

CABINET MEMBER FOR TRANSPORT – 29 MARCH 2006

SUMMERTOWN SHOPPING AREA STREET ENVIRONMENT PROPOSALS

Report by Head of Transport

Introduction

1. The Summertown area on the Banbury Road is a busy suburban shopping and commercial centre with schools, library and recreational facilities. This creates a high demand for access to the area by many different modes of transport. Banbury Road is also a key arterial route between the A40 ring road and the city centre, with a high frequency of bus services, together with high levels of general traffic, including cycling.
2. The Woodstock and Banbury Road corridor study, undertaken in 2003, identified the Summertown area as high priority for improvement, not only to tackle the current transport problems in the area but also to cater for the improved bus service arrangement associated with the development of the John Radcliffe hospital site. For these reasons under the current Local Transport Plan, the area remains a high priority with funding for the scheme being allocated.
3. A scheme has been developed with the input of stakeholders including local businesses, bus operators and local Councillors. The scheme meets the needs of the majority of users of Summertown and targets several core objectives of the current Local Transport Plan. This scheme was displayed at a public consultation in November 2006 for comments and can be seen at Annex 1.
4. The scheme had been developed with the aim to:
 - Tackle the poor safety record in the area
 - Improve facilities for bus users
 - Improve the general environment for all users of the shopping area
 - Increase facilities for pedestrians and cyclists
 - Reduce congestion in the local area by removing conflict between general traffic and buses serving stops.

Background

5. Halcrow Group Ltd was commissioned to undertake a study of the Woodstock and Banbury Road corridor. The study reviewed the pedestrian, cycle, public transport facilities and other issues on the two corridors and put forward proposals for change on discrete sections of each road.

6. Proposals for the shopping area of Summertown were then progressed by Oxfordshire County Council officers with steering from key stakeholders leading to the design presented at the public exhibition in November 2006.
7. The information gathered from that exhibition has allowed assessment of the public and stakeholders opinion of the proposed scheme and whether any refinements are needed.

Key Stakeholder Consultations

8. A number of key stakeholders (business representatives, bus companies and key associations, such as CYCLOX & OXPA) were invited to participate in the Stage 1 consultation on 5 August 2003 following the proposals from the Banbury and Woodstock Roads corridor study. At the end of the session the main issues raised were summarised and presented to County Council officers as a technical note.
9. Halcrow then designed two concept options following the information they had gathered at the stage 1 consultation. These options were then presented to local business representatives and City and County Councillors on 23 January 2006 to discuss. Their comments were then used to help develop a final scheme design.
10. The final scheme design was then presented to local business representatives and Councillors on 23 October 2006. It was unanimously supported except for Mr Sidney Denton (one of the three business representatives) who presented his own design for the County Council to consider. It was decided to consider his suggestion in the same manner as the other comments received during consultation.
11. A decision was taken not to display this alternative scheme at the public exhibition as it required careful assessment to see if it met the scheme objectives and was feasible. Initial observations suggested that it was not in line with overall County Council guidelines and policy. Not displaying Mr Denton's proposal at the public exhibition also allowed any other ideas received through the public consultation to be considered and assessed at the same time.

Public Exhibition/Consultation

12. The preliminary design was presented to the general public in the Summertown Church Hall, Portland Road on 10 and 11 November 2006. The proposal was also available to view on the County Council's website.
13. The exhibition was publicised by sending out a letter to 1600 local residents, putting up posters and a press release. It was well attended by around 300 people and in total 259 questionnaires were returned. The questionnaires represented a good spread of the population in the area as can be seen at Annex 2.

14. The consultation reached a good distribution of users of the Summertown area, both in location and mode which they used to get to Summertown and not just one particular group or location of people.
15. The questionnaire showed that 87% (205) supported the scheme. There were many comments on the questionnaires and letters sent in. These have been tabled with officer comment at Annex 3 along with the full results.
16. Mr Denton's proposal is assessed in this report as it was the only major alternative suggestion received. This can be seen at Annex 4.
17. The main changes proposed by Mr Denton were to:
 - Remove the four bus stops serving the Summertown shopping area and replace them with two new stops; northbound outside Somerfield and southbound outside the Co-op.
 - Remove the two existing pelican crossings and relocate them closer to the centre of Summertown (opposite Marks & Spencer and Chancellors), and not create the proposed new crossing in the centre of Summertown.
18. Views on Mr Denton's proposal were sought from key stakeholders, all of whom raised concerns and supported the scheme presented at the public exhibition. These included the bus companies, Oxford Pedestrians Association, Northern Area Committee and Thames Valley Police. Full comments can be seen at Annex 5B, section 2.
19. There are a number of concerns with Mr Denton's proposals, the main ones are summarised below (full details can be found at Annex 5A&B):
 - The two existing Pelican crossings are well used and are on current desire lines. Relocating these well used crossings towards the centre of the shopping area would be detrimental for the many pedestrians using the existing crossings.
 - Oxfordshire County Council guidelines state that, ideally, bus stops in urban areas should be provided every 300-400m. Mr Denton's proposals would increase the spacing to 650m in the northbound direction and would therefore contravene these guidelines.
 - The safety audit highlighted several safety concerns over key elements of Mr Denton's proposals.

Results Summary

20. The exhibition was well attended by different users of Summertown and from different locations in the area. There is confidence that there was fair representation from people living in and around the area and those using the area of Summertown.
21. The results show that the majority of people felt that the scheme presented at consultation had identified the most important problems in Summertown and there was support for all the elements of the design.

22. Local Councillors fully support the scheme presented at the public exhibition, in particular the new central crossing and 20mph speed limit.
23. Comments received from the exhibition are shown in detail with officer comment at Annex 3. During the detailed design process further consideration and assessment will be required for various aspects of the proposal, in particular relating to:
 - Removal of southbound Cycle Lane
 - Installation of a Zebra rather than Pelican Crossing in the centre of Summertown
 - The location and number and restrictions on Loading Bays
 - The location and number of Disabled Bays
24. Mr Denton handed in a petition in support of his proposal at the Cabinet Member Decision for Transport meeting on 15 February 2007. He stated that 383 individuals, 47 businesses and a number of Landlords whose holdings amount to over 50,000 square feet of offices and 48 letting units supported his proposal.

Traffic Regulation Orders

25. Changes to parking arrangements in the service road and any additional parking in Mayfield Road will require changes to the Traffic Regulation Order. These changes to the parking will be promoted as part of the formal Traffic Regulation Order process.
26. The taxi rank in Oakthorpe Road will be considered for alternative use such as general parking or disabled bays during the detailed design process. Formal consultation, including the taxi businesses, will be undertaken.

Proposed 20mph limit

27. At the Cabinet Member Decision meeting on 6 April 2005 it was agreed to adopt new criteria governing 20mph limits and zones. The Summertown area meets the criteria set out in this report and given the high level of pedestrian activity and accidents it would seem appropriate to promote a 20mph speed limit in this area. The limit would be from Lonsdale Rd to Diamond Place, including the eastern side-roads of Mayfield Road, Summerfield Rd and Diamond Place.
28. Within the extents of the 20mph limit it is proposed to implement a change in highway surface to alter driver behaviour when travelling through Summertown. The exact details of the highway surface change will be developed during the detailed design process. A non standard surface may result in slightly higher than normal maintenance costs.
29. The proposed 20mph limit is welcomed and supported by local Councillors, Cycloxx and the general public.

Private Land Required

30. The proposed design requires the acquisition of private land on the east side of Summertown to create the southbound bus lay-by. The land required is shown at Annex 6.
31. It is proposed to formally approach the land owners about purchasing their land. However, it may be necessary to use Compulsory Purchase Order powers to do so.

How the project supports LTP2 objectives

32. The scheme will help to deliver four of the LTP objectives:
 - Tackling congestion by reducing the conflict between stationary buses and moving traffic through Summertown.
 - Safer roads by reducing accidents in the area.
 - Delivering accessible transport facilities and by improving facilities for pedestrians, bus users and cyclists.
 - Improving the street environment by improving street furniture and highway materials.

Financial and Staff Implications (including Revenue)

33. The scheme is to be funded through the LTP Capital Budget and has a total budget of £1,136k, split as shown below. Staffing will be resourced within current staffing levels.

