relevant roads LARGE signs with an encircled which are about 4ft by 3ft and are on all roads with the 20mph restrictions. Drivers cannot fail to notice these. It is also worth considering Cllr Darke's point, made last night, concerning extra in Lime walk - whilst speed bumps are not popular because of the noise, tables which are larger, but lower than bumps, with clear painted signs on the approach is certainly worth further investigation by your technical staff. A third approach is a variation on the lines that are on approaches to roundabouts where the spaces between diminish and give the impression of the driver driving too fast when approaching a hazard. The common denominator here is using the road as a canvas to create a message.</p>	<p>7. 20mph roundels can be investigated and discussed with road safety officers regarding their effectiveness</p> <p>8. 'Softer' traffic calming measures such as those recently introduced in Beech Croft Road are not within the scope of this scheme. Community involvement is usually paramount and alternative funding would need to be sought.</p>
	<p>I'm opposed to the amended plans on the grounds that there is no traffic calming measures included for the Highfield area. Several additional features previously included on the consultation have been added which have will have little or no effect in reducing either the volume or the speed of traffic currently using our streets as nothing more than rat runs between Old Road & London Road. No requirement for pedestrian crossing on Old Road& Waste of funding which could be better spent on traffic calming measures. Entry Gateways likewise waste of funds if they don't incorporate further traffic calming measures in Highfield. Gateways likely to cause both pedestrian and vehicle accidents, due to right of way issues as witnessed daily in the London Road since completion of the works.</p>	<p>9. Traffic calming measures are proposed on all side roads in the Highfield Area, at the junction of Lime Walk and All Saints Road and at Latimer Road and All Saints Road. This would help to slow traffic at these points where accidents are more prevalent.</p> <p>10. The proposed zebra crossing on Old Road has been positioned from surveys which identified that most people wanted to cross between Stapleton Rd and Old Road Campus pedestrian and cycle entrance. A crossing point here would help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future</p>

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		<p>development on the Old Rd Campus site, which will lead to increased demand.</p> <p>11. There is no evidence to suggest that 'gateways' cause more pedestrian and vehicular accidents. The tactile 'warning' paving present should give pedestrians warning enough of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p>
Stapleton Road	The proposals all seem to make good sense and I support the entire scheme Regards Stapleton Road	12. Noted
Old Road	<p>Plan 3 Old Road shared-use cycle way South side of Old Road from junction with Slade & Windmill Road to Lime Walk. Just about acceptable where this shared-use lane is counterbalanced by the use of the foot path by cyclists on the north side. However, the unsegregated cycle-and-pedestrian use of the north foot path is very unwise. See the unfortunate sharing of a path on the Marston-University Parks-Oxford link. Many cyclists do not slow for pedestrians, and many pedestrians insist on walking on the same path as cyclists use, even though an alternative path is provided for them. Lime Walk to Gypsy Lane Provision of a shared-use lane on the south side has no counterbalancing provision on the north side. Planners intend to make cyclists use the north side without centre lines. They argue that cyclists going uphill will help slow the traffic. In addition they propose removing the centre-of-road lines to confuse drivers and cause them to slow down. At best this is a high-risk proposal, with all the risk placed on the cyclists. No evidence was put forward to back this proposed</p>	<p>13. The shared use path on the north side of Old Road would be unsegregated which is hoped will result in lower speeds and less territorialism</p> <p>14. The proposed removal of the centreline in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s)</p> <p>15. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads.</p>

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	<p>action apart from the 'fact' that the city road engineer was happy with it. This appears to be a subjective approach to a serious problem. The planners were unwilling even to countenance provision of safe cycling on the south side of the road by removing the cycle lane from the road and using the strip of land currently given over to undergrowth bordering the whole of this stretch of the road. A major development of the Old Road Campus is due to be made public in the week beginning 17 January. This is an opportunity to be seized. Plan 5 Proposed 'gateway' entry treatments on Highfield Avenue, Finch Close & Valentia Road Given that these are expensive to install and cause some disruption to road users, there is little justification for installing them on cul-de-sacs, in this case Highfield Avenue and Finch Close. Pedestrians and motorists are very successfully jointly using these roads as they are. Plan 7 Installation of Zebra crossing Despite planners' claims, it remains unclear why an additional crossing is needed at this point on the road. There is already a pedestrian-operated crossing very close by. Again, without evidence being adduced this proposal can be classed as subjective and unnecessarily expensive. Plan 8 & 9 Lime Walk traffic calming measures and in adjoining group of roads constituting a through route, ie Bickerton, Stapleton, Latimer, and All Saints. Lime Walk is being provided with a raised table. This measure must be replicated in the second route (Bickerton, Stapleton, Latimer, and All Saints) by installing a similar raised table at the junction of Latimer Road and All Saints Road. As it stands this latter route will be most attractive to through-motorists (rat-runners) because it will have fewer obstacles.</p>	<p>This is supported by LTN 02/08 (p.57)</p> <p>16. The proposed zebra crossing on Old Road has been positioned from surveys which identified that most people wanted to cross between Stapleton Rd and Old Road Campus pedestrian and cycle entrance. A crossing point here would help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site, which will lead to increased demand.</p> <p>17. Due to limited funds it is not possible to replicate the raised table in other roads</p>
<p>Lime Walk</p>	<p>Thank you for taking the time to listen and work with the local stakeholders to promote safety on the roads in the Highfield area. The proposals for Old Road look excellent and well</p>	<p>18. The large majority of the reported accidents in the area occur at side road junctions and although there have not been any reported</p>

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thought-through. I believe that this present proposal will achieve greater safety for all road users in the Highfield area. However, the proposals do not go far enough and I am very disappointed that a number of the traffic calming measures presented in earlier proposals have been dropped. I have reviewed the results of the previous consultation and it is clear that the results of Q2 give the planning officers a strong mandate to include measures that will reduce speed, even if there is some disagreement over how those reductions are to be achieved. My family lives on the northern half of Lime Walk, and it is very dangerous trying to get young children into the car, because other vehicles often speed past in excess of 40mph. I had only lived in the area for a few weeks when one of our car's wing mirrors was knocked off by a vehicle which did not stop. I think that given the strong mandate provided by the previous consultation, as well as the anecdotal evidence, that planning officers should put forward a plan which includes some form of traffic calming on the long stretches of Lime Walk, and perhaps also the parallel roads. I am not too bothered whether it is pinch points or speed bumps or some other solution. Whatever is chosen will not be liked by some people, but I think that the majority agree that something needs to be done to reduce traffic speeds. Whatever approach is selected for traffic calming, I am sure that 5 years from now it will be widely accepted as having benefited the area. I hope that the planning officers will have the courage to move forward decisively, despite the unfortunate backlash that will likely take place initially. Otherwise, it is only a matter of time before a child or someone infirm is knocked down crossing a road in the Highfield area.

accidents in the past 5 years at the Latimer Road/All Saints Road junction neither have there been any accidents within the road. A number of accidents have been reported at the London Road end and given the financial constraints of the scheme it is deemed appropriate to retain a consistent approach to traffic calming i.e. at the junctions

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<p>Lime Walk</p>	<p>The latest proposals for reducing traffic flow and speed in the Highfield area do not address either problem. Gateway treatments appear to be a start point, but as a resident of Lime Walk, I am convinced that this will not reduce speed along the road. Traffic will continue to accelerate from either end of Lime Walk as it does now, to the raised area on All Saints Rd, well in excess of the 20mph speed limit which is largely ignored. These proposals will not help anybody getting in and out of a vehicle road side, particularly people with young children and older passengers, Cyclists or Pedestrians. As somebody who is a parent, a motorist, a cyclist and a pedestrian I feel that the wishes of local residents have been ignored in this process. There needs to be some form of restriction in place to calm traffic speed between the gateways and All Saints Road (the Methodist Church which currently has parking restrictions during the week would be an ideal location without reducing resident parking on the north side of Lime Walk)which should in turn decrease traffic flow.</p>	<p>19. On the contrary, the county council have listened to the views of residents but from a much wider area to that of Highfield as any proposal will impact on a wider area. The results of the previous consultation can be found in Annex 5</p>
<p>Lime Walk</p>	<p>The latest proposals for improvements in Old Road look as though they will prove effective in achieving their aims, but the proposals for reducing speed and traffic flow within Highfield fail to satisfactorily address either issue. The staggered junction at the Lime Walk / All Saints crossroads is the only measure that might deter some drivers from using Lime Walk as a cut through, and will be more effective than the current raised table at reducing speed of vehicles approaching the junction. The narrowing of the carriageway will also make it safer for pedestrians / cyclists crossing either road at this junction. However the proposals contain no measures to deter speeding in the long straight 'drags' down from Old Road at the south end and from London Road at the north end, nor indeed in the one way section of New High Street. In principle, the</p>	<p>20. The current scheme proposals have been revised in response to previous informal consultation and available funding. 21. The large majority of the reported accidents in the area occur at side road junctions and although there have not been any reported accidents in the past 5 years at the Latimer Road/All Saints Road junction neither have there been any accidents within the road. A number of accidents have been reported at the London Road end and given the financial constraints of the scheme it is deemed appropriate to retain a consistent approach to traffic calming i.e. at the junctions</p>

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mandatory 20mph limit should serve this purpose, but patently it fails to do so - and there is little reason to suppose that will change without calming measures being put in place. The gateways already in place at the London Road end of New High Street and Latimer Road offer no deterrent to speeding: vehicles can - and do - accelerate quickly away and speed down the roads once they are over the hump. If the 'gateways' are to act as some deterrent to speeding, they need to feel more like actual gateways. This could be achieved at relatively low cost by putting signs facing incoming traffic on each side of the gateways, stating something like 'You are now entering a residential area, 20mph speed limit'. Currently, as vehicles are entering from a 20mph zone, there is no reminder that they are still in one! The small reminder roundels are easy to ignore. If the gateway signs were complemented by 20mph ovals painted in the centre of the road, perhaps two in each direction in each half of Lime Walk, two in New High Street, and one in each direction in the shorter roads, this would reinforce the message throughout the length of each street, and also create more of an impression of a single lane carriageway, discouraging cars travelling in opposite directions from trying to squeeze past each other in the narrower parts of, particularly, Lime Walk. Another effective measure, in Lime Walk particularly, would be the positioning of two raised platforms, the size and gradient of the proposed gateway platforms, half way down each of the long straight 'drags' mentioned earlier. This would then split Lime Walk into 4 sections, and should prevent drivers who travel at speeds in excess of 20mph - and sometimes in excess of 50mph - from reaching speeds that are totally unacceptable in a residential area - and indeed illegal. Positioning of the platforms should as far as possible not impinge on parking spaces. In Lime Walk North, the Methodist Church is about half

