

Divisions affected: *Cowley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

GARSINGTON ROAD, OXFORD: ACTIVE TRAVEL SCHEME

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following highway improvement measures, as advertised:

- a) Flat Top Road Humps located at the John Smith Drive, Oxford Business Park, Phipps Road, Napier Road and St. Lukes Road junctions with the B480 Garsington Road,
- b) Toucan crossing on the B480 Garsington Road, located approx 74 metres southeast of the centre line of Phipps Road,
- c) Shared-Use Foot & Cycleways:
 - i. on the south side, from east of the central island on John Smith Drive, to a point northwest with its junction with St. Luke's Road,
 - ii. on the north side, from southeast of the central island to Oxford Business Park, to a point southeast of its junction with Phipps Road.

Executive Summary

2. This report presents responses to the statutory consultation on the proposals to introduce various highway improvement measures on the B480 Garsington Road in Oxford, as shown in **Annex 1**.
3. The proposals are being put forward following a local pre-engagement exercise, and comprise of three key objectives:
 - a) Make it easier and more enjoyable to walk, wheel and cycle in Garsington Road
 - b) Improve safety for everyone making a journey in Garsington Road
 - c) Support local businesses by improving the quality of active travel options and making the local highway safer.

4. The Garsington Road active travel scheme is strongly aligned with the county council's 'vision' set out within the 'Local Transport and Connectivity Plan (LTCP, 2022 – 2050)', which includes reducing the need to travel by private car journeys by making walking, cycling, public and shared transport the natural first choice.
5. In addition, the scheme will play an important role in helping OCC to meet the headline targets that underpin the vision and key themes that are set out in the LTCP.
6. The schemes are prioritised to recognise the need to improve walking, wheeling, and cycling connectivity along the route. The routes and extents of the cycle network have been defined in the Local Cycling and Walking Infrastructure Plan (LCWIP), which can be considered as a master plan with incremental delivery required to achieve the full envisaged cycling and walking network.

Financial Implications

7. Funding for the proposals (including consultation & implementation if approved) has been provided by the UK government Department for Transport, through the Active Travel Fund Tranche 3 (ATT3) funding round.

Legal Implications

8. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

9. An Equalities Impact Assessment is at **Annex 4**. The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.
10. The Equalities Impact Assessment will be reviewed as the detailed design is finalised and will be reviewed again after the infrastructure is improved and it has been used for a sufficient period of time.

Sustainability Implications

11. The proposals will help encourage walking, wheeling, and cycling along the Garsington Road corridor, and also help improve road safety, especially for the more vulnerable road users (pedestrians & pedal cyclists) in the area.

Informal Consultation

12. An informal consultation was held between 27 February and 28 March 2024 to share early proposals to gather feedback ahead of the formal statutory consultation. The feedback received broadly supported the proposed improvements and provided useful further insight. Analysis of the feedback indicated that there was not a need to make changes to the design as initially proposed – so these remained the same for the formal consultation.
13. Summary tables & charts of the results are shown in **Annex 5**, whilst all feedback and comments received are held on file to support officer monitoring of the county's highways.

Formal consultation

14. Formal consultation was carried out between 25 April and 25 May 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, local City Cllrs, and the local County Councillor representing the Cowley division.
15. A letter was also sent directly to approx. 210 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposals.
16. 25 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
Flat-top road humps	6 (24%)	2 (8%)	16 (64%)	1 (4%)	25
Toucan crossing	5 (20%)	2 (8%)	15 (60%)	3 (12%)	25
Shared-Use foot & cycle	3 (12%)	8 (32%)	13 (52%)	1 (4%)	25

17. Additionally, a further two emails were received, comprising of a detailed response from 'Cycling UK' raising various concerns (shown in full at **Annex 3**), and one non-objection.
18. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to Objections/Concerns

19. Thames Valley Police raised no objection to the proposals.

Shared use footway/cycle way:

20. Whilst responses to the consultation demonstrate support for the proposed segregated footway/cycleway on the grounds that it will provide improved facilities for active travel compared to the existing infrastructure and the current significant gap in the network, others objected or expressed concerns on the grounds that they believe cyclists should be physically separated from pedestrians and should not just be separated by pavement markings or share space with pedestrians. Some respondents also felt that the segregated footway/cycleway should be wider for people walking wheeling, and cycling.
21. The proposed segregated footway/cycleway is a 200-metre section on the southern side of Garsington Road/John Smith Drive Roundabout and the Garsington Road between the B480/Hollow Way junction. In this location there is currently a missing section of segregated cycle path on the southern side of the road. Officers believe that providing cyclists and pedestrians with separately defined alignments, with segregation by white line markings, represents a significant improvement compared to the existing infrastructure.
22. The proposal offers a segregated cycle facility on the southern side of Garsington Road in this location, extending an existing segregated cycleway on Garsington Road between the Eastern Bypass and the John Smith Drive Roundabout, and similar to the existing facilities for pedestrians and cyclists on the northern side of Garsington Road. Physical infrastructure to segregate pedestrians and cyclists, and wider segregation will not be possible due to the limited existing footway space available but improved pavement markings and signage will be considered.
23. There was some concern expressed about the width of the shared use footway/cycleway around John Smith Drive roundabout at the point where it meets the uncontrolled crossing. Some respondents felt that this section was a sharp and constrained angle. The Highway boundary is a major constraint in this section, but it will be reviewed and considered as part of the detailed design process to enable greater comfort for pedestrians and cyclists.

Toucan crossing:

24. The main concerns raised about the proposed Toucan crossing at the Garsington Road/John Smith Drive Roundabout (western side of the roundabout) were the proximity of the crossing to the roundabout and potential for the roundabout to get blocked with queuing vehicles when the crossing is in use. It was suggested by some respondents that it would be more attractive to users if the crossing was located to the west of the petrol station. The location of the crossing is constrained by the petrol station entry and the roundabout. It has been proposed to be close to the north-south pedestrian desire line at the roundabout, and to enable safer and direct crossing trips to the Business Park.
25. There is an existing uncontrolled crossing at this location, which will be removed and replaced with the signalised (Toucan) crossing to provide a safer crossing facility for pedestrians and cyclists. Officers are confident that the Toucan crossing will be sufficiently attractive to people wanting to get to and

from the Business Park and facilitate access requirements for pedestrians and cyclists at roundabout. However, the location of the Toucan crossing will be reviewed and considered as part of the Road Safety Audit, Stage 2.

26. There was some objection to the type of crossing to be introduced at this location, with some respondents stating that they believe the Toucan crossing prioritises motor vehicles. They felt that a parallel (combined cycling and pedestrian zebra) crossing would provide greater priority to pedestrians and cyclists and reduce the need for pedestrians and cyclists to wait for the toucan crossing to stop traffic before being able to cross the road. As traffic volumes are in excess of 8,000 vehicles per day, LTN 1/20 design guidance identifies a signalised crossing as the preferred option in this location.

Flat-top road humps (side road entry treatments at the petrol station entrance, Phipps Road, Napier Road, & St Luke's Road junctions):

27. The main concerns raised about the side road entry treatments were the possibility that they could create congestion on Garsington Road as vehicles slowed down to turn across them and also that pedestrians using them might not take due care and attention. Some respondents felt that these should be implemented as fully continuous footways, and not as road humps. It would be logical for these not to be seen as humps but as continuous footway and cycleway Side Road Entry Treatments. Similar features have been used successfully in other locations in Oxford where side streets meet main roads.
28. The Highway Code is clear that pedestrians and cyclists using footways and/or shared use facilities adjacent to roads have priority over vehicles turning across them, and the proposed side road entry treatments support this. Officers believe that this continuous footway and cycleway treatment contributes to safer, more accessible, and efficient urban environments for pedestrians and cyclists alike.
29. Some people reported that they were concerned about the ramp gradient of the side road entry treatments. They suggested that Dutch style entrance kerbs should be used and the average height ramp to be the same as pavement elevation. They felt that no coloured surfacing or texture should be used for the footway and preferred the use of the same material / colour as pavement on either side.
30. The Dutch style entrance kerbs have been considered for the Side Road Entry Treatments, however – due to budget constraints standard bituminous ramps have been proposed. Officers will work closely with the consultant to ensure that the design of these features makes them as continuous as possible across the side roads and as effective as possible in ensuring vehicles give way to pedestrians and cyclists using them (i.e. balancing the maximum gradient and desired visibility). The surfacing material of the footway will be reviewed and designed in accordance with the scheme budget.