2007/08	2008/09	TOTAL
216K	920K	1,136K

RECOMMENDATION

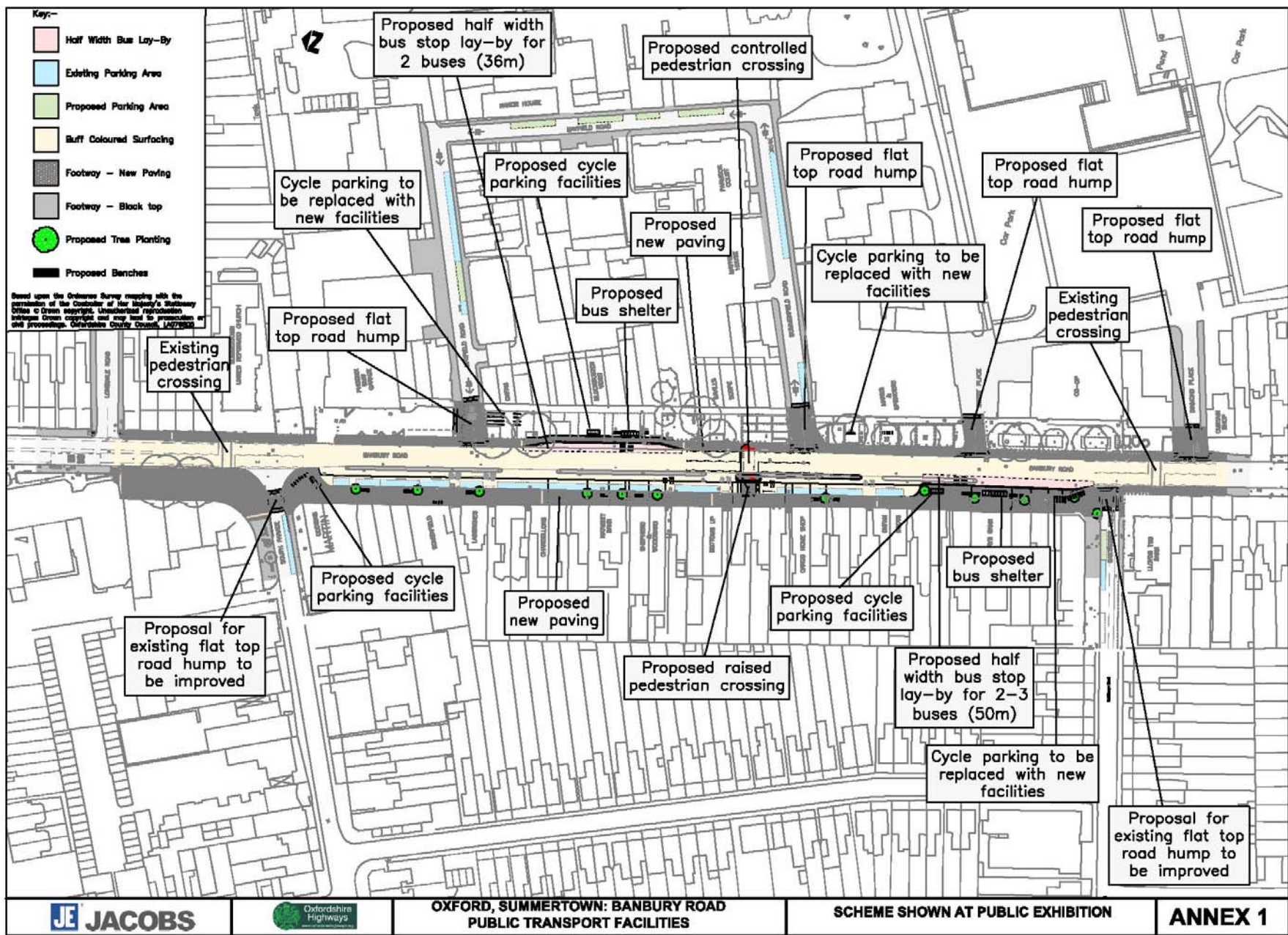
34. **The Cabinet Member for Transport is RECOMMENDED to agree:**
 - (a) **that the scheme as presented at the public exhibition, and set out on Drawing No. B2065300/R3171, be progressed through detailed design and formal consultation;**
 - (b) **to include a 20mph speed limit from Lonsdale Road to Diamond Place including the eastern side roads of Mayfield Road, Summerfield Rd and Diamond Place as an integral part of the scheme;**

STEVE HOWELL
Head of Transport

Background papers: Banbury & Woodstock Roads Corridor Study Stage1 Dec 2003

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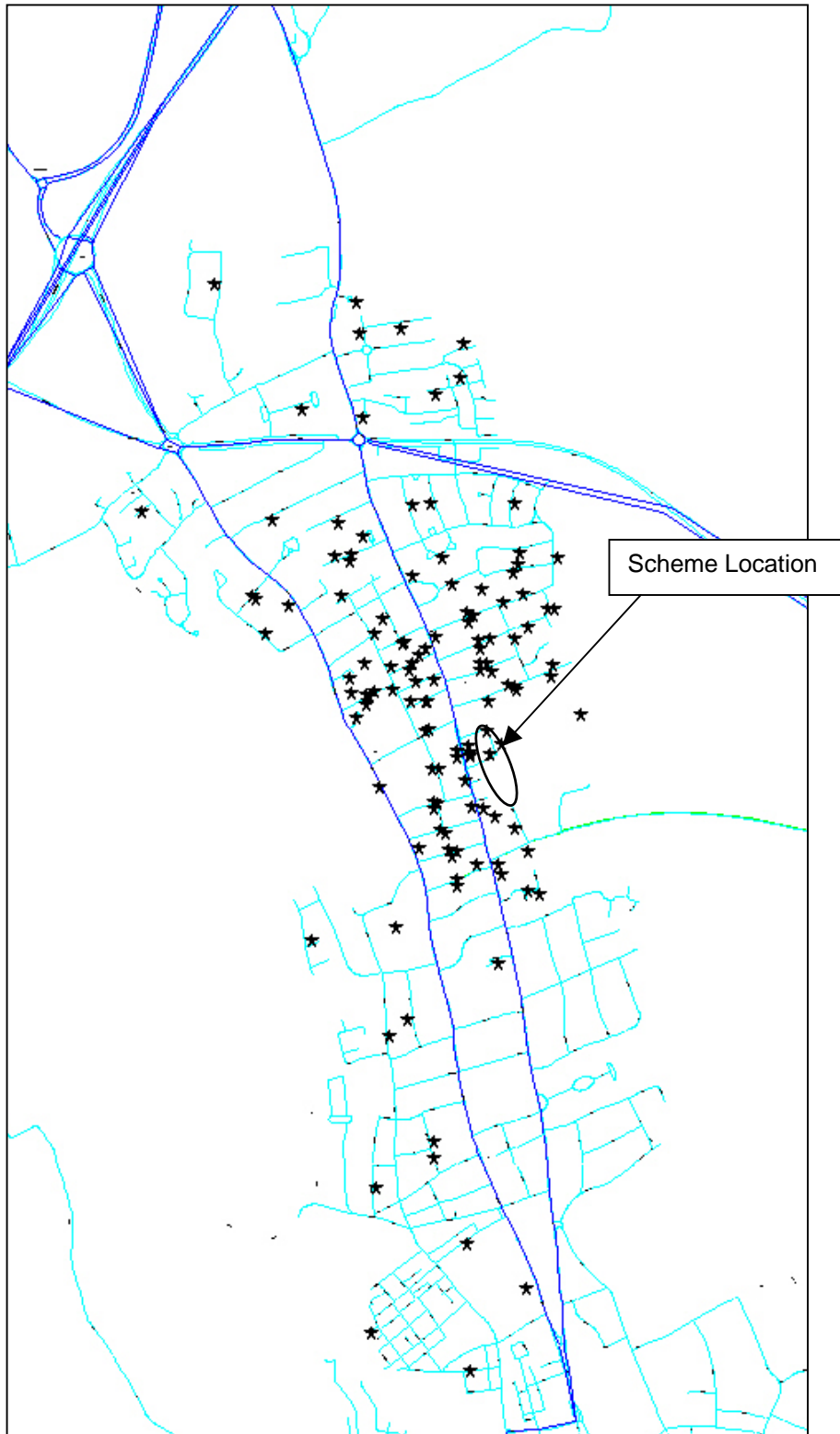
March 2007



Exhibition Response Distribution

The map below shows the wide distribution of comments and questionnaires received.

Please note that the stars are postcode areas and may represent more than one response.