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	<p>way down the street, has single yellow lines with no parking between 8am and 6pm Mon - Sat and double yellow lines in front of the houses immediately opposite. In Lime Walk South, the entrance to Sharp Place is roughly half way down, and there are currently double yellow lines in front of one property directly opposite. Although none of these measures may have any great impact on the volume of traffic passing through Highfield, nor shift vehicles from Lime Walk into Stapleton / Latimer Roads, they would have a major impact on the level of safety for cyclists, pedestrians, children and elderly people getting in and out of vehicles on the road side. And, as one of many families with young children in the Highfield, I feel very strongly that speed reduction and improved safety are the key issues that must be addressed by the Highfield scheme. For us the status quo, where travelling at more than 20mph is the norm rather than the exception, is not an acceptable option.</p>	
<p>Lime Walk</p>	<p>Dear Sir/Madam I am a resident of Lime Walk and would like to express my thoughts on the part of the scheme which directly affects the road. The proposal as it stands does nothing to reduce traffic flow or speed. The volume of traffic is understandably very difficult to limit. Being the parent of a young child on the street and having to negotiate crossing it myself, I would like to see the 20mph limit enforced. The scheme provides no mechanism for reducing speeds along the street. The gates at either end will prove ineffective and drivers who choose to flout the speed limit on the long straights will still do so. The raised bed at the cross roads will work but only in that specific area. Please may I propose that speed bumps of a kind that allow parking (as those on Margaret Road) are placed on Lime Walk. These will not take any parking spaces and are of such a gradient which allows Ambulances to pass. I would also like to ask if the process of applying for a speed camera</p>	<p>22. If speed cushions were placed in Lime Walk it would also be necessary to traffic calm alternative routes to avoid displacement of traffic. There is insufficient funding to allow this.</p> <p>23. 20mph speed limits cannot be enforced by fixed speed camera at present and further trials are taking place in London for the use of average speed cameras</p>

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	has been started, and if not please can it be. I would also like to say I approve of the proposed new crossing on Old Road.Thank You.	
Lime Walk	As a resident I am concerned about the speeding of cars in the Lime Walk area, both during the day and at night. I suppose that the raised table at the crossing with All Saints Road may help, but any other means to deter cars from speeding (I suspect that many cars go faster than 40-50 miles p/h) would be welcome. I am also in favour of improved cycle-paths in the Old Road.	24. Noted
Old Road	I think that the proposals, while having only quite a modest impact, are well thought through and will be helpful. Traffic problems have many causes and are never going to be & we can just take small steps to make things a bit better. I think these proposals come into that spirit, which is the right one. A particular concern for me is the safety of cyclists on Old Road, who include many Cheney pupils. The on pavement path from Windmill Road along the front of the NOC is a good idea, though clearly not ideal. The proposal for the rest of the road towards the Gypsy Lane junction is an improvement. I presume that the & no central road marking & is an idea that has been tried elsewhere before, and has been shown to work. The bypass at the Gypsy Lane/Old Road junction is a good idea. All-in-all the proposals seem to me to be hugely better than the much more expensive ideas put forward about a year ago. They are certainly a great deal better for cyclists.	25. Noted 26. The proposed removal of the centre line in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s) 27. Some local authorities (Essex CC) use the removal of centreline as part of their speed management strategy
	As a resident I'm in favour of any measure meant to reduce the speed of cars and the volume of traffic.	28. Noted
St Annes Road	Provision of cycle lanes on Old Road is long overdue. It is one of the main routes to Cheney school from Headington Quarry and Wood Farm and is astonishing that so much development at the hospital sites has been allowed with no provision for	29. Noted

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	<p>cyclists. In the mornings, the stretch of Old Road from the traffic lights at the Slade to the turn-off to the Churchill hospital is clogged with cars going to the hospital sites and rat-running down to Lime Walk, It is very important that the cycle lanes provide for safe passage by cyclists travelling towards the city centre in the face of cars turning left into the Churchill access and turning right into Lime Walk.</p>	
<p>Lime Walk</p>	<p>Why yet another pedestrian crossing? Who will use it? Anyone going to Headington could use the one at Lime Walk; those going to Brookes are served by the crossing at Gypsy Lane. The stretch of road which would really benefit an off carriageway cycle track is that going up the Old Road hill towards Stapleton Road where of course the path is not wide enough to accommodate it. It is also here that the road appears to narrow and that cyclists are most in danger. Spend the money here; cyclists already use the path along side the NOC anyway. If the Gateway treatment at either end of Lime Walk is supposed to slow the traffic down it simply will not work. Traffic slows there anyway to make the turns; once the manoeuvre is complete the speed increases until the next 'obstruction' at All Saints Crossroads is reached where the speed cycle starts again. To make pedestrians and cyclists safer requires 'obstructions' along the length of roads as long such as Lime Walk. Gateways are of limited or no value in my view.</p>	<p>30. The proposed zebra crossing on Old Road has been positioned from surveys which identified that most people wanted to cross between Stapleton Rd and Old Road Campus pedestrian and cycle entrance. A crossing point here would help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site, which will lead to increased demand.</p> <p>31. With double height kerbs and narrow carriageway very little can be done for cyclists along the full length of Old Rd, in both directions, without significant extra funds</p> <p>32. In the informal consultation, cyclists had concerns regarding the pinch points as they feel cyclists get squeezed at such points</p>
<p>Latimer Road</p>	<p>I appreciate why the objective of reducing traffic volume has been dropped due to the effect on surrounding roads. However, the amended scheme also does little to reduce traffic speed, as the previously proposed pinch points have been dropped. I understand this was due to split opinion on them. If those</p>	<p>33. The large majority of the reported accidents in the area occur at side road junctions and although there have not been any reported accidents in the past 5 years at the Latimer Road/All Saints Road junction neither have</p>

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	<p>objecting to these measures simply want to be able to drive at 40mph down these 20mph streets then this is not a valid objection. If the objection is the loss of parking spaces, then it might be possible to amend the design of the scheme. For example, in Latimer Road there is room to alternate parking spaces on either side of the road so that cars have to weave between them. In any case, the loss of a small number of parking spaces seems a reasonable price to pay for improved safety. The council should take a lead on this rather than leave it up to a narrow majority verdict when there is wide agreement that speeds need to be reduced.

 I hope the scheme will be amended again to include speed reducing measures, otherwise it will achieve little. Cars already have to slow down at the proposed & gateway entrances & It is along the length of the roads that measures are needed.</p>	<p>there been any accidents within the road. A number of accidents have been reported at the London Road end and given the financial constraints of the scheme it is deemed appropriate to retain a consistent approach to traffic calming i.e. at the junctions</p>
<p>Old Rd</p>	<p>Proposed 'gateway' Latimer +All Saints: Welcome improvement; mixed views as to whether traffic should be single file, the entrance narrowed, or remain as is. NB from Bickerton, the turn into Latimer is already tight for other than small cars. Re-jigging the parking on All Saints W end would make sense to some, but not to those accustomed to parking there. Proposed cycle path NOC entrance (Old Rd) to Windmill: Making it official for bikes to use the pavement could be a positive step; this pavement is wide enough to accommodate pedestrians and cyclists. But in practice, pedestrians get distracted and cyclists can speed along regardless of pedestrians; scary for the old, and makes parents inclined to keep children in pushchairs when they would be better walking. Proposed 'gateway' Lime Walk, Stapleton and Bickerton: Cost-benefit? Gateways are confusing. Drivers are unaware that pedestrians have priority; waiting to enter side-roads till pedestrians have finished crossing risks being</p>	<p>34. Noted. The proposed shared use path on the north side of Old Road would be unsegregated which is hoped will result in lower speeds and less territorialism 35. The large majority of the reported accidents in the area occur at side road junctions and although there have not been any reported accidents in the past 5 years at the Latimer Road/All Saints Road junction neither have there been any accidents within the road. A number of accidents have been reported at the London Road end and given the financial constraints of the scheme it is deemed appropriate to retain a consistent approach to traffic calming i.e. at the junctions 36. There is no evidence to suggest that 'gateways' cause more pedestrian and</p>