Miscellaneous comments or concerns about the proposal:

31. Various other comments were made including that a respondent felt more roadworks are not needed in an area which has ample space for cyclists and dedicated pedestrian/cycling paths. People also felt that road traffic is generally slow on B480 Garsington Road and no further calming features are required.
32. LTN 1/20 suggests segregation of cyclists in location such as this with high traffic volumes. We will coordinate the work to minimise the impact on the network as far as possible and seek to minimise the impact of construction for all road users. Further details of proposed traffic management arrangements will be available closer to the commencement of construction.

Next Steps

33. Feedback from this consultation will be used by design consultant to complete the detailed design. As part of the design process, an independent road safety audit will be carried out ensuring that the audit recommendations are incorporated into the design as appropriate.
34. We will be undertaking pre and post scheme monitoring of proposals. This will include Speed surveys and Manual Classified Counts of traffic.

Bill Cotton
Corporate Director, Environment and Place

Annexes

- Annex 1: Consultation plan
- Annex 2: Consultation responses
- Annex 3: 'Cycling UK' full consultation response
- Annex 4: Equalities Impact Assessment
- Annex 5: Informal consultation response summary

Contact Officers: Tayo Akinyosade (Project Manager – Active Travel)

June 2024

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	No objection
(2) Cycling UK	Concerns – <i>see full response at Annex 3</i>
(3) CYCLOX	<p>Road humps – Support This response is on behalf of Cyclox. We are overall in support of this scheme but only if the side road entries are completely flat and continuous, with texture that is no different from the rest of the pathway. There must be no road humps using the red imprinted cement typical of so many side road entries in Oxford. There should be no kerb or double yellow lines across the path as those are seen by drivers as their priority rather than the priority of people walking and cycling. The aim should be to slow motor traffic turning into side roads seeing that there is a change in level. The entrance to the road needs to be a Dutch entrance - please don't use sharks teeth on slope up to the continuous foot path.</p> <p>Toucan crossing – Support This is a busy road (which should be 20 mph). This crossing will be well used by pedestrians and by more cautious cyclists who don't wish to go round the roundabout on the carriageway.</p> <p>Shared-use path – Partially support We are saddened that space is taken away from pedestrians rather than motor traffic but understand that this is a low cost scheme.</p>
(4) Local resident, (Oxford, Fairfax)	<p>Road humps – Object Will slow Traffic turning off what is going to be a very congested road. Once Holloway is shut off</p> <p>Toucan crossing – No objection Pedestrians will not be able to cross the heavy traffic without</p>

	<p>Shared-use path – Object Cyclists have no respect for pedestrians and just bomb along and expect everyone to make way for them</p>
<p>(5) As part of a group/organisation, (Oxford, western)</p>	<p>Road humps – Object It would be logical for these not to be seen as Humps but as Side Road Crossovers, a number of design changes would follow.</p> <p>Toucan crossing – No objection No comment</p> <p>Shared-use path – Partially support Width is constrained. Worse still the path width varies and is narrow around the roundabout - which itself is too large and an inappropriate 'normal' design when a compact type is more desirable in an urban setting.</p>
<p>(6) Local resident, (Oxford, Lower Road)</p>	<p>Road humps – Object We do not need yet more roadworks in an area which has ample space for cyclists</p> <p>Toucan crossing – Object See answer to previous Q</p> <p>Shared-use path – No objection As long as this does not involve more roadworks</p>
<p>(7) Local resident, (Oxford, Maidcroft Road)</p>	<p>Road humps – Object Please provide fully continuous foot-ways using proper entrance kerbs to slow motor traffic.</p> <p>Toucan crossing – Object Toucan crossing priorities motor vehicles. Please make this a parallel (combined cycling and pedestrian zebra) crossing so car drivers have to wait as soon as a pedestrian or cyclists arrives to cross.</p>