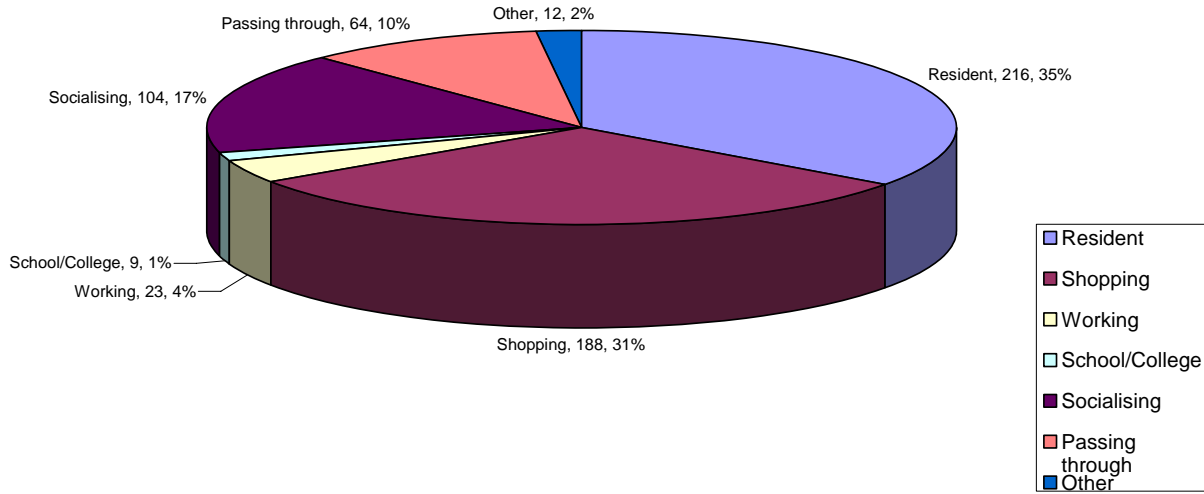


Summertown Questionnaire Results Summary

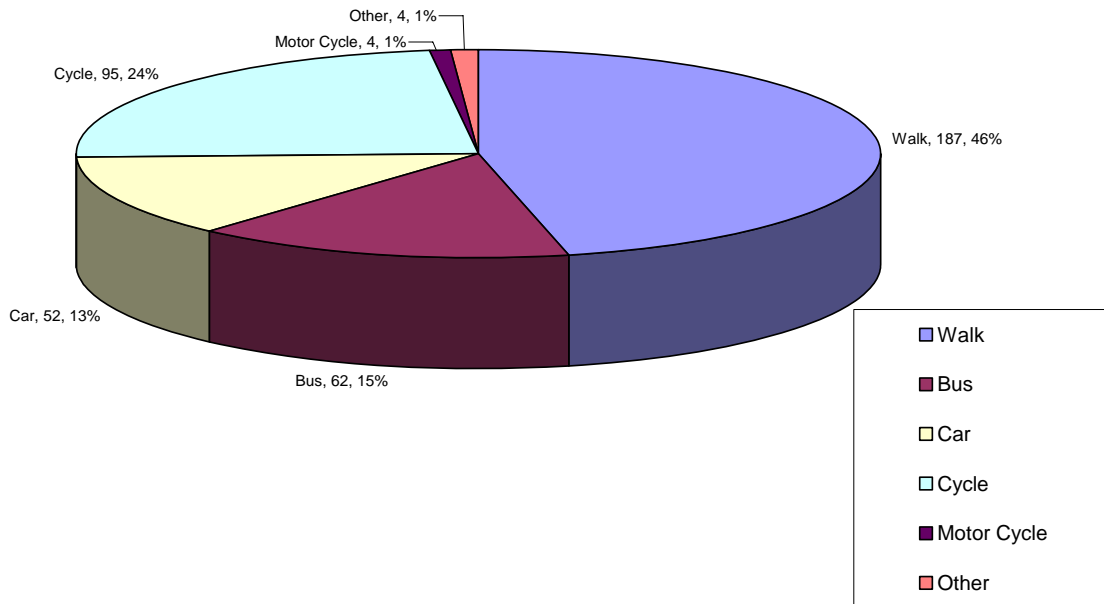
ANNEX 3

Total No. of questionnaires received = 259

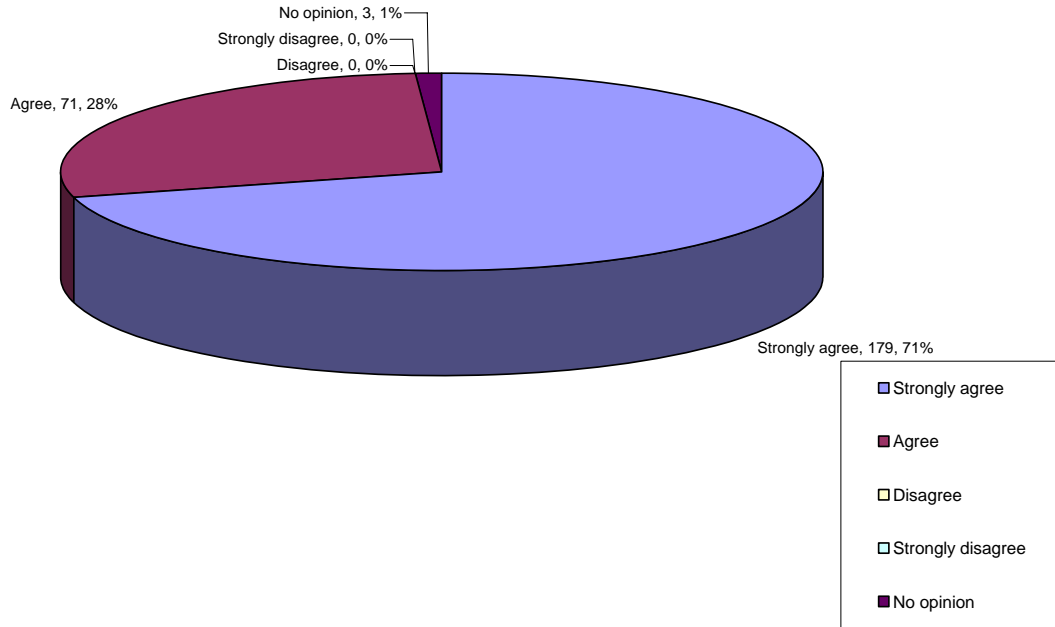
Why do you come to Summertown?



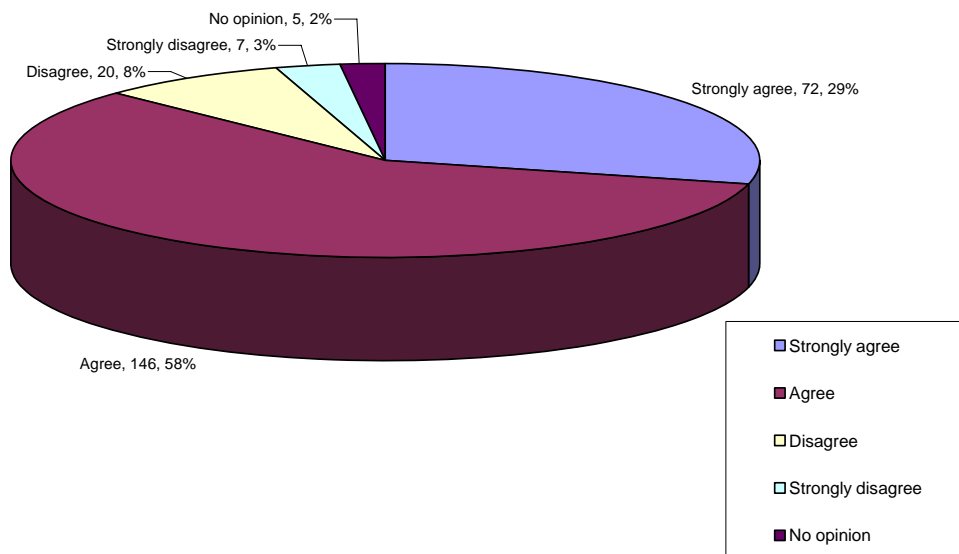
3. How do you most frequently travel to Summertown?