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	<p>shunted. Continuity of pedestrian access appears to promote pedestrian safety, but does not address the problem planners were asked to solve, i.e. speed + volume of rat-running through Highfield. Proposed 'gateway' Highfield Ave, Finch Close and Valentia: Highfield Ave and Finch Close have no through-traffic, so gateways & there are for pedestrians benefit, unrelated to traffic calming. A Finch Close gateway could prove dangerous due to lack of pavement and poor visibility. Proposed cycle by-pass Gipsy Lane to Old Road: Few cyclists take this route; wise investment of funds? Proposed zebra crossing on Old Road, immediately W of Stapleton: In theory enhances pedestrian access, but a step backwards in improving movement + safety on Old Rd. Would make traffic halt twice in quick succession, involving braking, accelerating, fumes and noise. Questionable cost-benefit given proximity of existing pelican at Lime Walk (map to be amended to show pelican). The proposed location does not fit well with driveways, or brow of hill. Recent observations indicate despite there being a crossing, many prefer to dodge traffic even quite close to it. Proposed raised table on Lime Walk + narrowings (north to south): Welcome measure, provided & alternative routes (Latimer/ All Saints;/ Bickerton/ Stapleton) receive similar treatment. They would otherwise be chosen in preference to Lime Walk which, much wider is better suited to through -traffic. Speeding in the rest of Lime Walk is not addressed. Proposed 'gateway' Lime Walk+Latimer at London Road: Planners drew parallels to the effectiveness of Abingdon Rd gateway treatments. However, those side-roads are not used for rat-running to the same extent. They are narrower and traffic has to proceed slowly. Nor is London Rd comparable to Abingdon Rd, being used by much heavier traffic + all London and airport coaches. Vehicles unable to enter side-roads due to</p>	<p>vehicular accidents. The tactile 'warning' paving present should give pedestrians warning enough of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p> <p>37. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads. This is supported by LTN 02/08 (p.57)</p> <p>38. The proposed zebra crossing on Old Road has been positioned from surveys which identified the desire lines on the Stapleton Rd/Old Road Campus pedestrian and cycle entrance. A crossing point here will help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site</p> <p>39. The proposed removal of the centre line in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s). The 1.2m advisory cycle lane is the minimum requirement in LTN 02/08 and given the width restrictions on Old Road, this is deemed appropriate</p> <p>40. Re cycle by-pass – with an abundance of trip</p>
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	<p>pedestrians and cyclists being on the gateway would risk being shunted on London Rd. Cycle provision on S carriageway of Old Rd: Thankfully, the proposal of cycle provision on Old Rd N pavement from Gipsy Lane to NOC is ruled out. However, the proposed 1.2m advisory cycle lane (described by Aron Wisdom as of minimal dimensions) is inappropriate, concentrating the remaining traffic, inc double-decker buses in both directions,+ E-bound cyclists in the remaining reduced space. White line removal likely to exacerbate problems here.Planners of Kennedy and NDM buildings (v DPDS Consulting Group document p. 3, paragraph 3.5) aim to enhance provision of pedestrian and cycle access. I propose a cycle path on ORC land adjacent to Old Rd, thereby making a positive contribution to the community, similar to Brookes improving communications for the public through the Brookes bus. Other: Disappointing that original aims to reduce speed+volume of through-traffic are lost. Key features of the original plan were dropped when the banned right turns were discarded Some residents (Stapleton in particular) favoured the banned right turns. Pinch points, which work well in Richmond Rd/ Walton St seem an ideal solution, but must serve the interests of all roads in the vicinity that suffer from through-traffic. Deterrents at the N end of Latimer (contribution from the Berkeley Homes student accommodation development) could deter entry to Latimer and thereby to All Saints, Stapleton and Bickerton. Reducing speed in the middle stretches of these roads is essential; at NEAC the police announced increased monitoring of speed; this should be pursued, likewise SIDs, and painting the 20mph limit on the road surface. NB Increased traffic (service vehicles, online delivery vans, waste disposal vehicles, buses, taxis, cars, bikes,pedestrians) from likely student accommodation (Latimer/London Rd junction) +Old Rd</p>	<p>attractors in the area, Gipsy Lane is used by many cyclists and there are a number of accidents at Gipsy Lane/ Old Road so providing a by-pass for cyclists would make it safer and less intimidating</p> <p>41. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur. Calming all residential roads in the Highfield Area is not financially feasible within the scheme budget.</p>
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	<p>Campus development suggests developers should be approached for funding to prevent further traffic problems and ongoing loss of amenity to residents.</p>	
Latimer Road	<p>I am pleased that the complicated no-right-turn proposals of the previous version have been dropped, but am concerned that what remains is now a very watered-down version that will not have much impact on traffic volumes and speeds though Highfield, despite considerable construction work. I still think that a simpler solution would be a single line of bollards about the middle of Latimer Road. This (i) would eliminate all incentive for rat-running through Latimer Road, Bickerton Road, Stapleton Road and All Saints' Road; (ii) would cause only limited inconvenience of access to/from all directions to residents of Latimer Road and very little at all to other residents; (iii) would have no undesirable knock-on effects on residents of New High Street, Kennet Road, etc.; (iv) would leave the majority of the budget for traffic-calming measures in Lime Walk, where they are very necessary. One point of detail on the current proposals: the design of the Lime Walk/All Saints' Road junction seems likely to create a lot of uncertainty and indeed potential for collisions.</p>	<p>42. Road closures (All Saints Road) were proposed in the informal consultation in May 2010 and proved extremely unpopular. Similar proposals are likely to invoke a similar response</p> <p>43. The raised table at All Saints Road/Lime Walk is designed to create uncertainty, therefore reduced vehicle speeds and therefore reduce the likelihood of accidents</p>
Speedwell House	<p>Introduction: I am responding to this consultation as the member of the Travel Choices Team, with responsibility for walking and cycling issues. I am also responding at greater length in a document with digital images that will be sent as an e-mail attachment. As the online consultation is a maximum of 5000 words, I would ask that the document version should be used 1. Proposed junction improvements at Windmill Road/Old Road/The Slade. The current junction does not work well for people on foot with long waiting times. In order to encourage walking as a stand alone mode and as the glue that binds other forms of transport together, it is vital to ensure that pedestrians</p>	<p>44. Noted but costs limited due to section 106 funding</p> <p>45. The cycle path along the NOC would not start until after the junction meaning cycles will not be crossing at said point. An 'on-slip' arrangement will encourage this but also protect the entry from stationary vehicles.</p>

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are not subjected to delays at controlled crossings. Negotiating the junction on the carriageway is also difficult for cyclists, particularly less confident ones. The proposal to install Toucan crossings on all arms is therefore welcome. 2. Proposal for a shared use pavement from the NOC entrance on Old Road to the junction with Windmill Road Shared use pavements are a controversial issue, particularly for more vulnerable users, such as older and/or disabled people on foot. As with the Slade-Horspath Driftway consultation, I take the view that pavement cycling is already taking place and that there is sufficient space on the stretch for cyclists and pedestrians to share the space. However, although most cyclists are considerate of pedestrians in shared use pavement facilities, a minority can ride in an anti-social manner, discouraging people from walking. I would therefore propose a pro-active educating cyclists component to this scheme. I suggest that road markings, signs and information should make it clear that pedestrians have priority. It is unfortunate that the current government standard signage places the cycle symbol above the pedestrian, as this implies a cycle route rather than a shared route on which pedestrians take priority. I would take the opportunity to highlight the approach to the junction with Windmill Road. Visibility is reduced at this point due to overgrown vegetation. I suggest that signage near this junction is a priority in order to alert cyclists to the need to ride considerately and be aware of people on foot. A second concern is the presence of a traffic sign on the Off Carriageway cycle lane. I suggest that that this sign be removed and replaced if necessary with a design that does not obstruct movement on the pavement. This could be linked to the signage project for pedestrians and cyclists outlined under heading 7. The images shown in the document version of this response show the NOC entrance on Old Road,

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where the shared use path will commence. It would be helpful to have more details of what is planned here, as there is currently a mix of three modes with a variety of directional movements at this point.

3. Proposal for a zebra crossing west of Stapleton Road The proposal for a zebra crossing west of Stapleton Road to help pedestrian reach the Old Road campus and Churchill Hospital is welcomed.

4. Raised gateway entry treatments (various locations) The proposals for gateway entry treatments on all side roads in Old Road (apart from Girdlestone Walk) and on Lime Walk, Latimer Road are also welcomed. This form of gateway has been shown to be effective in raising driver awareness that they are entering an area of different character, which is entirely consistent and appropriate to improving pedestrian and cycling facilities in this area.

5. Footway surfaces on Old Road. As part of my review of the route on foot, I noted sections of variable and poor quality footway surfaces, such as the example above. Given that part of the aim of the scheme is to provide improved facilities for pedestrians on Old Road and assuming sufficient funding, I suggest that consideration is given to repairing and improving parts of the footway along the route - possibly in conjunction with the proposed resurfacing of the carriageway in 2011.

6. On carriageway advisory cycle lane on Old Road As part of my review of the route on a cycle, I rode the route in both directions. I welcome the proposed 1.2m advisory cycle lane in a westbound direction. The area of concern on the route is the NOC entrance on Old Road which has been highlighted above.

7. Signage project to promote walking and cycling Signage helps people get around and can influence how they decide to travel. What signage there is on the route is aimed at drivers. In order to promote cycling and walking as options for short journeys, signage indicating distance times has been shown to

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	<p>be effective. Assuming funding is available, I would propose consideration of a network of attractive timed signs to encourage people to walk or cycle to key destinations in the area, such as the hospitals and the Old Road campus.</p>	
<p>Latimer Road</p>	<p>Thank you for this opportunity to respond. I received information about Oxfordshire County Council's revised proposals re. transport improvements to Highfield and Old Road, Headington in a letter from Ralph Green, and also at meeting in Headington attended by Arun Wisdom. This response relates to the traffic calming proposals for Highfield only, and not the Old Road cycle lane and 'road improvements'. The revised proposals made by the Highways and Transport team represent a significant 'watering down' of the package of interventions to (a) reduce traffic speed and (b) reduce traffic volume. Without the 'no right turns' intervention, Highfield residents must accept that the Council's proposed interventions will not reduce traffic volume. Unfortunately, even focusing solely on reducing traffic speed, the interventions proposed do not appear to be sufficient to have a valuable impact on speeds in Latimer Road, Bickerton Road or Stapleton Road. Traffic from Lime Walk may be redistributed to these three roads as a result of the proposed 'raised table' at the junction of All Saints Road. The most disappointing aspect of the Council's plans (and the consultation information) is the lack of discussion of the research evidence for traffic calming and speed reduction. Arun Wisdom and colleague at the consultation event in Headington acknowledged that the current proposals are based on the available resource (approx. 50% less money than was earmarked for the previous scheme) and the response to the public consultation exercise. The most important information - advice from the Council's experts on what are the most effective interventions; what are the most cost-effective; and</p>	<p>46. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur.</p> <p>47. There is no evidence to suggest that 'gateways' cause more pedestrian and vehicular accidents. The tactile 'warning' paving present should give pedestrians warning enough of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p> <p>48. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads. This is supported by LTN 02/08 (p.57)</p>

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	<p>what could be done to maximise traffic speed reduction within the available resource - is lacking. It does not seem a wise use of diminishing resources for the Council to make decisions on the basis of the public's 'wants' without providing the public with evidence based and costed options. Without good information about the research evidence, individuals must rely on their perceptions, and will inevitably consider the impact of proposals from their own perspective. Examples of information that would help the public in their decision-making are: the comparative speed reductions that can be expected from the use of rumble strips, speed bumps, gateway entry schemes, and raised tables; and the 'halo' effect (the duration/distance of impact)of these features. I cannot endorse the adoption of the Highfield transport improvements scheme as it currently stands because there is no information to assure that they will be effective in achieving their aim of speed reduction, and will thus represent value for money for the whole community. I would like the Council to use their specialist knowledge and to think again, focusing on the aim of speed reduction, to provide residents with the most cost effective options for their consideration.</p>	
<p>Stapleton Road</p>	<p>I dislike the new proposals a lot. I live in Stapleton Road, where we have been trying to get a reduction in the amount of traffic for a long time. The previous proposal which you consulted on was addressing that problem well (I do understand that it was intended to show an array of different options and was subject to budgetary constraints, and so was unlikely to be implemented unmodified, but the spirit of it was to address the problem properly). I am alarmed at just how much the new proposals have been watered down, there are now essentially no traffic calming measures in Stapleton Road, and the prospect that the improved junction at the centre of Lime</p>	<p>49. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur.</p> <p>50. Although from previous consultations exercises local people were agreed on the need to reduce traffic and speed, it was not so clear-cut what measures would be an acceptable compromise.</p>