	<p>Shared-use path – Object Please provide fully continuous foot-ways using proper entrance kerbs to slow motor traffic.</p>
(8) Local resident, (Oxford, Marriott Close)	<p>Road humps – Object Road traffic is generally slow on the B480, and dedicated pedestrian/cycling paths and no further calming features are required.</p> <p>Toucan crossing – Object There are currently more than enough crossing points available for pedestrians/cyclists.</p> <p>Shared-use path – Partially support So long as there is clear demarcation of space.</p>
(9) Local resident, (Oxford, Napier Road)	<p>Road humps – Object I don't know why they are necessary. I live on Napier Road and we already have a slightly raised hump already. Why are these being suggested?</p> <p>Toucan crossing – Support There is no way to safely cross this road which can get very busy,so I fully support the addition of a toucan crossing.</p> <p>Shared-use path – Support Cyclists already use the pavement but it can feel unsafe walking especially with a pram as you don't know where they are, so I fully support having designated lanes for walking and cycling. It would be ideal if they could extend all the way to the big tesco roundabout with clear instructions for cyclists to use the walking routes to cross the roundabout. I have increasingly seen cyclists going round this roundabout alongside the cars and it is so unsafe.</p>
(10) Local resident, (Oxford)	<p>Road humps – No objection</p> <p>Toucan crossing – No objection</p> <p>Shared-use path – Object Pedestrians and cyclists sharing spaces put pedestrians at risk</p>

<p>(11) Member of public, (Benson, High Street)</p>	<p>Road humps – Partially support The only thing that I have concerns over is having the pedestrian crossing so close to the roundabout. The roundabout can easily get blocked when someone is crossing the road (as seen regularly in Didcot). Perhaps it would make more sense to put the crossing after the petrol garage i.e. in the direction of the police station.</p> <p>Toucan crossing – Object See previous answer</p> <p>Shared-use path – Support Anything that helps get cyclists to get out of the road towards better safety</p>
<p>(12) As part of a group/organisation, (Oxford, Stratfield)</p>	<p>Road humps – Partially support Given the low volume of traffic on the side entries involved, these should be implemented as fully continuous footways, not as "road humps". They should be designed and laid out so that they appear to be - and legally are - part of the footway (over which vehicles are allowed to cross) rather than part of the carriageway (over which pedestrians are allowed to cross). The goal should be to calm motor traffic, but also to make pedestrian (and cycle) priority as clear and unambiguous as possible.</p> <p>Please use entrance kerbs and do not include the "sharks teeth" found on speed humps.</p> <p>Toucan crossing – Partially support The speed limit here should be dropped to 20mph, allowing this to be implemented as a parallel (tiger) crossing instead of a signalled toucan crossing.</p> <p>Shared-use path – Partially support These kind of shared-used foot/cycleways are substandard and only acceptable as a temporary measure. We expect any proper rebuild of this route to provide proper cycle tracks separated from the footway by a kerb.</p>
<p>(13) Member of public, (Oxford, Marston Street)</p>	<p>Road humps – Support I would like to go on cycle trips here but it is currently too dangerous.</p>