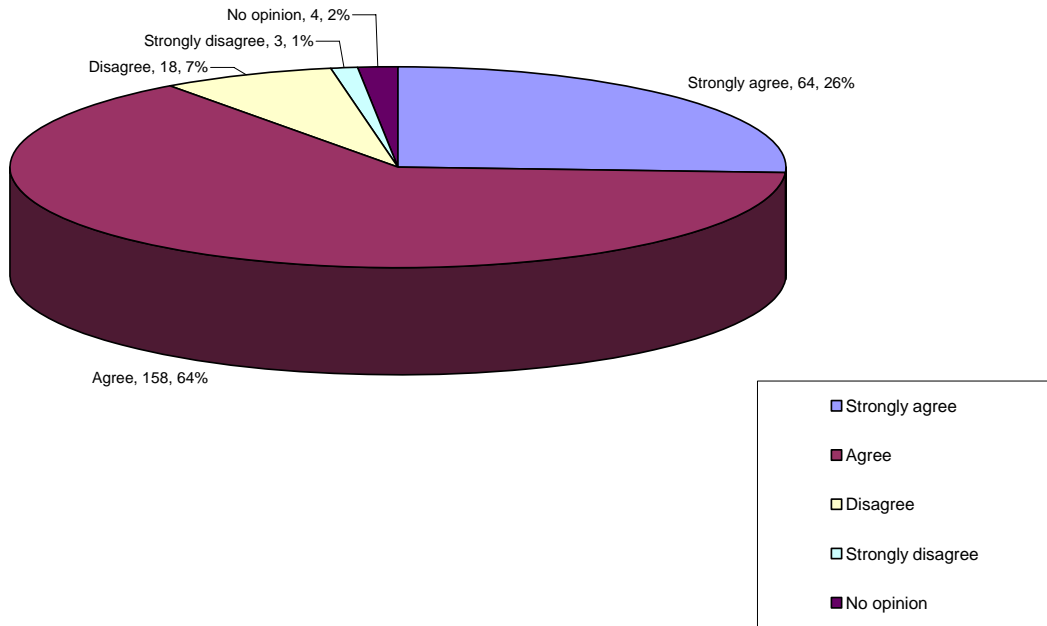
I think Summertown could benefit from environmental and transport improvements?



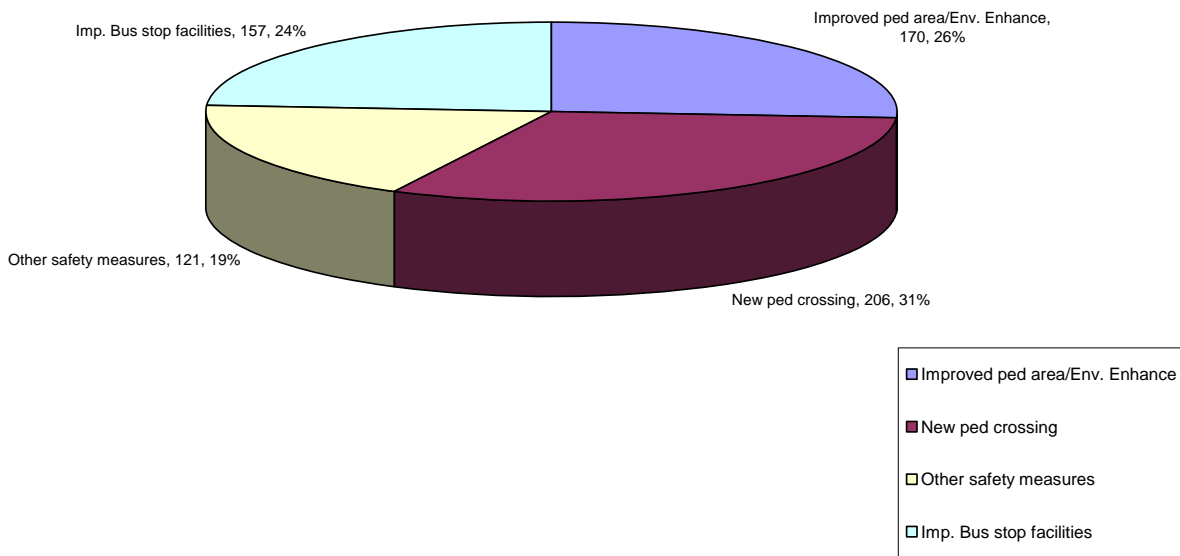
I think OCC has identified the most important problems that need tackling in Summertown?



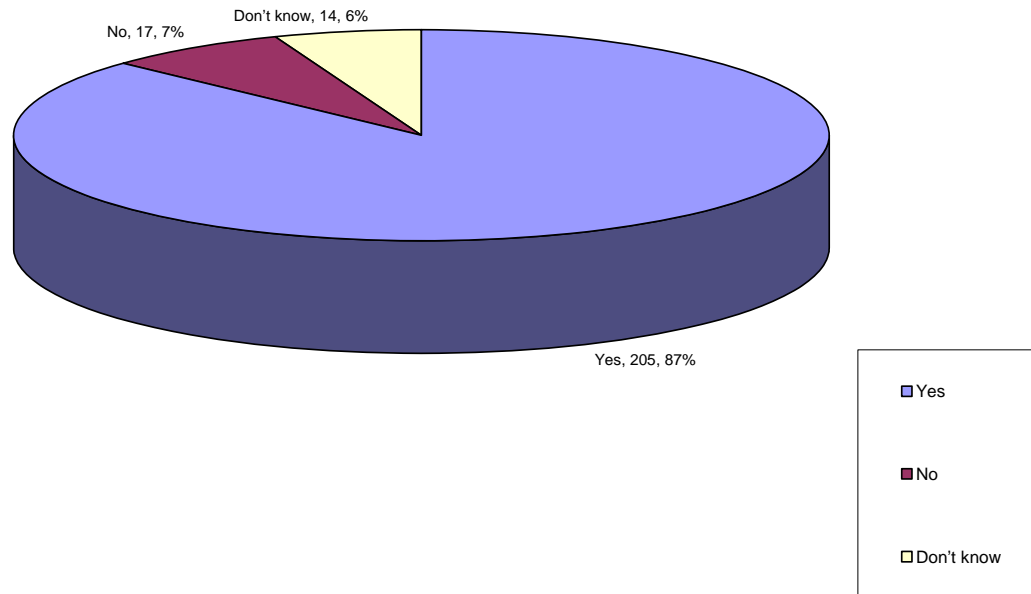
I think that the proposals help to tackle the identified probs in Summertown.



What elements of the scheme do you feel are most important to you?



I think that the proposals help to tackle the identified problems in Summertown?



Summary of comments received from the questionnaires, letters and emails, with officer comment

