

## PROPOSED IMPROVEMENTS TO WEIRS LANE BUS STOP (E-BOUND), OXFORD

### Summary of resident's comments

#### Consultation

Eight properties were invited to comment on the proposed bus stop clearway.

- 2 letters supporting the proposal were received.
- 1 resident objected because it would prevent taxis from stopping to collect residents.

Six residents that were not included in the consultation also commented on the plans.

- All 6 objected to the proposed clearway.
- It was felt that a bus stop clearway would make the already difficult parking arrangements worse by reducing the available parking space by at least two vehicles.
- The clearway is not needed because few people use the stop and the bus normally stops in the road to collect passengers, even when the layby is free of parked cars.
- Reducing the hours of the clearway to 7am to 7pm would not be effective because most residents need to park in the lay by during these hours.
- Residents also felt that the County had not consulted widely enough.

#### Further Comments

One resident has asked that the following comments be included in this report:

#### **The loss of vital parking spaces would be extremely detrimental to local residents**

The number of residents' cars in Weirs Lane has increased substantially over the last few years. Parking is extremely limited in Weirs Lane as there is no parking at all on the Southern side of the road. Residents only park in the bus stop lay-by when all other spaces are filled, but this is a common occurrence as there is such a shortage of parking.

On the few occasions that my husband and I have been forced to park in Peel Place, we have been verbally harassed by Peel Place residents for parking in front of their houses. Any such scheme would have a profound impact upon our lives and would make things extremely difficult for us on a regular basis.

#### **The proposed clearway will actually make the road more unsafe.**

At times when even the two spaces in the lay-by are full things become dangerous as residents resort to parking on both corners of Peel Place. This makes it hazardous for vehicles to pull out of this junction, and obstructs access for emergency vehicles. It will also allow cars to drive at even greater speeds past the houses on Weirs Lane, which poses a risk to pedestrians and cyclists.

#### **The council have not provided good reasons for implementing a clearway**

We have lived on Weirs Lane for six years now and cannot see any good reason why a clearway should be necessary. Even when there are no cars parked in the lay by, the number 16 bus

almost always stops in the road by the corner of the lay by. We have hardly ever seen the bus actually pull fully in to the lay by. This is because cars rarely allow buses to pull back out of the lay-by if they pull in fully.

In addition, only two buses per hour use this route and they rarely stop on Weirs Lane, as it is not a very well used stop. When they do stop, it is only for a few seconds. In contrast 14, 400 vehicles a day use this road as a cross-town route (figures from the Oxford Mail, February 2010).

Despite this, the predominant traffic flow and congestion is in the other direction during the evening rush hour, and buses rarely stop for long enough to cause obstruction to traffic. On the Southern side of the road there is no lay by for buses and this is the direction in which most of the congestion occurs.

**The majority of local residents do not support the plan.**

Although initial consultation was very limited, all of the residents that we have subsequently spoken to were against the plan. A number of people felt very let down that they were not consulted. The whole proposal was initiated on behalf of one resident only, and the majority of residents clearly do not want a clearway.

**In this economic climate, spending money on a scheme requested by only one resident seems wasteful, especially as the council were not convinced by the need for the scheme and suggested a “trial” period**

We are certain that once the money has been spent, the decision to reverse a “trial” period is unlikely to be taken, even if the majority of residents do not feel the scheme is a success. In addition, with another bus stop only a few metres around the corner on Abingdon Road, and this stop rarely used – is this really the best use of public funds?

**The criteria that were proposed to assess whether or not the clearway has been a success were not fair.**

It was proposed that the measure of success would be to ask bus drivers if they could get closer to the kerb! Clearly this would be a key consequence of introducing a clearway, so it is hardly an objective measure of whether the scheme gives overall benefit or harm.

**The impact on the environment – we believe that the clearway will be unsightly.**

Painting a large box with hashed lines on the road will spoil the look of the road and be detrimental to residents’ quality of life.

**We believe there are better options that should be considered**

If there really is a genuine issue with one particular resident accessing the bus, and the council feels that it is worth spending the money and inconveniencing other residents to achieve this, we believe there are better options to achieve the same result.

There is no need to sacrifice two parking spaces to allow the bus to dock with the kerb. If this really is felt to be necessary, we would support moving the bus stop to the corner of the lay-by and thereby retaining one of the two parking spaces.