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	<p>Walk will cause the rat-runners to choose the Latimer/Bickerton/Stapleton route is real. I feel that the proposal uses what little money is available to add cosmetic 'gateways' to the roads which are ineffective (The existing gateway at the junction between Latimer and London Road has an unnoticeable height change for cars and is expensive because of the laying of pretty brickwork). I don't like the LimeWalk/AllSaints crossroad modification without a corresponding measure to prevent that traffic from building up on Stapleton Road. Maybe the proposed gateway at the South end of Latimer Road will work, but as with the previous attempts at LimeWalk, it all depends on whether the gateway is high enough to deter the rat-runners a bit - the proposals only specify the gradient at 1:15, not the width of the strip which is at that gradient, so I can't tell whether the people in 4x4s will notice it. I attended the meeting last week. It was clearly a desire of those present to see more traffic reduction measures on all the roads. I strongly agree with this. I was dismayed to hear that the new plans seem to have been guided by regarding the preferences for the different measures as 'votes' and not addressing the main 'vote' in questions 2 and 3 which was that there was a strong desire for lower speeds and traffic reduction methods, particularly in the roads concerned. Please redirect the funds from the gateways to provide traffic reduction in Highfield.</p>	<p>51. There is no evidence to suggest that 'gateways' cause more pedestrian and vehicular accidents. The tactile 'warning' paving present should give pedestrians warning enough of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p> <p>52. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads. This is supported by LTN 02/08 (p.57)</p>
<p>Stapleton Rd</p>	<p>I'm delighted that you listened to concerns from residents about the right-turns in Highfield and the loss of parking spaces which would have resulted from some of the original measures. These plans are a lot more sensible. My one slight concern is that the junction avoidance for cycles at Gypsy Lane will encourage yet more cyclists to use the very narrow pavements between there and Lime Walk. Just yesterday I only managed</p>	<p>53. Re cycle by-pass – with an abundance of trip attractors in the area, Gypsy Lane is used by cyclists and there are a number of accidents at a Gypsy Lane/ Old Road so providing a by-pass for cyclists would make it safer and less intimidating. The by-pass has been designed separately from the pedestrian pavement</p>

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	to avoid colliding with a bicycle by a couple of inches, and this is a regular occurrence. I have only been hit once on the pavement by a bicycle, but that's once too many and would have been serious for an older person.	which will guide cyclists back on to the carriageway rather than continue on the pavement.
Old Road	I would still support the right hand ban on turning proposals as I feel they would be an effective solution to excessive traffic between Old Road and London Road. With the revised proposals I support the new Zebra crossing on Old Road, and the gateway systems proposed at street entrances, though I am not sure how much effect they will have on traffic speeds in Lime Walk. Plus the other measures posed for improving cycle facilities and slowing traffic. At the consultation meeting one resident proposed that 20 mph signs be painted on the roads and I would strongly support this on Old Road to remind drivers of the speed limit. Particularly when drivers turn into Old Road from Windmill Road/The Slade and from the Gypsy Road end, where the signs I would say do not provide an adequate reminder. Also at the beginnings of the hill between Lime Walk and Finch Close to discourage speeding - it is easy there to thoughtlessly speed up. Living on Old Road the 20mph limit does effectively reduce traffic noise when it is observed, and is much appreciated when it is observed.	54. The right-turn bans were extremely unpopular at informal consultation and as a result were left out of the current proposals 55. 20mph roundels can be investigated and discussed with road safety officers regarding their effectiveness
Stapleton Road	The proposed scheme for reduction in speeds and volumes of traffic through the Highfield residential streets as it stands is woefully inadequate. Previous schemes have tried to address these issues but have foundered by being unpopular with people from outside the area and by residents who mainly use cars to gain access to their homes rather than cycling or walking. I have lived in Stapleton Road since 1987 and in that time have seen a heavy increase in traffic volume and speeds. Drivers increasingly use these residential streets as a cut-through when volumes of traffic are heavy on London Road	56. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur. 57. The proposed zebra crossing on Old Road has been positioned from surveys which identified the desire lines on the Stapleton Rd/Old Road Campus pedestrian and cycle

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<p>and Old Road. At these times drivers are at their most stressed and eager to reduce their journey time as much as possible. Unfortunately these are the same times at which children are trying to get safely to and from school, and it is only by a miracle that no fatal accidents have occurred, though several quite serious ones and many near-misses have. The clear run which drivers from outside the area perceive on entering our streets encourages them to accelerate and speeds in excess of 50 miles per hour have been frequently noted. This makes it difficult for us to cross our streets in safety, park our cars or get stuff our people in or out of them. Many elderly residents now find it impossible to cross the street to visit neighbours, and many children's parents feel it necessary to forbid them to cross the street alone to visit friends. This all contributes to neighbourhood breakdown and a loss of community cohesion. These are my answers to points about particular parts of the scheme: 1. Raised Junction at Lime Walk/All Saints - this is good and would do much to reduce speeds and enable pedestrians to cross Lime Walk more safely. It may also have the gradual effect of discouraging drivers from using this route by increasing journey times by producing tailbacks as people have to take turns to get through the junction. However, this may have the effect of increasing pollution as cars wait. 2. Raised junction at Latimer Road/ All Saints - although this is an improvement on the present situation and will encourage slower speeds on cornering, this is considerably less drastic than the Lime Walk treatment, so it is likely to have the effect of encouraging drivers to choose this route rather than Lime Walk, leading to an actual increase in traffic through Latimer, Bickerton and Stapleton Roads, against which we have been campaigning for ten years. 3. Chicane parking arrangements were suggested in previous consultations in Lime Walk,</p>	<p>entrance. A crossing point here will help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site. The approximate cost of the crossing is £20,000</p> <p>58. The proposed 1.2m advisory cycle lane is the minimum requirement in LTN 02/08 and give the width restrictions on Old Road, this is deemed appropriate</p>
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	<p>Stapleton, Latimer and Bickerton Roads. These would have had the effect of slowing traffic between the junctions and have the advantage of being cheap. I, for one, value the protection of life over the convenience of parking places; many others would well agree if presented with this as a choice. I think that these should be reinstated. 4. Zebra crossing on Old Road - though this is good in itself, it is a very expensive use of limited funds when there is a quite new crossing only 50 yards away. 5. Old Road cycle lane between Lime Walk and Gypsy Lane - this is a woefully inadequate solution to the dangerous route which cyclists have to take, many of whom are inexperienced cyclists - children travelling to and from Cheney School. Many of these cyclists will continue to use the North side pavement which is a danger to pedestrians on a steep hill with a high kerb. A much more radical solution including off-road cycleways should be sought rather than this makeshift effort. 6. Raised gateways on entries to Highfield residential streets - though these are good in themselves to reduce speed on cornering, they will do nothing to reduce speed between the junctions. They are also expensive from an engineering standpoint and so use up a large amount of the budget while achieving very little effect.</p>	
<p>Stapleton road</p>	<p>When these schemes were first on the table it looked as if there might be the possibility to make a real difference to the increasingly difficult and dangerous traffic situation in the Highfield area. As one might have predicted, these plans present a raft of meaningless schemes designed to fob us off and fritter away the little money there now appears to be while making no difference to pedestrians or cyclists. 1) It is naive beyond belief to assume that an advisory cycle lane on a narrow road (Old Road) will make it any safer for cyclists or alter drivers' habits. How do you honestly think that removing</p>	<p>59. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur. 60. The proposed removal of the centreline in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass.</p>

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	<p>the centre line will affect drivers? They will have even more excuse for swerving about all over the road, and cyclists will neither be nor feel any safer than before. Consequently, they will continue to cycle on the narrow pavements, endangering pedestrians. 2) The off carriageway unsegregated cycle track (outside the NOC) will also make walking (and cycling) as dangerous as it is now. 3) The raised junction with road narrowing between Lime Walk and All Saints Road may help to slow traffic. Why can the other roads (Bickerton, Stapleton, Latimer) not also benefit from these? They are basic and low-tech. 4) How do these schemes make any attempt to slow down traffic which zooms down the residential roads once it has turned in and over the gateways? It doesn't. I am sick of cars accelerating manically past our house for no good reason. It will still be unsafe for the many children and old people who live in the roads to cross from one side to the other. 5) Why another zebra crossing only 100 yards from the relatively new one just east of Lime Walk? These schemes are, in nearly all respects, utterly cosmetic. You have manipulated the findings to justify measures which help nobody. You are simply afraid of alienating motorists and continue to give them carte blanche to drive as they like without considering anybody else. You will doubtless proudly say Look at all this money we've spent. Look at these lovely raised tables we've installed. Look at the nice dotted lines we've given the cyclists. We've been trying to get something done here for 10 years, but we're presented with the usual smoke and mirrors business.</p>	<p>Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s). The 1.2m advisory cycle lane is the minimum requirement in LTN 02/08 and give the width restrictions on Old Road, this is deemed appropriate</p> <p>61. The proposed shared use cycle path is more than adequate width especially given the relatively low pedestrian footfall. Access to the Windmill Road junction can prove problematical for cyclist due to queuing traffic. It will also provide a useful by-pass function to avoid the lights and junction which has a cluster of reported accidents, therefore making it safer.</p> <p>62. The proposed zebra crossing on Old Road has been positioned from surveys which identified the desire lines on the Stapleton Rd/Old Road Campus pedestrian and cycle entrance. A crossing point here will help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site. It is approximately 110 metres from the exiting pelican crossing at Lime Walk</p>
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<p>Lime Walk</p>	<p>HIGHFIELD The proposal to create a single vehicle pass at the junction of Lime Walk and All Saints Road is to be applauded and will dramatically improve pedestrian and cycle safety which is long overdue at this hazardous and difficult to cross junction. The proposal for a raised entry at the junction of Latimer Road and All Saints Road should revert to the earlier proposal of a single vehicle pass as this is the only way to enforce slower speeds on a corner where vehicles can be regularly observed travelling at speed on the wrong side of the road. The raised entry treatments into the area will have dubious benefit as there is no data to support their effectiveness in lowering speeds in a sustainable way after they have been crossed. Observations and traffic data show that speeds significantly increase as traffic travels through the area. It is imperative that the measures proposed earlier in the consultation are reinstated to reduce speeds and intimidation by traffic. This should be carried out if necessary at the expense of the raised entry treatments. A selection of measures and devices should be used in a considered and economic way including repositioning parking spaces, raised areas and physical obstacles to achieve one of the principle aims of the scheme; To reduce speeds 'IN' the area. OLD ROAD This is a difficult area for cyclists and the scheme struggles to provide any substantial improvement for the inexperienced cyclist. The off road, shared pedestrian and cycle areas are a help but are often subject to conflict of interests as there is inconsistency in their legitimacy. The advisory on road cycle lane is effectively no different than it is now for the cyclist and motorist in this narrow road. The car as now will have to give way to the cyclist unless the road is clear to pass. I consider this proposal as ineffective and little more than window dressing as it affords no additional protection for the inexperienced cyclist. There are no measures to enforce</p>	<p>63. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur</p> <p>64. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads. This is supported by LTN 02/08 (p.57)</p> <p>65. There is no evidence to suggest that 'gateways' cause more pedestrian and vehicular accidents. The tactile 'warning' paving should be sufficient to give pedestrians enough warning of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p> <p>66. The proposed removal of the centreline in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s). The 1.2m advisory cycle lane is the minimum requirement in LTN 02/08 and give the width restrictions on Old Road, this is deemed appropriate</p> <p>67. The land suggested for off-road cycle path on the south side is University land and not highway. Even if the land was highway it</p>
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	<p>traffic speeds on the narrow hill section of this road. The scheme makes no attempt to create an off road cycle facility on the southern side of Old Road either by planning for one or making partial provision for one in this scheme. This is disappointing and short sighted as opportunities will present themselves as the University and Churchill site are developed over the coming years.</p>	<p>would be difficult to achieve due to high costs associated – it would require substantial tree felling due to widening, a bridge over the culvert and substantial lighting. Even with all of this, a route behind a hedge/fence does not have good 'natural surveillance which could be a deterrent to some user groups. The suggested option does not continue for the length of Old Rd so cyclists would be forced to use the carriageway at some stage.</p>
Lime Walk	<p>After several years of campaigning by the residents for traffic calming and traffic reduction in the Highfield area these proposals only tinker at the edges of the problem. We are being asked to accept a reduced traffic management scheme because of the economic climate. But a huge amount of development has taken place around us - on all sides - over the past ten years, all adding to the volume of through traffic in our area. Where is the developer funding that should help compensate for the negative effects these developments have on our neighbourhood? Surely the council has a duty to ensure that communities and their streets are not trashed by the expansion projects undertaken by the universities and hospitals surrounding us? In my opinion this scheme does not go far enough. At the very least the traffic calming measures from the earlier proposals in this consultation should be reinstated, ie. staggered parking in Stapleton Rd, pinch points on Lime Walk and elsewhere.</p>	<p>68. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur</p>
Bickerton Road	<p>Having read the papers and attended the public meeting, I am disappointed that the revised proposals do not appear to reduce the volume or speed of traffic passing through the area.</p>	<p>69. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals</p>