	<p>Toucan crossing – Object Support active travel in this area.</p> <p>Shared-use path – Support I would like to be able to cycle safely here.</p>
(14) Local resident, (Oxford, Leafield Road)	<p>Road humps – Support Shows priority is with the cycle paths</p> <p>Toucan crossing – Partially support No changes have been made to the exit from the roundabout. It is possible to exit at high speed and this will be a safety risk. Reduced radius curb is needed at this exit</p> <p>Shared-use path – Support The path on both sides of the road is suitable for a shared path</p>
(15) Member of public, (Banbury, Woodfield)	<p>Road humps – Support They seem fine to me.</p> <p>Toucan crossing – Support Crossing Garsington Road can be challenging and there aren't many places to do so safely, so having the crossing will benefit pedestrians.</p> <p>Shared-use path – Partially support I assumed there already were shared-use foot and cycleways. Regardless, there's more space to add improved infrastructure if it's needed.</p>
(16) Local resident, (Oxford, Rawsone Close)	<p>Road humps – Support traffic calming is necessary to improve cycle and pedestrian safety.</p> <p>Toucan crossing – Support This crossing will be greatly improved by a dedicated toucan crossing.</p>

	<p>Shared-use path – Partially support I support that Cycle users should be segregated from the road with purpose built cycle route for the safety of all, but worry that the proposed route may not be straight and level enough for cyclists to want to use. A cycle route must be a preferred alternative to the road, not a worse one with bumps (dropped kerbs) and lots of swerving (around lamps, existing infrastructure, etc).</p>
<p>(17) Local resident, (Oxford, Howard Street)</p>	<p>Road humps – Support They provide a useful physical indicator to vehicles on the side roads that they need to cede priority to passing cyclists on the path on the main road, while giving cyclists a level surface.</p> <p>Toucan crossing – Support Reasonable location for the likely routes that users of the cycle paths on both sides of the road are likely to be taking, and should serve to moderate vehicle speeds joining and exiting the roundabout, which can easily exceed the speed limit because of the g</p> <p>Shared-use path – Partially support The lack of visual guidance to pedestrians and cyclists at the bus stop east of the Napier Road junction may lead to conflict. The poor quality and quantity of cycling facilities in general means that pedestrians are typically not good at thinking about how well they share spaces with cyclists - just try using any heavily trafficked shared use path in Oxford (e.g. Botley Road, London Road). If there is no visual indication and the bus stop has any significant number of people waiting they will disperse themselves across the whole path. Deflecting the cycle path to the back of the shared path might be a better option.</p>
<p>(18) Local resident, (Oxford, Divinity Road)</p>	<p>Road humps – Support Anything to make road safer for pedestrians is positive</p> <p>Toucan crossing – Support As above</p> <p>Shared-use path – Partially support Prefer separate paths for pedestrians and cyclists</p>

<p>(19) Local resident, (Oxford, Glanville Road)</p>	<p>Road humps – Support Bike priority and traffic taming are vital at this junction if it is to be of any practical use.</p> <p>Toucan crossing – Support A proper crossing in this area is long overdue. Without it, there is no meaningful way to cross for a long way in either direction.</p> <p>Shared-use path – Support The current cycle infrastructure here is way below standard and represents a significant gap in the network.</p>
<p>(20) Local resident, (Oxford, Napier Road)</p>	<p>Road humps – Support As a cyclist living in the area, the current setup of partial cycle paths suddenly disappearing, particularly with no priority or safety considerations at the roads, is terrible.</p> <p>Toucan crossing – Support The current unsignalled crossing near the roundabout has poor visibility and it is not clear when it is safe to cross when traffic is heavy.</p> <p>Shared-use path – Support As a cyclist living in the area, the current setup of partial cycle paths suddenly disappearing, or moving on/off the road, is terrible.</p>
<p>(21) Local resident, (Oxford, Florence Park Road)</p>	<p>Road humps – Support These are a good design - continuous, uninterrupted footway/cycleways, with good colour differentiation. Only question is about the upwards arrow speed hump markings - these can invite road traffic progression (i.e. a 'straight-on' arrow) for drivers. As these flat top road humps are creating continuous footways, are the upwards arrow markings actually needed? Could a different marking be used that indicates a level change, without suggesting driver progression?</p> <p>Toucan crossing – Support More crossings always a good thing.</p>