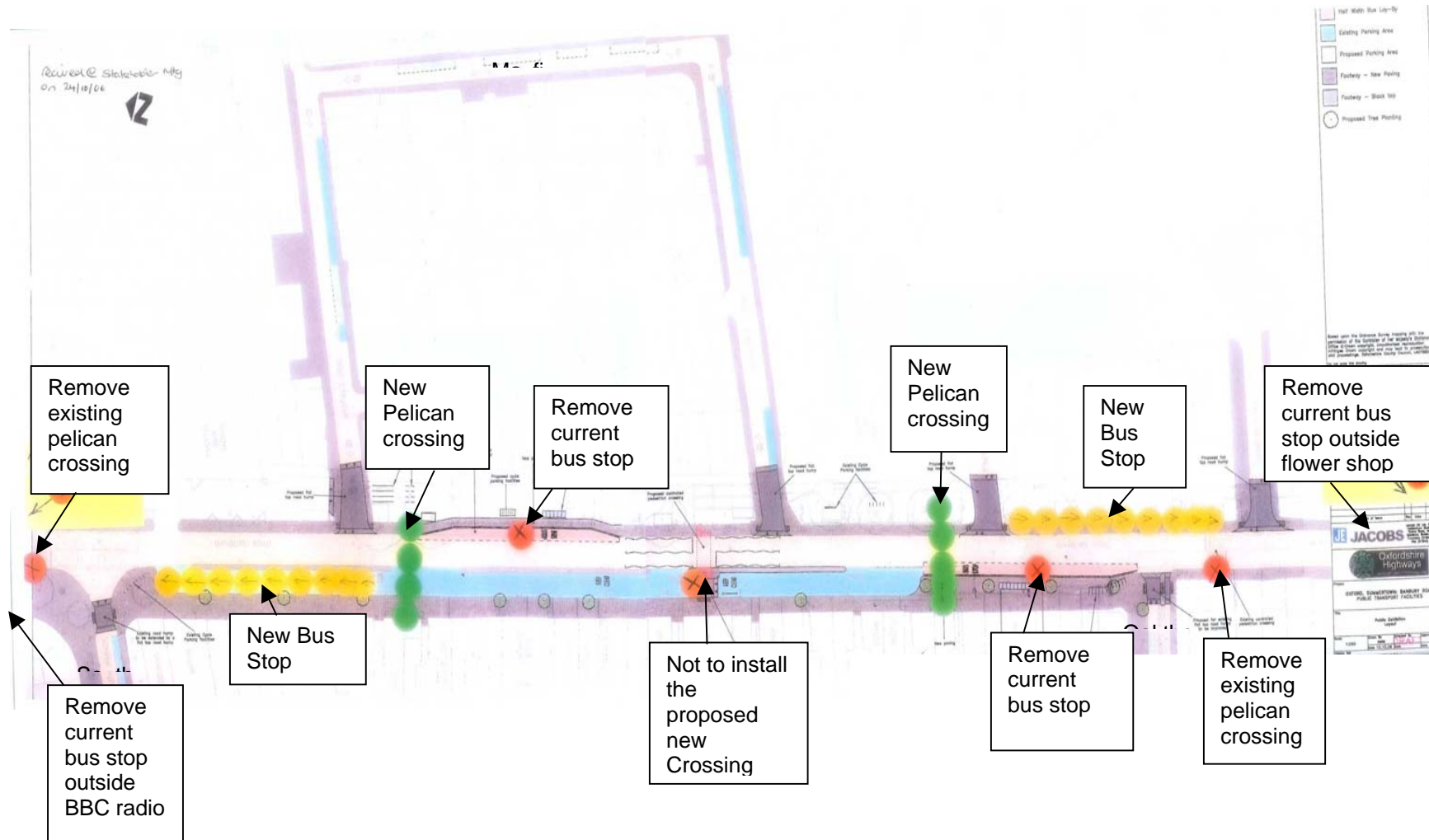
Area of comment	No. Received	Officer Comment
Support bus laybys	14	Noted
No Cycling on pavements	31	Enforcement issue and outside scope of scheme
Support new Pedestrian Crossing	27	Noted
More Cycle racks	30	The current scheme is proposing to increase the number of cycle racks and will be ensuring at detailed design that the number of cycle racks meet demand
Prefer a cycle lane facility	72	Noted. Will consider options at detailed design, consulting closely with CYCLOX
Improved ped access to Diamond Place.	2	Diamond Place is not County Council Highway. It is owned by the City Council
Improved footway surface	24	Part of Scheme
20 mph	36	Part of Scheme
More Disabled parking	10	Existing No. of spaces is 2. We will assess the number and location required at detailed design but hope to be able to provide at least 3 spaces.
More Loading bays	2	Loading will be reviewed as part of the detailed design.

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New parking max half hr waiting	3	Parking will be reviewed as part of the detailed design.
No environmental enhancements	5	Environmental enhancements are an integral part of the scheme and part of the Local Transport Plan.
Raised crossings in wrong position	2	Raised crossings have been positioned for the main pedestrian flow and ensuring they meet with highway design criteria.
Support environmental improvements	22	Noted
No parking on footpaths	1	Enforcement issue and outside scope of scheme
Signs to say elderly in Parmoor Court	2	Conflicts with County Council policy of de-cluttering
Less parking in Summerfield Rd & Mayfield Rd	3	Parking will be reviewed as part of the detailed design.
No to 3 crossings	6	The Signal Team investigated the effect of 3 crossings. They can be co-coordinated in both directions so that vehicles should only get stopped twice which would be as per the current situation.
Would prefer a Zebra crossing	12	It is thought that due to the number of people wanting to cross and the high volume of traffic this would create significant traffic congestion. However, this will be looked at further during the detailed design.
More parking	7	Parking will be reviewed as part of the detailed design.
Support raised pavement in side roads	5	Noted
Road narrowings as in Cowley Rd	1	The volume and type of traffic is different to that of Cowley Rd.
Reduce volume of traffic	2	Outside scope of scheme
Would like motor cycle parking	4	Noted.
20mph in side roads	4	Outside scope of scheme
Support Bus shelter improvements.	5	Noted
Ban U - turns / Prohibit right turns into slip road	26	Signing the ban and also enforcing it would be a problem. It would also mean that southbound traffic wishing to park would be disadvantaged compared to northbound traffic
Support tree planting	12	Noted
No support for trees	6	Additional Tree planting is being promoted on behalf of the City Council

Prefer full bus bays	5	The half lay-bys proposed allow the general traffic wishing to pass a stopped bus to do so but unlike full bays, half lay-bys allow a bus to pull back into the live traffic more easily
Suggest more seating	6	A balance needs to be sort between providing adequate benches and too many that would obstruct the footway. The number required for the area will be carefully assessed at detailed design.
More parking at City Council car park	2	Outside scope of scheme
Support Sydney Denton's proposals	7	Proposal is being dealt with separately within the report

Mr Denton's proposal for Summertown



Assessment of Mr Denton's Proposal

1. Mr Denton's proposal has been assessed against the scheme exhibited and Local Transport Plan Objectives. The proposed scheme presented at the public exhibition achieves better overall improvements in line with County Council policies and objectives. The full assessment can be seen at Annex 5B, section 1.
2. Stakeholders were also asked to comment on Mr Denton's proposals. None supported Mr Denton's scheme for varying reasons and their summarised comments can be found at Annex 5B, section 2.
3. It is felt that the main issues surrounding Mr Denton's proposals are that:
 - The two existing Pelican crossings are well used and are on current desire lines; the southern one for pedestrians going to and from The Ferry Centre car park on Diamond Place and the northern one for pedestrians going to St Edwards School and the shops & restaurants on South Parade. Relocating these well used crossings towards the centre of the shopping area will be detrimental for the many pedestrians that currently use the crossings. Results from a pedestrian survey can be seen at Annex 5B, section 3.
 - Oxfordshire County Council guidelines state that ideally bus stops in urban areas should be provided every 300-400m and increasing the spacing to 650m in the northbound direction would contravene these guidelines. All the current bus stops are well used and combining them will increase the number of people waiting at these relocated stops, leading to increased boarding times which is likely to mean buses bunching, filling up the lay-bys and then hindering other buses and the general traffic flow. Diagrams showing the current spacing and relocated stop spacing along with a survey of bus stop usage can be seen at Annex 5B, section 5 & 6.
 - The loss of parking in Summertown is a concern. Mr Denton's proposed design would result in the loss of more parking spaces outside the shops than the recommended proposal.
 - All the trees on the east side are privately owned and have preservation orders on them. This means that the removal of trees for a southbound bus bay outside the Co-op would be extremely difficult to implement.
4. An independent Safety Audit was carried out on both the scheme presented at the public exhibition and Mr Denton's proposal. The auditor identified a number of issues in both schemes. There were far more concerns and serious issues on Mr Denton's proposal which would be very difficult to design out. A summary of this is shown at Annex 5B, section 7.

Detailed Assessment of schemes

1. Scheme Assessments details:

<p>Bus stop locations</p>	<p><u>Scheme presented at the public exhibition:</u> North-bound bus stop: 50-metre half-width lay-by at its current location. South-bound bus stop: 36-metre half-width lay-by at current location.</p> <ol style="list-style-type: none"> 1. The introduction of half lay-bys will help buses to pull back into flowing traffic after picking up-setting down passengers as well as to allow passing traffic to overtake parked buses. 2. As the bus stop locations are retained the bus stop spacing is maintained at between 270m to 410m between stops. 3. The number of bus stops is to remain unchanged allowing a similar distribution of passengers at all stops as at present. 4. A third of the land required for the southbound bus lay-by is designated highway through previous forecourt adoption.
	<p><u>Mr Denton's Scheme:</u> North-bound bus stop: relocate north-bound bus stop approximately 210-metres north. Remove current locations o/s Costa Coffee and BBC Radio offices. South-bound bus stop: relocate south-bound bus stop approximately 80-metres south. Remove current locations o/s Dew Drop Public House and south-bound bus stop at junction with Thorncliffe Road.</p> <ol style="list-style-type: none"> 1. The introduction of half lay-bys will help buses to pull back into flowing traffic after picking up-setting down passengers as well as to allow passing traffic to overtake parked buses. 2. The relocation of the north-bound bus stop increases the spacing between stops to 650-metres and the loss of one stop o/s BBC Radio Offices. The relocation of the south-bound bus stop increases the spacing between stops to 440-metres and the loss of one stop opposite the junction of Thorncliffe Road. Where bus facilities are removed this may have an affect on trade in that immediate vicinity and has the potential for passengers having to walk further. 3. As two north-bound and two south-bound stops are being merged, passenger levels will increase at the merged stop location. This is likely to increase passenger pick-up times and the likelihood of buses 'grouping' together will increase. 4. None of the land required to create the bus lay-by is highway and therefore the land costs will be for the whole bus stop area.