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	<p>The feedback from the last consultation showed that the majority of residents want through traffic - and speeds, to be reduced. It is inevitable that some people will object, if asked, to the finer details of the various traffic calming approaches presented. Therefore I feel that the council should work with the HRA to develop a set of measures which meet the overriding vision and objectives for the area expressed by local residents and the HRA, rather than get drawn into trying to meet everyone's specific objections and thereby diluting the scheme. I would like to see the sum of money being allocated to the junction treatments put into measures on the streets themselves, especially Lime Walk, which suffers the most severe problems.</p>	<p>concentrate on more popular elements of previous consultations and where most accidents occur</p>
<p>Finch Close</p>	<p>Highfield Traffic Calming: It is not likely the measures proposed will meet the objectives agreed in the through routes Latimer/Lime/Bickerton/Stapleton ie. (a) reduce the volume and, (b) reduce the speed of traffic. Gateways will not control the volume of traffic, & will not reduce speed along the length of these roads. Gateways may give pedestrians a false sense of security to step out into the path of unsighted traffic. Finch Close/Highfield Ave are cul-de-sacs where there is limited traffic. It is difficult to see justification for a raised gateway in these no-through routes, but road/kerb & gully maintenance is desperately needed (particularly Highfield Ave at the junction with Old Rd). Aron has details to show the drawing of Finch Close junction is incorrect: there is no footway on the east side of the close. This means that sightlines are limited by the proximity of the wall (No. 17). Drivers are aware of the restricted view & drive cautiously to the junction but pedestrians/cyclists are less so. A gateway will increase footway user confidence to proceed without taking care. Drivers will still need to negotiate a new ramp before having</p>	<p>70. The scheme has been revised in response to informal consultation in May 2010 and a reduction in funding. The new proposals concentrate on more popular elements of previous consultations and where most accidents occur</p> <p>71. The 'gateways' slow traffic which helps pedestrians and cyclists at the side roads. This is supported by LTN 02/08 (p.57)</p> <p>72. There is no evidence to suggest that 'gateways' cause more pedestrian and vehicular accidents. The tactile 'warning' paving present should give pedestrians warning enough of a crossing point and our long term experience of these (the first ones were installed in 1993) has been very good in safety terms</p> <p>73. The strategic route for cyclists is from Headington/Wood Farm area to the</p>

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	<p>sight of the path. The rise out of Finch Close is difficult to negotiate in ice & snow - a gateway ramp will increase the traction problem at the junction with Old Rd. The existing table; in Lime Walk is effective in reducing speed, but a one-way constriction is likely to lead to delays in both directions. Consequently traffic may divert to Latimer/Stapleton/Bickerton routes - thus creating a new problem for these roads. Consequently I object to gateways & pinch point on Lime Walk on cost-benefit grounds. Old Road Cycleways It is not clear what the strategic route that is being linked to or developed by this scheme which appears to be a number of engineering features along Old Rd. Consequently it is difficult to understand how the measures achieve the aspirations of LTP3 paras 12.28 & 12.29. There is a well used route through Girdlestone Rd/Massey Close to the Churchill. There are safer alternatives to & from Brookes/London Rd through Grays Rd/Valentia avoiding the Old Rd/Gipsy Lane junction the need for a bypass. There is scope for a cycleway through the NOC avoiding the Windmill Rd/Old Rd junction. LTP3 includes schemes on Windmill Rd & Warneford Meadow but these are not put into strategic context here. For well known reasons the main risk is on the hill adjacent the University campus (which cannot be easily bypassed) but the on-road cycle-lanes markings will not create a safer option. To compound the risk removing the centre line will take away an important reference on such a narrow road approaching the bend. It is disappointing that County have dismissed the idea of an off-road cycleway at this stretch of Old Rd especially as the University may be willing to assist with the creation of such a cycleway as part of new campus developments. The project is to be discussed with residents this week. It is also disappointing to hear that County were not aware that NOC</p>	<p>destinations within the vicinity but also into the town centre via Morrell Avenue. It will also form a cycle link from Cowley in conjunction with the proposed cycle improvements on The Slade and Horspath Driftway. Cyclists do use Old Road as this is more direct route than the alternative suggested (although this may be chosen by some). This suggested route also involves private land for which the county council has limited control and therefore difficult to promote.</p> <p>74. The proposed removal of the centreline in conjunction with the cycle lanes will help to slow traffic by narrowing the carriageway and increasing uncertainty when vehicles pass. Local Transport Note (LTN) 02/08 (p.27) suggests that removing the centreline can reduce speeds but speeds are reduced further when this is incorporated with cycle lane(s)</p> <p>75. The land suggested for off-road cycle path on the south side is University land and not highway. Even if the land was highway it would be difficult to achieve due to high costs associated – it would require substantial tree felling due to widening, a bridge over the culvert and substantial lighting. Even with all of this, a route behind a hedge/fence does not have a good ‘natural surveillance which could be a deterrent to some user groups. The suggested option</p>
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	<p>had offered land for a cycle-way during redevelopment avoiding the need for shared footways. There are concerns at the proposition of shared footways (echoed in LTP3 12.23/12.24) cyclists are aggressive users intolerant of pedestrians who stray. The minutes of NEAC Meeting confirmed these issues as follows: To note that there were concerns regarding the segregation of pedestrians and cyclists on shared use pavements, traffic speeds and the lack of speed reduction measures in the Highfield proposals and narrow carriage ways in Old Road. I believe the cycleway scheme should be separated from the traffic calming measures & reconsidered on a more strategic route foundation in conjunction with employment sites/ schools etc.</p>	<p>does not continue for the length of Old Rd so cyclists would be forced to use the carriageway at some stage.</p> <p>76. The proposed shared use cycle path is more than adequate width especially given the relatively low pedestrian footfall. Access to the Windmill Road junction can prove problematical for cyclist due to queuing traffic. It will also provide a useful by-pass function to avoid the lights and junction which has a cluster of reported accidents, therefore making it safer.</p>
	<p>I cycle along Old Road to Somerville College, from The Slade towards Morrell Avenue and the town.</p> <p>Old Road is very unsafe for cyclists. Often we have to get off and walk, or cycle a short way on the pavement, because traffic travels so fast and ignores cyclists.</p> <p>I fully support the scheme.</p> <p>Thank you very much for doing it!</p>	<p>77. Noted</p>
	<p>Dear Mr Green, thank you for your letter of December 7th. I would like to point out that there is no ramped pavement at the junction of Old Road and Girdlestone Road on the east side. There is a ramp on the west side and this inconsistency is annoying for disabled people like myself who use a wheelchair or mobility scooter. Since I moved here in September I have</p>	<p>78. Noted and this will be investigated</p>

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	<p>noticed several disabled people live in the vicinity, and I trust that you can remedy this situation as part of the proposed improvements.</p>	
	<p>We see no point in spending money on a zebra crossing on Old Road near Stapleton Road. It is in our experience quite easy to cross safely at this point with little delay, and anyway there is a safe pelican crossing 50 yards away near Churchill Drive.</p> <p>The flashing lights, even if shaded, are bound to some extent to be obtrusive to nearby properties, and the positioning of the crossing will make it extremely difficult for the occupants of 69 Old Road to exit by car from their property.</p> <p>We would have thought that in these stringent times there must be far more useful and important schemes to spend money on.</p>	<p>79. The proposed zebra crossing on Old Road has been positioned from surveys which identified the desire lines on the Stapleton Rd/Old Road Campus pedestrian and cycle entrance. A crossing point here will help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site. It is approximately 110 metres from the existing pelican crossing at Lime Walk</p> <p>80. Old Road is an important part of the city's road network, and an important bus route, providing a key link to two major hospitals, a secondary school and two university campuses. There is significant scope to increase the number of journeys made by cycle or on foot in the area, and the scheme would help to encourage these.</p>
	<p>I cycle along Old Road to work each weekday, from The Slade towards Morrell Avenue and the town.</p> <p>Old Road is very unsafe for cyclists. Often we have to get off and walk, or cycle a short way on the pavement, because traffic travels so fast and ignores cyclists (even though I always wear a luminous jacket). I have persuaded my own teenage sons</p>	<p>81. At informal consultation on the Old Rd scheme in March 2010 three options were presented, ranging from minimal infrastructure involving a cycle lane and short stretch of cycle path (as presented in the latest drawings) to a more comprehensive arrangement with cycle by-passes but also a</p>