	<p>Shared-use path – Support Best solution with the space constraints.</p>
<p>(22) Local resident, (Cowley, Horspath Road)</p>	<p>Road humps – Support This will make the road safer for pedestrians and cyclists</p> <p>Toucan crossing – Support At present there is no safe crossing place here and it is good to have one which both cyclists and pedestrians can use</p> <p>Shared-use path – Support Safer for cyclists</p>
<p>(23) Local resident, (Oxford, Townsend square)</p>	<p>Road humps – Support Please ensure cars are more likely to yield to pedestrians by adding signs and road markings informing them of their obligations</p> <p>Toucan crossing – Support Ensure the light turns green for pedestrians and cyclists immediately. Give them sufficient time to cross</p> <p>Shared-use path – Support Ensure this is sufficiently wide for both pedestrians and cyclists, taking space from the road if necessary. No obstructions in either space. Lamp posts, signs, cycle parking, street furniture should all take from the road, not pavement.</p>
<p>(24) Local resident, (Oxford, St Nicholas Rd)</p>	<p>Road humps – Support It's good to be able to cross junctions if you are on wheels or pushing something with wheels</p> <p>Toucan crossing – Support It's good</p> <p>Shared-use path – Support It's good</p>

(25) Local resident, (Oxford, Marston Road)	<p>Road humps – Support improve safety for cyclists</p> <p>Toucan crossing – Support improve safety for pedestrians</p> <p>Shared-use path – Support anything to encourage cycling and get people out of their cars</p>
(26) Local resident, (Oxford, Clive Road)	<p>Road humps – Support I travel this section of road a lot on bike and in car and think it would benefit everyone for traffic to be slowed</p> <p>Toucan crossing – Support Sensible to give pedestrians a place to cross safely as it's a busy section of road</p> <p>Shared-use path – Support I find this section of road impossible to travel safely by bike. I tend to avoid</p>
(27) Local resident, (Oxford, Badger's Walk)	<p>Road humps – Support Cycle route and footway should be flat with proper entrance curbs.</p> <p>Toucan crossing – Support I think a parallel crossing would be better.</p> <p>Shared-use path – Support I support this because it's very dangerous to cycle on the road at the moment. It should also be in the 20mph area.</p>

Oxford: B480 Garsington Road - proposed highway improvements

Reponse on behalf of Cycling UK, CAN network.

We begin by reminding the Council of the summary principles in the current national guidance:

LTN1//20

Summary Principles

2) Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.

Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/ or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities. Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb.

We are not satisfied that all which could be done has been attempted on this scheme. We welcome the move towards making the footway and cycleway more continuous but have serious objections to the design of the proposals.

We find that “*Improving safety*” is an inadequate basis for design of active travel measures. This goal is not acceptable – we suggest that it is more appropriate, and in conformance with guidance (LTN1/20), to use “continuous footway/cycleway” which would lead to a demand for the height to be continuous rather than being depressed to 75mm. We note that 100mm is the maximum height for a vertical measure. Similarly, we object to a 1:15 ramp when a standard Side Road Kerb is 1:12. This would reduce the incursion into the cycle path.

On the plan you have this description:

Proposed SRET

- Continuous footway/cycleway
- 1:15 max ramp gradient
- 75mm avg. height ramp
- Coloured surfacing on footway extending 5m both sides of the junction.
- Side roads kerb lines on approach to the junction to be straightened and narrowed.

We propose the following criteria as being clearer and better fitted for walking and cycling in this context :-

Proposed SRET

- *Continuous footway/cycleway*
- *1:12 max ramp gradient using Charcon Dutch entrance kerbs: <https://www.aggregate.com/products-and-services/commercial-landscaping/kerbs/dutch-kerb>*
- *Avg. Height ramp to be the same as pavement elevation.*
- *No coloured surfacing or texture for the footway – use the same material / colour as pavement on either side.*

Specific comments on the proposal:



Figure 2 St Luke's Rd, current situation.

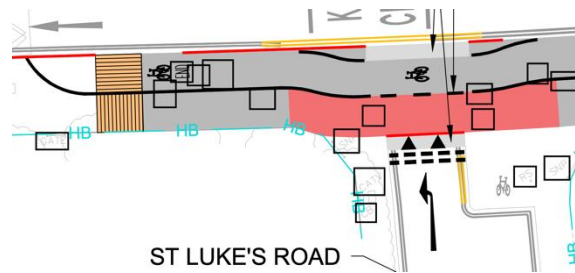


Figure 2 St Luke's Rd proposed design.