<p>Pedestrian crossings</p>	<p><u>Scheme presented at the public exhibition:</u> The third new crossing is positioned centrally in the shopping area. Two existing pedestrian crossings at the junction with Diamond Place and o/s BBC Radio Oxford to be retained.</p> <ol style="list-style-type: none"> 1. The new position coincides where there is a cluster of pedestrian accidents. There are a high number of pedestrians crossing between Marks & Spencer and Boots. The crossing is just north of this desire line and will potentially attract up to a further 1000 pedestrians per day to cross at the new crossing point. 2. The existing crossings are well used with the southern crossing 3077 people and the northern crossing 1551 people crossing over a 12-hour (7am to 7pm) period. There is notable east-west flow from Oakthorpe Road and South Parade where crossings are on the desire line. It should be noted that up to 25% of people using these crossings are children of which a majority attend Cherwell School in Marston Ferry Road. 3. The Traffic Signals Team prepared a technical note on how the three crossings could be co-ordinated. The three crossings would be linked using Cableless Linking Facility (CLF), to enable coordination. The chosen co-ordination method will mean that vehicles should only be stopped by one or two pedestrian crossing points; which is the same amount of severance to vehicle delay as the existing arrangement. This co-ordination will only increase the pedestrian waiting time by a maximum of 10s.
	<p><u>Mr Denton's Scheme:</u> New crossing proposed just north of Ewert Place and a second crossing proposed just south of Mayfield Road. The existing pedestrian crossings at the junction with Diamond Place and o/s BBC Radio Oxford offices to be removed.</p> <ol style="list-style-type: none"> 1. There are a high number of pedestrians crossing between Marks & Spencer and Boots. The crossing is just south of the desire line and could potentially attract these pedestrians to cross at the new crossing point. 2. The removal of the southern pedestrian crossing will remove a safe crossing place for pedestrians, particularly school children walking to and from Oakthorpe Road. The removal of the north crossing point would have similar consequences for pedestrians walking to and from South Parade. It should be noted that up to 25% of people using these crossings are children of which a majority attend Cherwell School in Marston Ferry Road. This concern is reflected in the independent Road Safety Audit. 3. The two crossing arrangement would have the same impact on vehicle traffic as existing. However could be linked using Cableless Linking Facility (CLF), to enable coordination.
<p>Parking</p>	<p><u>Scheme presented at the public exhibition:</u> Change in parking is represented in metres in relation to the north-bound bus stop being extended to 50-metres long and the installation of a new central controlled crossing point.</p> <p>Within the length of service road: Total parking length 191-metres; Potential parking loss 39-metres; New usable parking length 152-metres.</p>

	<p><u>Mr Denton's Scheme:</u> Change in parking is represented in metres in relation to the north-bound bus stop being relocated 200-metres north and the installation of two new controlled crossing points.</p> <p>Within the length of service road: Total parking length 191-metres; Potential parking loss 49 to 61-metres; New usable parking length 130 to 142-metres.</p>
<p>Trees</p>	<p><u>Scheme presented at the public exhibition:</u> No loss of trees to east side New tree planting proposed on west side.</p>
	<p><u>Mr Denton's Scheme:</u> Due to proposed relocation of east side bus stop, loss of 5 trees o/s Co-op supermarket. All the trees on the east side are privately owned and have preservation orders. New tree planting proposed on west side.</p>

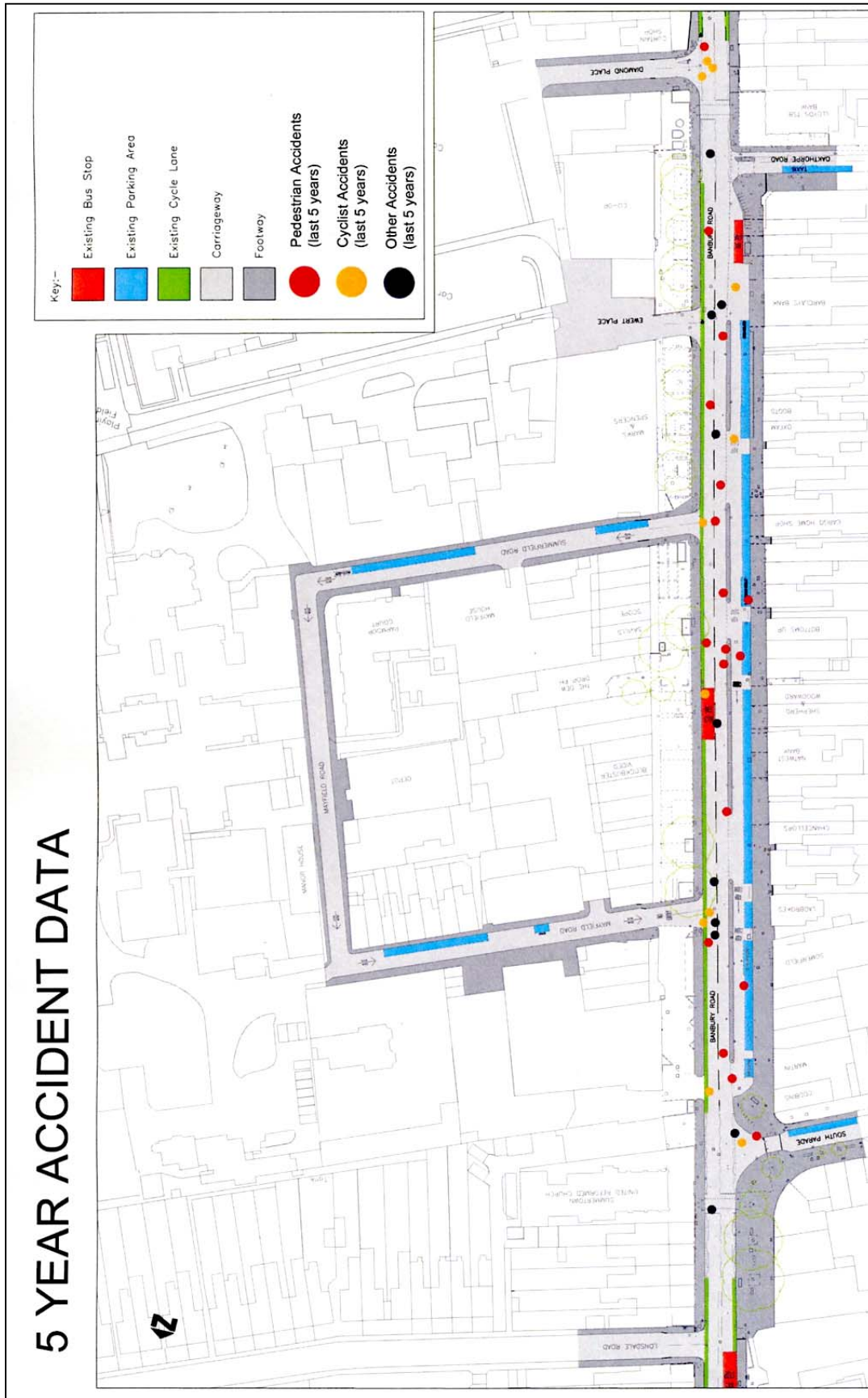
2. Summary of comments received from Key stakeholders