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	<p>not to cycle because it is too dangerous - it is sad that it has come to this.</p> <p>I fully support the scheme.</p> <p>I urge you to please hurry to go ahead with the scheme, but I hope you will also consider:</p> <ol style="list-style-type: none">1. In Old Road/Warneford Lane, there is Council-owned land where a cycle path could divert to, opposite Highfield Avenue, where the road becomes a cutting - please consider using this rather than forcing us into the narrow road. The road is very unsafe to cycle on and we should not have to wait for a serious accident involving a cyclist before improvements are made.2. Improve the proposed scheme at the Old Road/ The Slade junction where, if I understand it correctly, your scheme forces cyclists into the road just for that very unsafe junction. Why not widen the pavement into the road to enable cyclists to stay on the pavement? Why always favour cars and often smug drivers polluting the atmosphere and treating cyclists as if they don't exist, giving them all the lanes they need to race round that corner endangering us?!3. Reduce the speed limit in The Slade to 20 mph, or put in speed bumps (though these might interfere with the fire engines and ambulances) - anything to stop the huge volume of heavy, noisy traffic continually racing along this road to the detriment of cyclists and pedestrians.	<p>full length cycle path on the footway from Gipsy Lane to Windmill Rd. However, this option was not very popular and there were stretches of the footway that were possibly too constrained, particularly when combined with the gradient. It would have also meant a much higher cost, which the current scheme allocation could not cover.</p> <ol style="list-style-type: none">1. The land alongside Old Rd Campus and Warneford/Churchill Hospital unfortunately is not council owned land – even if it was available, the cost of providing a route through it to the required standard (including bridging culverts, removal of trees, complete resurfacing and lighting) would be prohibitive, and in any case at some point cyclists would need to rejoin the carriageway.2. We are proposing to toucanise all arms of the junction except the Old Rd arm to allow cyclists to cross this junction safely. We are adding cycling infrastructure on each toucan to allow for this. A pedestrian phase will still exist on the Old Rd arm where cyclists will be expected to dismount and the advanced stop line will remain to allow cyclists to move into The Slade ahead of traffic.3. In conjunction with the Highfield/Old Rd Scheme we are also proposing extensive
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		<p>cycle/pedestrian provision on The Slade and Horspath Driftway. This includes a mixture of on and off-carriageway measures (at times with the choice of both) which, coupled with removal of centre line and turning lanes, would narrow the carriageway and hopefully impact vehicle speeds and driver behaviour. However, there are currently no plans to change the speed limit in the Slade, which was determined as a suitable route to maintain the 30mph limit. However, this may be reviewed in the future.</p> <p>:</p>
<p>Highfield Residents' Association</p>	<p>CONSULTATION ON THE HIGHFIELD TRAFFIC MANAGEMENT SCHEME (01/2011) RESPONSE BY THE HIGHFIELD RESIDENTS ASSOCIATION 1/3</p> <p>Preamble</p> <p>For over ten years Highfield residents have worked very actively for a traffic management scheme for this area. Despite our willingness always to cooperate fully with the County Council we have been subjected to a series of very considerable disappointments, to the extent that, despite ten years of real effort, we are now being offered what amounts no more than a single junction improvement as a traffic management solution. This despite a very clear commitment made by the Council to residents in 2007 to deliver a comprehensive traffic management scheme – “The scheme will</p>	<p>82. During this time, the council has listened to the Highfield Residents' Association and considered their suggestions, some of which were found not to be suitable due to their impact on the emergency services, the surrounding road network, inconvenience for residents or practical difficulties and ongoing cost in implementation.</p>

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	<p>be designed to address the concerns [of residents] over traffic speeds and volumes” and “funding has already been identified to deliver a traffic management scheme [for Highfield]”.¹ We remain probably the only part of Headington which has not had any traffic management improvements while we are surrounded by traffic generating developments which have contributed substantial sums to fund such improvements. Yet now what was clearly committed funding for a Highfield scheme has, without any discussion, been halved. We consider that, as local citizens and customers of the County Council we deserve better treatment and we would remind the Council of their declared values for the conduct of their relationship with local people. Our response (below) to the present consultation should be considered in this context.</p> <p>1. Through traffic is a major problem for Highfield residents.</p> <p>1.1 The extraordinary scale of the development of the major institutions on land adjacent to Highfield has greatly increased the volume of through traffic on local streets.² Figures supplied by the County Council (“the Council”) confirm that 70% of traffic in Highfield is through traffic. “Traffic has increased in the area in recent years due to developments at the Churchill Hospital site” (OCC report 7/1/2010). As a consequence pedestrians and cyclists are placed at risk and the local environment in general has deteriorated below the standard appropriate for a suburban residential area.</p> <p>2. The County Council has made a clear commitment to</p>	<p>83. The terms of the S106 agreements from which money had been allocated to the scheme are flexible and not restricted to traffic management within the Highfield area. The funding available to the council for transport schemes has been significantly reduced, so flexible S106 funding is being targeted towards achieving the council’s strategic transport priorities.</p> <p>84. Noted, but what defines this standard? Do we want to say something about recent traffic counts?</p> <p>85. It is not uncommon for schemes to be cancelled or changed in response to changes in funding situation, consultation</p>
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¹ Letter from the Director of Environment (Richard Dudding) to Andrew Smith MP 15/1/2007

² The impact of the expanding institutions has been recognised in the formation of the “Headington Forward” initiative which has the strong support of the County Council.

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	<p>Highfield residents which it has not yet delivered.</p> <p>2.1 For the past 12 years local residents have been actively pressing the County Council for measures to reduce the impact of through traffic in Highfield. In recognition of the problem the Council proposed a Home Zone for part of the Highfield area as part of the first Local Transport Plan (2001-2006). However the Council later withdrew the proposal without consultation to the great disappointment of local residents. In response to further pressure the Council made a commitment in January 2007 to bring forward proposals to reduce the speed and volume of through traffic in Highfield using developer funding.³ A project was set up in February 2007 with a brief to deliver a scheme to reduce through traffic volumes and speeds. The Highfield Traffic Group were part of the project and since its inception has worked with Council officers to deliver a suitable scheme.</p> <p>2.2 In August 2009 the Council proposed to carry out trial road closures to provide the information necessary for the design of a scheme. However the proposal was withdrawn later in the year without prior consultation. In January 2010 the Council agreed to bring forward options for consultation which would include a wide range of measures to reduce traffic speeds and turning bans to limit through traffic.⁴ In May 2010 the Council brought forward proposals for consultation. These proposals represented the officers' expert technical solution to Highfield's acknowledged traffic problems. The speed reduction measures were welcomed by the community but the turning bans which were included to reduce through traffic had only limited</p>	<p>response, or other feasibility issues.</p> <p>86. The Home Zone was abandoned as a result of changed government guidance on LTP priorities.</p> <p>87. Officers carried out informal stakeholder consultation on the proposal, which resulted in the idea being withdrawn.</p>
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³ Letter from the Director of Environment (Richard Dudding) to Andrew Smith MP 15/1/2007

⁴ Report to Traffic Decisions Committee 7th January 2010. Possible measures suggested included "raised entry treatments, raised table junctions, pedestrian crossings, narrowings, speed cushions, minor rearrangements of street parking".

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	<p>community support. A revised proposal was brought forward by the Council for consultation in December 2010. This proposal omits the turning bans and the speed reduction measures have been reduced to the provision of two junction treatments. The measures proposed (June 2010) for Stapleton Road, Latimer Road and Bickerton Road have been withdrawn yet the original commitment made by Richard Dudding refers to measures on all the streets in Highfield. <i>We are particularly concerned that the scheme funding had been reduced by 50%.</i></p> <p>3. The County Council should adhere to their values and provide a scheme which fulfils their original commitment.⁵</p> <p>3.1 While we welcome their declared commitment we must point out that, in our view, the Council has failed to demonstrate that regard for the proper concerns of the local community which accords with their stated value of “putting our customers first”. The Home Zone Scheme was withdrawn without prior consultation. The trial road closures were abandoned without prior consultation. The June 2010 proposals have been greatly reduced. The project budget has been cut by 50% despite the clear commitment to fund the scheme in full.</p> <p>3.2 The Director of the Environment confirmed that the scheme would be funded through S106 agreements “funding has already been identified to deliver a traffic management and</p>	<p>88. See comments above.</p> <p>89. See comments above</p> <p>90. The council needs to consider the wider local community as well as its strategic transport priorities.</p> <p>91. There was consultation on LTP2 – this did not include the home zone.</p>
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⁵ OCC Corporate Plan 2010 – 2015 Our Values – “putting the needs of our customers first” “seeing problems and issues as opportunities and looking for solutions”

	<p>calming scheme for Lime Walk, Stapleton Road, Bickerton Road, All Saints Road and Latimer Road".⁶ The project brief stated that "the scheme is exclusively funded by Section 106 contributions, which the County Council has secured to mitigate the impacts of development in the area. The successful implementation of this scheme will undoubtedly help to do that." In January 2010 officers confirmed that "developer funding of £131,305 is secured and has been allocated for this scheme. There is no time limit by which this must be spent".⁷ On 11th August OCC (Steve Howell) wrote to Andrew Smith MP confirming that "the proposed traffic management scheme, should it go forward, is to be funded by two amounts of S106 money" and attached a table showing the amounts totalled at £142k.⁸</p> <p>3.3 As a consequence of the withdrawal of funding the present proposal does not fulfil the project objectives and the Council's long standing commitment to reduce through traffic volumes and speeds in Highfield.</p> <p>4. We urge the County Council to reinstate their proposed speed reduction measures (June 2010 Scheme).</p> <p>4.1 Local residents strongly support a set of comprehensive measures to reduce the speed and volume of through traffic in Highfield. Officers have indicated that comprehensive speed reduction measures will contribute to some reduction in through traffic volumes. This volume reduction, which was originally to be achieved by turning restrictions, remains a key objective of</p>	<p>92. See previous comments. The S106 legal agreements are not restricted to spending on this scheme.</p> <p>93. The proposed Highfield elements of the scheme would contribute to reductions in speed, particularly at junctions, and would improve conditions for pedestrians and cyclists. Although the impact on speed would be less than the previous proposals, the Highfield elements of the scheme would still be of benefit, slowing traffic as it turns corners, and causing traffic to slow down in Lime Walk. The 'Gateways' would also indicate to motorists that they are entering a residential area and should help to alter their speed and behaviour.</p>
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⁶ Letter from the Director of Environment (Richard Dudding) to Andrew Smith MP 15/1/2007

⁷ Report to the Traffic Decisions Committee 7 Jan 2010.