Flat Top Road Humps - to be located at the following junctions with the B480 Garsington Road: John Smith Drive, Oxford Business Park, Phipps Road, Napier Road and St. Lukes Road, (with ramp heights of no greater than 75mm & gradients no greater than 1:15)

- Ramp: the reference to OCC HSD/700/115, regarding the ramp design, is opaque and not available obviously to consultees.

St Luke's Road:

The path re-entry to the carriageway is: -

- too abrupt,
- No dropped kerb is shown, whilst we can see the red line for 'proposed kerbing'.
- The DYLs continue across the cycle path which is not as described in s86 of the Traffic Management Act 2004.¹
- This design is potentially dangerous being located at the point where two westbound lanes begin.
- This is unsatisfactory and we would ask for a protected, that is a physically protected re-entry.

All side road treatments

- DYLs continue across all side road entries. We believe this is an incorrect marking.
- The 'shark's teeth' marking is unnecessarily related to motor traffic and is not required for a raised crossover.
- The '*Coloured surfacing of the footway extending 5m both sides of the junction*' is confusing.
 - What needs to be the design goal is to visually continue the footpath context - in material, texture and colour - to deliver a clear message to both drivers pedestrians and cyclists.
- It is also worrying that the colour red is used. A continuous colour for cycling provisions is extremely desirable for all potential users, a red colour is most often associated with cycling provisions. Whereas using red for the pedestrian surface is a confusing choice.
- The written description: '*Side roads kerb lines on approach to the junction to be straightened and narrowed*' can be seen in St Luke's Road (which is already narrowed and one-way, see phot above), but no narrowing is proposed at Napier and Phipp's Roads. We recommend that these junctions should be narrowed to ensure that in and out traffic slows to lessen the risk of collision with users of the shared footway.

Petrol Station entrance and exits.

¹ <https://www.legislation.gov.uk/ukpga/2004/18/section/86>

- Whilst we appreciate the effort to enhance walker and wheeler's convenience and priority at these junctions, but we are not satisfied that adequate design measures, in particular vertical measures, have been proposed.
- We like the use of colour, with the proviso above that it is the cycle path which we would like to see coloured and continuous (and continuous, not for a mere 5m).
- Using the example of the Access to Headington works at Cherwell Drive and the BP filling station (2018), we are aware of continuing problems since the new design was built. We would say that a greater effort is needed to make drivers aware of a new situation.
- The shared path should be maintained at a footway level with drivers visibly, and in tactile terms, having to cross over a path that is raised.
- Removal of kerb lines, and presumably a level surface, is likely to prove a risk for active travel. We believe that much greater design effort is need to ensure clarity.

Toucan crossing (signal-controlled crossing for use by both pedestrians & pedal cyclists)
- on the B480 Garsington Road, located southeast of the junction with Phipps Road, and

- No comment

Shared-Use foot & cycleways:

- South side – from east of the central island on John Smith Drive, to a point northwest with its junction with St. Luke's Road, a distance of approx. 308 metres,
- North side - from southeast of the central island to Oxford Business Park, to a point southeast of its junction with Phipps Road, a distance of approx. 90 metres.

Roundabout

- The shared use path around John Smith Drive roundabout and across the raised crossings, are significantly narrower than the already narrow shared footway designs to the east of the roundabout. This is not acceptable.
- The Highway boundary appears to be a major constraint on the design of a comfortable and inclusive arrangement where the shared path meets the uncontrolled crossing of John Smith Drive. It is a sharp and constrained angle. As pointed out by others this will prove uncomfortable for many cycle users, perhaps unusable too, and is not acceptable.
- The roundabout design is thus not appropriate

Yours,

Reponse on behalf of Cycling UK, CAN network
Western Rd, Oxford, OX1 4LF

24 May 2024