Stakeholder Consulted	Summary of comments on scheme presented at public exhibition	Summary of comments –on Mr Denton’s scheme
Stagecoach	Broadly happy with the proposals. Understand the reason for the additional crossing but is concerned about the extra delay this may cause.	Existing stops very busy & patterns of use are well established. Combining stops would mean extra walking distance and the stops would become very busy indeed with a likely consequent adverse effect on other buses and traffic.
Oxford Bus Company	No objections to proposal	The proposals would worsen the situation for bus users due to a decrease in the number of stops available and the increased distance between them.
Bus Users UK	Support the proposed scheme, in particular the improved bus stop facilities. However is against any increase in parking spaces in the area.	BUUK fully supports the County Councils reasons for not supporting Mr Denton’s scheme.
Disability Equality Advisor, County Hall	No objections to proposal	The south pedestrian crossing should not be removed due to it’s proximity to the school and Marston Ferry Rd turn/junction. Would resist decreasing the number of bus stops.
Oxfordshire Council of Disabled people (OCDP)	Support the additional proposed crossing.	Is concerned about the removal of existing southern crossing.
Oxford Pedestrians Association (OxPa)	Feels a 20mph limit is an integral part of the scheme and must be implemented. A centre crossing is welcomed but feels that analysis of the type of centre crossing should be carried out.	Does not support the increased distance between opposing stops and stops in opposite directions should be as close to each other as possible. Relocation of the existing crossings will remove the protection given to pedestrians who wish to cross at the fringes of the area.
Thames Valley Police	New proposed crossing clearly on a desire line and will improve safety but is concerned about the interaction with the Service Rd. Consideration needs to made for security vehicles delivering to Barclays bank. It is a very busy Rd and the additional crossing may cause congestion.	The existing crossings are on heavily used existing desire lines. Road safety could be compromised if they are moved from that line. The proposed stop north of Diamond Place will mean traffic exiting Diamond Place will have their visibility reduced by waiting buses.
North Area Committee	Welcomed proposed scheme, in particular the new pelican crossing.	The North Area Committee unanimously agreed to support the scheme presented at the public exhibition

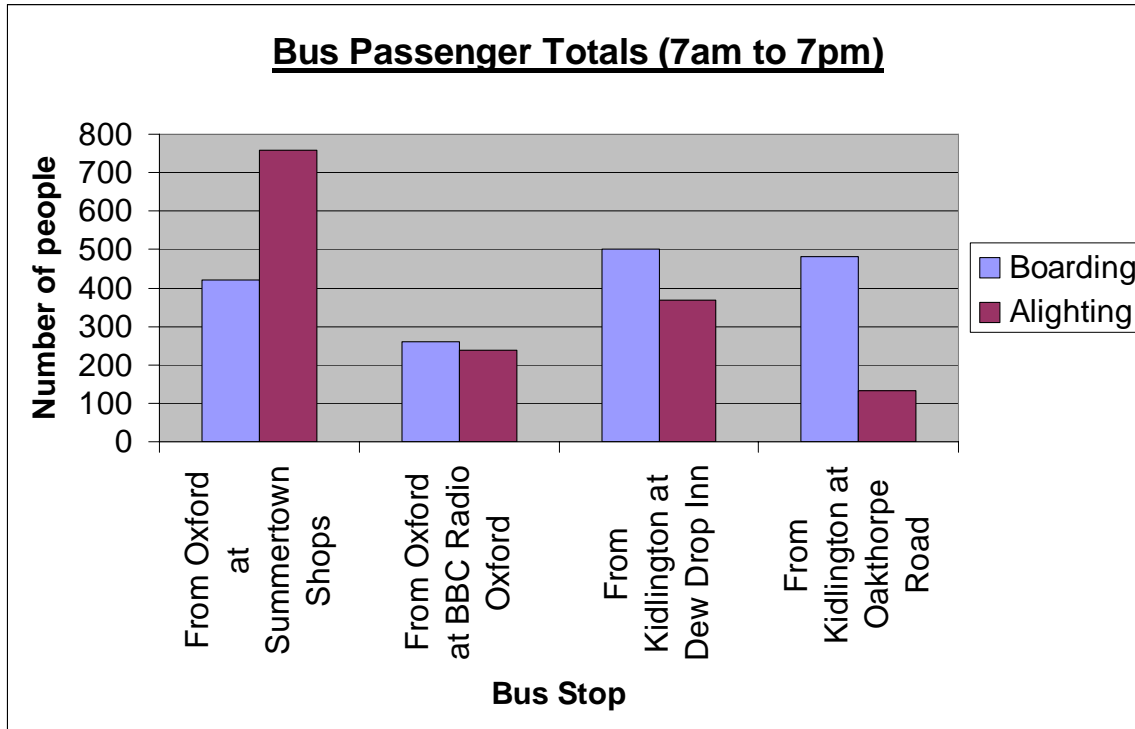
3. Results from pedestrian survey



4. 5 year accident data:

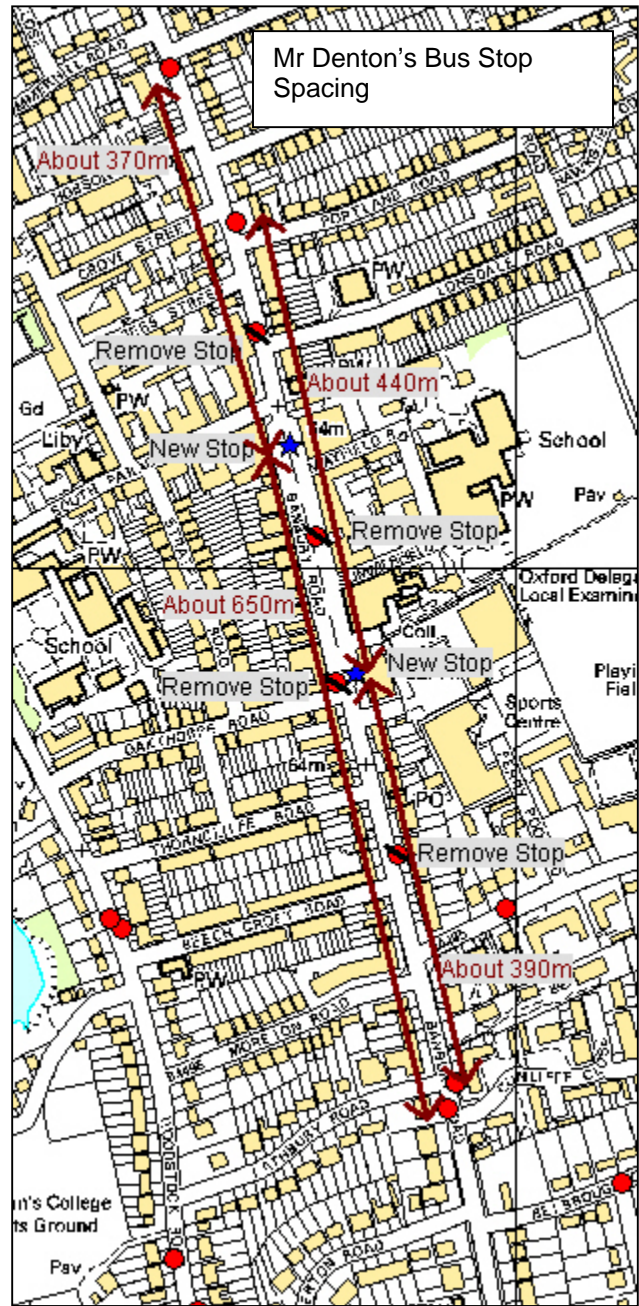
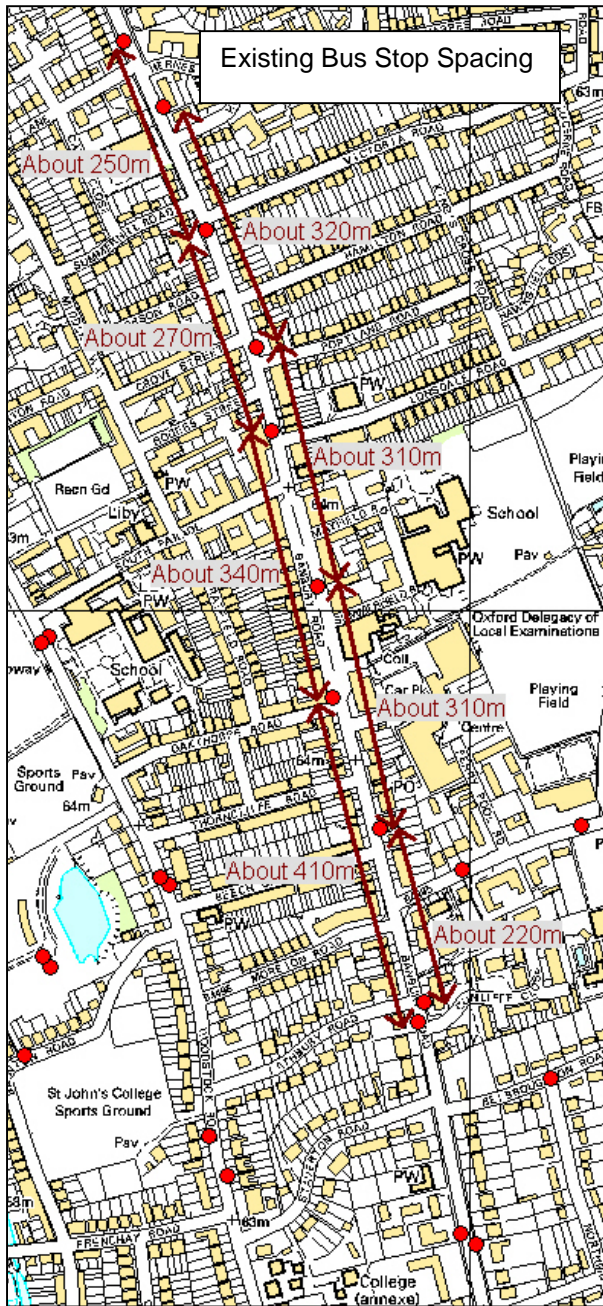