⁸ Letter to Andrew Smith MP 11/8/2010 ref SPH/PEM343359/H

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	<p>the scheme. At the recent residents meeting, attended by 70 residents, there was unanimous support for reinstatement of the original speed reduction measures.</p> <p>4.2 It is clear that the primary reason for reducing the proposed measures is the recent withdrawal of part of the allocated developer funding. In our view there is no justification for reducing the allocated funding which has been agreed and regularly confirmed by the Council to local residents over the past four years – this is a clear and long standing commitment of funds. The cost of reinstatement is very limited - we estimate that the cost of these measures (4 narrowings on Lime Walk and parking rearrangement on Stapleton Road, Bickerton Road and Latimer Road) would be no more than £30k. In addition we request that the narrowing of the Latimer/All Saints Road junction to a single vehicle width to ensure parity with the Lime Walk raised table. All this together would produce a scheme which to a considerable extent meets the project objectives, delivers a substantial part of the Council’s commitment and would have strong support within the local community.</p> <p>4.3 Nonetheless the problem of excessive volumes of through traffic will remain. We urge the Council to ensure the allocation of further development funding in the future from the continuing development of the Churchill site for the reduction of through traffic in the Highfield area.</p> <p>5. Next steps</p> <p>5.1 We are keen to continue to work with the Council to deliver a comprehensive traffic management scheme to meet the needs of local residents. We request that we are kept closely in</p>	<p>94. Noted.</p> <p>95. See previous comments re funding.</p> <p>96. The narrowing at Latimer Rd was supported by fewer respondents than those opposing in the informal consultation (Annex 5).</p> <p>97. This is not borne out by cost estimates carried out by officers.</p> <p>98. The county council’s draft Area Strategy for Oxford stresses the importance of reducing car travel in the Eastern Arc of Oxford (which encompasses the Highfield area) through a number of strategic measures.</p> <p>99. Noted.</p> <p>100. Local residents were consulted as part of the informal consultation (Annex 5) and the</p>
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	<p>touch with the progress of the scheme which will, hopefully, incorporate the amendments which we have requested above.</p> <p style="text-align: center;"><i>Chairman (for HRA) 19th January 2011</i></p>	<p>county council received 353 responses and there was no consensus on measures to tackle volume and speed of traffic.</p>
<p>Thames Valley Police</p>	<p>I refer to your letter dated February 7th 2011 inviting comments to the proposed zebra crossing near to the junction of Old Road and Stapleton Road in Oxford.</p> <p>Thames Valley Police has no objection to the proposals, but I do have a concern about the placing of another pedestrian crossing so close to the existing lights controlled crossing where drivers may not be expecting to find one so soon after the other, especially as this one is not controlled by traffic signals.</p> <p>The only personal injury collision near to the site in the three years to November 30th 2010 was at the existing crossing involving pedestrians and an ambulance. Since there is a higher than usual amount of emergency vehicle activity in the area due to the presence of the medical facilities nearby, I am also concerned that there is a potential for a conflict of assumed priorities between a pedestrian using a zebra crossing and an ambulance under blue lights on an emergency run.</p>	<p>101. Support noted.</p> <p>102. There are other locations with crossings similarly close to one another. Old Road is in a 20mph zone and visibility is adequate.</p> <p>103. Officers would argue that this potential is no greater for a zebra crossing than a pelican crossing. Pedestrians are probably more likely to exercise caution at a zebra crossing than when they have a green man signal at a pelican crossing.</p>

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	<p>Please feel free to contact me should you have any need to discuss further.</p>	
<p>Cyclox</p>	<p>Old Road / Highfield Drawing 1. We want to see both Old Road and Lime Walk calmed, to make them genuinely 20mph, and make Old Road in particular viable for Cheney pupils (the older ones anyway). So in general terms: There's quite a lot of slowing people turning into side roads – good. Something similar at the entrance to Churchill Drive (tightening the radii) would be a distinct improvement. Maybe not enough calming on Lime Walk (we would suggest buildouts on corners, particularly the two modern cul-de-sacs, so the road is perceived as narrower) Cycle lane and absence of centre line – good. We would prefer an uphill cycle lane from Gipsy Lane to Stapleton Road, because the speed differential is greater uphill, and there are a number of alternatives, both current and potential (eg a cut-through to Mileway Gardens), which work better in the other direction. We support the westbound cycle lane, particularly across the mouth of Churchill Drive. Cycle track outside NOC. We still don't much like this, but accept it probably has value when traffic is queuing. We would prefer some detailed changes to minimise its use by overly-fast cyclists. Toucan crossings. We suspect that these are relatively costly for the benefit they provide. The two east-west crossings probably have the greater value. Lack of improvements to alternatives – in particular removing the barriers and kerb on the footway between New High St and Perrin Street / Wilberforce Street Bypass – interesting, though we're not entirely convinced of its</p>	<p>104. The scheme proposals include features designed to reduce traffic speeds.</p> <p>105. The potential to achieve this would be restricted by the highway boundary (Churchill Drive is not public highway), and its use as a bus route.</p> <p>106. Narrowings in Lime Walk have been removed from the proposals as a result of consultation response and restrictions in funding.</p> <p>107. Support noted. The preference would be to have cycle lanes on both sides however, given the volume of traffic and width of the road, this is not possible. The uphill cycle lane may encourage vehicles to pass on the advisory line where it could be better with slower cyclist to encourage a proper overtaking manoeuvre.</p> <p>108. The signals would be upgraded to MOVA as part of the scheme so it provides and opportunity to convert to toucans making it much more cost-effective. The toucan crossings would help less confident and child cyclists negotiate this very busy and</p>

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	<p>function. It is likely to be used two-way, and should be planned as such.</p> <p>Drawing 2. We would suggest an even longer dropped kerb at the end of the cycle track on Old Road, extending to the ASL. We would agree it needs to start back before the ASL, at the start of the lead-in lane. We would omit the cycle logo and arrow (there are enough other clues that cycling is permitted either way).</p> <p>In general we would place dropped kerbs at each ASL (to allow cyclists to leave the carriageway), and opposite each ASL (to turn back onto the road, and before the pavement narrows)</p> <p>Drawing 3. We're still not at all enthusiastic about putting cyclists on the pavement, but we can accept it given the queuing traffic, if there are reasonable cues to cyclists to behave themselves – so we support the unsegregated nature of the provision. Dispense with ladder paving on footway if possible, since meaning will not be clear. Provide some dropped (flush) kerbs at intervals so that faster cyclists only go onto the pavement when the queue starts (and can go back onto the road if there are pedestrians).</p> <p>Drawing 4. We would prefer the entrance to Lime Walk was narrowed, so that the crossing is closer to the pedestrian desire line, and turning speed reduced.</p> <p>Drawing 5. No Comment</p> <p>Drawing 6. It would be better if the two sections of cycle track were aligned with one another. You do not need the left turn arrow and logo on Gipsy Lane. Keep Clear markings in Gipsy Lane might be helpful, to improve visibility for a cyclist using the bypass in the “wrong” direction. A central median strip in Old Road would be useful, as a waiting space for cyclists about to turn onto the bypass.</p> <p>Drawing 7. Fine. Thankyou for moving it closer to Stapleton</p>	<p>daunting junction.</p> <p>109. The alternative route suggestion, although very narrow with high sided walls, can be looked at as part of the dual network to offer choice and currently used as such although it is not possible as part of this scheme.</p> <p>110. ASLs and dropped kerbs noted and will amend if scheme given approval.</p> <p>111. The by-pass is to enable cyclists to avoid the signals and thus enhancing safety and convenience. The design is for one-way but accepted that two-way cycling is likely. Although the design should accommodate this, without encouraging, it can be looked at in more detail if the scheme is approved.</p> <p>112. Support noted re cycle path. The path is wide enough for cycles and pedestrians to chare comfortably given the nature of the area and footfall so would not be necessary to provide many dropped kerbs which can have an impact of drainage causing pooling. Ladder (corduroy) paving is a design requirement.</p> <p>113. Will investigate the narrowing of Lime Walk and how this impacts on the limited funds available for the scheme</p>
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	<p>Road. Drawing 8. We would prefer tighter radii (2m), and narrowing of All Saints Road to no more than 6m. We would be happy with buildouts on both sides rather than all on one side – it gives better pedestrian alignments, and the narrowing will probably be as effective as the chicane. Drawing 9. Again, we would prefer Lime Walk to be narrowed to preferably no more than 6m at the junction, and the eastern radius, in particular, tightened. Drawing 10. No comment</p> <p>Cyclox, 16/1/2011</p>	<p>114. The principle of the raised table and chicane is to create caution and also break the straight sightline of Lime Walk to help reduce speeds on the arms that take the large volume of traffic. It is not deemed necessary to narrow all arms and this may lead to congestion in the junction leading to too many reversing movements</p>
	<p>have a few comments on these two consultations, both as an Old Road resident and as a safety professional.</p> <p>Generally, I welcome the measures to improve provision for cyclists in the area, and especially along Old Road, which is my son's direct cycle route to school. However, the following areas may need improvements in detail to avoid creation of new hazards or to take the opportunity to deal with existing ones.</p> <ol style="list-style-type: none"> 1. <u>Relocate traffic lights at the Windmill Drive junction (Ref. dwgs 0931, 0932)</u> In the morning rush-hour, traffic queues often stretch back across this junction from the Churchill Drive / NOC / Lime Walk cluster of junctions . Besides obstructing entry to the junction for Windmill Road / The Slade traffic, this is a hazard due to the position of traffic lights, which are not visible to traffic already on the junction. The second row of lights controlling each entry should be relocated from their current positions (immediately beyond the pedestrian 	<p>115. Support noted</p> <p>116. The detailed design of the signals at this junction will take safety factors into account. 117. A yellow box junction would be installed at Churchill Drive</p>