5. Results from bus stop usage survey:



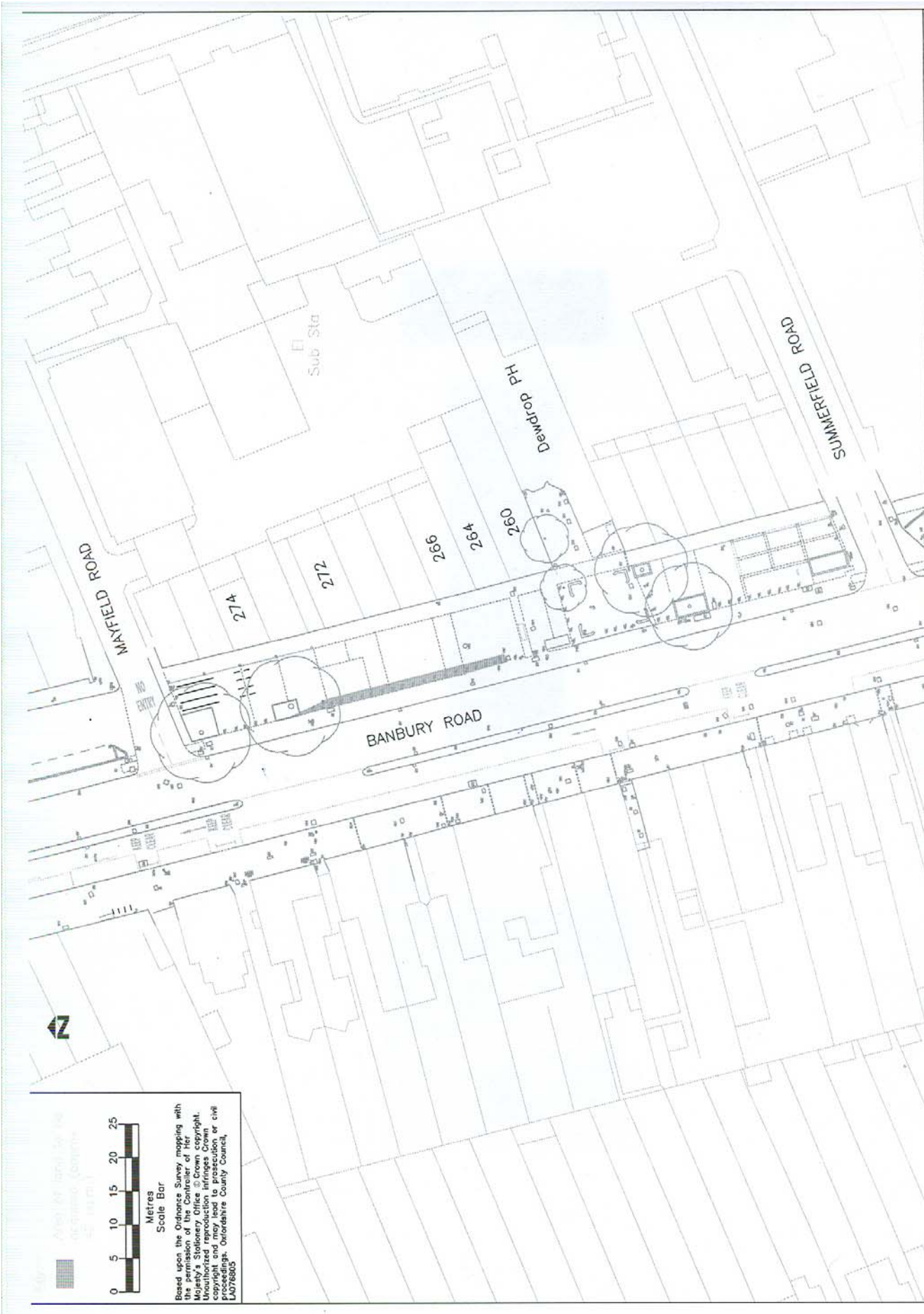
Bus Stop	Boarding					Alighting				
	A	B	C	D	Totals	A	B	C	D	Totals
7:00 to 7:59	4	9	17	29	59	20	3	22	22	67
8:00 to 8:59	38	5	29	34	106	81	19	100	34	234
9:00 to 9:59	19	7	37	37	100	50	21	38	16	125
10:00 to 10:59	22	13	47	28	110	29	20	37	10	96
11:00 to 11:59	41	27	45	37	150	39	10	37	7	93
12:00 to 12:59	30	24	46	44	144	66	13	22	9	110
13:00 to 13:59	23	23	58	33	137	81	13	18	7	119
14:00 to 14:59	36	22	56	33	147	48	16	26	8	98
15:00 to 15:59	75	37	36	80	228	69	30	27	5	131
16:00 to 16:59	37	27	44	50	158	93	41	17	10	161
17:00 to 17:59	61	55	61	41	218	102	20	13	2	137
18:00 to 18:59	34	12	26	37	109	81	32	11	2	126
Totals	420	261	502	483	1666	759	238	368	132	1497
Average per hr	35	22	42	40	139	63	20	31	11	125

6. Diagram of Bus Stop Spacing:



7. Safety audit summary:

OCC design Summary of Comments	Mr Denton's proposal Summary of Comments
<p>Problem: The on carriageway cycle lane on the eastern side of the carriageway is proposed to be removed. The cycle lane provides some protection to cyclists and helps to improve driver awareness of their presence on what is a very busy road with lots of activity both on the carriageway and on the footways.</p>	<p>Problem: The relocation of the bus stop on the eastern side of the carriageway to a point outside the Co-op and opposite the junction with Oakthorpe Road means there is a potential conflict with vehicles turning right out of Oakthorpe Road and buses pulling out of the bus stop. Additionally a bus waiting at the stop may obscure visibility for vehicles pulling out of Diamond Place. The removal of other bus stops along this route will further aggravate this situation.</p>
<p>Problem: Northbound bus stop design creates a potential conflict with buses pulling out as vehicles pull into the service road. It would be prudent to set the bus stop back from the bus stop slightly.</p>	<p>Problem: The removal of the pelican crossing between the junctions of Oakthorpe Road and Diamond Place is likely to result in pedestrians and cyclists taking risks and trying to cross between moving vehicles as it is used regularly and serves a pedestrian desire line. Additionally the removal of the crossing at this location will make it more difficult for vehicles to pull out at junctions. This could result in greater risks being undertaken with a higher chance of collisions occurring.</p>
<p>Comment: It is proposed to link the existing parking bays on the east-west arm of Mayfield Road opposite the BMW garage. Further investigation into why this bay was previously removed may be prudent.</p>	<p>Problem: Relocation of bus stop on the western side of the carriageway from a point outside the Barclays Bank to a point outside Oddbins and Martins. Visibility of northbound vehicles turning into the junction is also likely to be obscured for pedestrians, which may result in them crossing when it is unsafe to do so. There is a potential for conflict if a northbound vehicle is turning left into South Parade as a vehicle maybe slowing down to turn left at the same time as a bus is pulling out. This has the potential to result in rear end collisions.</p>
	<p>Problem: The removal of the pelican crossing outside the BBC offices. Whilst it may not be as regularly used as the crossing at the southern end of the scheme it is nonetheless regularly used serving an existing desire line. Its removal could result in a higher chance of pedestrian crossing between vehicles as they would be unwilling to divert to the crossing near Mayfield Road.</p>



ANNEX 6

LAND TO BE ACQUIRED

OXFORD, SUMMERTOWN: BANBURY ROAD
PUBLIC TRANSPORT FACILITIES



Metres
 Scale Bar
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