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	<p>crossings at the entry) to the opposite side of the junction. Otherwise, I anticipate accidents due to vehicles that have been delayed by the queues after they have passed the lights, which then complete crossing the junction after the lights have changed against them. Currently, they have no way of knowing that this has happened and that they no longer have priority. (It would also be worth considering yellow boxes at this junction.)</p> <p>2. <u>Introduce traffic light controls at the Churchill Drive / NOC / Lime Walk cluster (Ref. dwgs 0931, 0933)</u> The westbound cycle lane along Old Road is interrupted at this cluster rather than continuing through it. Due to the volume of traffic moving and turning in different directions, this is the most dangerous stretch of Old Road. I believe it would be safer to introduce traffic light controls here (replacing the existing pedestrian lights), so that traffic movements are more predictable. It may be possible to link the timing of these lights with those at the Windmill Road junction, so as to reduce the previous hazard.</p> <p>3. <u>Modify junctions with double "give way" lines on The Slade, (Ref. dwgs 001, 002 - Detail A)</u> My experience of this type of junction is that it is very dangerous to cyclists, due to ambiguity as to who has priority. It is especially hazardous if traffic approaching on the side road has to pull forward across the cycle lane in order to see if it is safe to enter the main road. Cyclists who expect to have priority are then forced to choose quickly whether to pass behind that vehicle (which may entail</p>	<p>118. Signalisation of this staggered junction would be likely to cause significant delays to traffic.</p> <p>119. Each junction entry treatment has been designed with safety and visibility taken into consideration. Double give way lines are already in use in other parts of Oxford and work well, with common sense exercised by drivers and cyclists.</p>
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	<p>some tight turns if the road is narrow or if vehicles are queuing on it) or in front of it (which means not only entering the main traffic stream but also crossing the turning vehicle's path from an unexpected direction). It is imperative that visibility from the first "give way" line should be confirmed positively, and if it permits, this should become the only "give way" line. Otherwise, the cycle lane should be interrupted and cyclists should cede priority.</p> <p>I hope you find my suggestions helpful, and will be happy to clarify them if they are hard to understand.</p>	
<p>Lime Walk</p>	<p><i>Emailed received 17/12/2010 in response to telephone call and site visit (17/12/2010) with scheme engineer.</i></p> <p>Dear Ralph</p> <p>Thank you for your speedy reply and for meeting with me to discuss my obvious concerns about these road alterations to the junction of All Saints Rd & Lime walk, which without a doubt will have a horrendous effect on how I enter and exit my drive. I do have some further comments and queries regarding your email, they are as follows:</p> <ol style="list-style-type: none"> 1. Your auto track cad is showing a 'Standard Vehicle (private)'. My vehicle is a Ford Ranger pickup, the turning circle (kerb to kerb) is 12.6m and the overall length is 5.080m, so could you adjust your cad to accommodate these dimensions please, as I am sure this scheme would not expect me to change my vehicle 	<ol style="list-style-type: none"> 120. Scheme engineer (Ralph Green) met with resident on site and confirms that although the current reversing manoeuvre could not be made the property could be accessed by a different manoeuvre. However, the raised table can be modified during detailed design

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	<p>to suit it.</p> <p>Option 1 3 Is the parking space outside my property being removed and replaced with yellow lines? If this is the case then I would possibly be able to make this manoeuvre dependant on your new cad details. But I would have to wait a lot longer to make this manoeuvre as twice as much traffic will be funnelled into one lane in front of my drive.</p> <p>Option 2 I don't think having to park my van further down the road (as to not block the traffic), then return to remove the bollard so as I can enter my drive is neither a reasonable or feasible option.</p> <p>Option 3 As per your 1.pdf – is there going to be double yellow lines outside the church (on that side). If there are no parking restrictions then it would be totally impossible to reverse into my drive as shown on 1.pdf.</p> <p>Is the disabled parking space being removed from outside number 70 Lime Walk as this is very much still required by my neighbour?</p> <p>Can I also bring to your attention, that as we all know, disabled drivers can park on double yellow lines and they may not realise they will be impeding the entrance to my drive. There are a number of blue badge holders who visit the church and also both of my parents who frequently visit me are both also disabled blue badge holders, for whom I am very concerned for their welfare.</p>	<p>to accommodate this current movement, if the scheme is approved and subject to safety audit.</p> <p>121. No parking is being removed but please see comment above</p> <p>122. This is no real change to the current situation whereby a suitable gap in traffic is necessary to access the property. Please see response 121</p> <p>123. The recommendation is to construct the raised table as designed. Please see response 121</p>
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	<p>I can see what is trying to be achieved with this scheme but this proposal is going to make my day to day activities unbearable.</p> <p>I really do not understand why forming just a raised table on the junction itself, with a 4 way stop, with no priority would surely have the desired effect. And with a reduced cost this must be beneficial to the community but adequate signage would be essential.</p> <p>Option 5 Being a resident in Lime Walk (and Latimer Road) for over 25 years, when Oxford United used to play at The Manor at the top of this road, the traffic used to be quite challenging but now it is like living in the country in comparison to then. So I would be happy for the Council to save the expenditure of the raised table and associated work which must amount to £40-50k? and use it on something more worthwhile.</p> <p>May I also add that I cannot understand why a minority of people buy or rent a property in Lime walk, Latimer Road, Stapleton Road, or Bickerton Road knowing that these are through roads and then try to change them into cul de sacs. Can I also suggest that this proposed raised table and chicane, at the junction of All Saints Road, should be temporarily set out with cones, including signage and a telephone number where people who actually use these roads can have an input, as your web site is not at all easy to navigate and leave comments.</p>	<p>124. The raised table has received good support during formal consultation. It would help to reduce speeds on Lime Walk and All Saints Rd by creating a raised area and uncertainty by not providing priority but narrowing the carriageway. This would also have significant benefits to pedestrians by making it easier to cross</p> <p>125. Noted</p> <p>126. Noted</p> <p>127. Noted</p>
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	<p>We are very concerned over the proposed siting of the above. We are at a loss to understand why this particular spot was chosen. Our thoughts concern the amount of 'stops/starts' that such a crossing would involve owing to the amount of traffic that Old Road generates during certain times of the week-days and this, immediately outside the frontages of Nos. 71 and 69, and subsequently back to Nos. 67, us at 65 and 63. Surely it would be more practical to site a Zebra crossing somewhere between Highfield Avenue and Bickerton Road, particularly if you take into account that all the frontages (except one) have no direct access to off-street parking and most of these properties stand way back from the road. There is already access into the Oxford University/hospital grounds in that area (and is closer to the bus stop just outside Finch Close). As there are already 3 access points, i.e., through into Little Oxford, the area just pointed out (just down from Bickerton Road) and the one immediately opposite Stapleton Road, is there really a vital need for the Zebra crossing? Surely not! Pedestrians will cross the road at whichever place they choose, with or without the proposed Zebra crossing and the existing controlled crossing is well used.</p> <p>In addition, we would like point out a regular hazard (and which has already happened today) and that is that it is quite difficult accessing our drive due to the volume and speed at which cars drive up and down Old Road. No matter at what point we use our indicator many drivers assume we are turning in to either Bickerton or Stapleton Roads leaving us no option but to almost stop at our entrance in order to negotiate access. It is only a matter of time before an accident happens. On speaking to our neighbours they also experience the same problem. We</p>	<p>128. The proposed zebra crossing on Old Road has been positioned from surveys which identified the desire lines on the Stapleton Rd/Old Road Campus pedestrian and cycle entrance. A crossing point here will help to encourage more walking and cycling in the area which will reduce congestion and through traffic. It is also seen in the context of future development on the Old Rd Campus site. It is approximately 110 metres from the exiting pelican crossing at Lime Walk</p> <p>129. Noted, but if anything, the presence of</p>
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	<p>fear the proposed Zebra crossing will only exacerbate this. We would be more than happy for any member of your staff to carry out such an exercise, using our driveway, to understand just how difficult it is.</p>	<p>the zebra crossing is likely to make drivers more cautious in the area, allowing time to stop safely behind vehicles waiting to turn.</p>
	<p>Further to our conversation I am putting my experience in writing to you.</p> <p>I have lived at Old Road for over 7 years now and during that period have been having coffee in my kitchen and witness two motorbike accidents in from of my gate at 56 Old Road and the entrance of the Nuffiel Orthopedic Hopsital. I ended up calling the council to sweep up the class and bits that had been scattered around the road and also stopped the traffic to do it myself when the council took to long to come. The reason was there are lots of patients, hopital staff, students and more importantly Ambulances turning that corner and driving along Old Road so I didn't want their tyres damaged and the glass spread. The police will have details of these accidents logged if you need to add this to your report. Also during this period of my living there i have also witness many near misses and heard the skidding sounds of cars. Many cars drive up very quickly not realising that the entrances to Churchill Drive and the Orthopedic hospital entrance are closer than they think as the trees and view of the long drive of Old Road can be misleading.</p> <p>Further down Old Road before Girdlestone Road are some wooden poles with red reflector circles on them which i feel are useful as they catch my attention and separate you from the</p>	<p>130. Noted, but officers cannot see how this is relevant to the scheme proposals.</p>

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	<p>pavement. It is a safe design for cyclists if a car comes off the road and also feel that it should be all along old road. They are tidy and safe. If you remember there was a hit and run a few years back when a car hit a woman and left her to die at the road side up there but those posts may in future lessen or stop an impact of a stray car.</p> <p>The road is narrow and the idea of a cycle path is vital as to overtake the cyclist leaves little space for the cars to pass in the opposite direction.</p> <p>As you approach any entrances to Churchill Drive that leads to the hospital then I would advise a few good clear signs that would ask the drivers to 1. inform them that the entrance is near 2. slow down for turning into and out of these entrances.</p> <p>I hope that this will help your action on improving this area. As mentioned I have a lovely little boy of 2 years of whom I adore and he often for some reason like to run straight towards the exit gate to look at the cars so for his sake as well it would be good to have traffic safety signs and warnings on speed.</p>	<p>131. These reflectors are not designed to stop a vehicle mounting the footway and including more of them would merely add to clutter.</p> <p>132. Noted</p> <p>133. The signage is considered to be adequate but this can be checked.</p> <p>134. See comment above.</p>
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Summary of responses:

- 41 responses were received in total
- 5 respondents fully supported the proposals - 1 respondent thought more should be provided on Latimer Rd and another expressed relief that we listened to the informal consultation and the proposals were very sensible (Stapleton Rd).
- 5 Respondents specifically supported the Old Road proposals in particular the cycling elements.
- 4 respondents thought the Old Rd cycling proposals did not go far enough and thought more off-road provision was required.
- 18 respondents thought the proposals did not go far enough (1 objection due to VFM). 10 of those respondents opposed the gateway features (especially on Highfield Ave and Finch Close – 2) either because they were not effective in isolation, “dangerous” or would like to swap these features for calming along the length of streets.
- 2 respondents thought that calming measures were required on surrounding streets and not just Lime Walk.
- 4 respondents objected to the zebra (no requirement); 3 specifically supported.
- 2 respondents thought removing the centreline on Old Road might be “dangerous”.
- 1 respondent had mixed views on Old Rd – did not like the zebra or cycle by-pass but supported the cycle lane/path.

Annex 7: Equalities 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 footway. 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 pedestrian crossing on Old Road, 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. The raised table on Lime Walk will also aid older people and those with mobility impairments cross the road.

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 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. Kerbline 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.