

Consultation with Stakeholders on preliminary design – Pullens Lane to Wharton Road

Organisations represented on Key Stakeholder Group

City of Oxford Licensed Taxi Association
Friends of Old Headington
Headington Committee for Development Action (HCDA) – 3 representatives
Oxford Brookes University
Cyclox
CTC (Cyclists Touring Club)
Bus Users UK
Stagecoach in Oxfordshire
The Oxford Bus Company
Oxford Civic Society
Oxfordshire County Council Disability Equality Advisors
St Andrew's School, London Road
Headington School
The manor Hospital
Oxford City Council North East Area Committee – 3 local councillors and the area co-ordinator
Nuffield Orthopaedic Centre
Oxford Radcliffe Hospitals Trust
Oxfordshire County Council – 4 local ward councillors

Changes to the preliminary design made as a result of the key stakeholder consultation

- The bus lay-bys just east of Pullens Lane were changed from full width to two thirds width in recognition of the fact that it is easier for buses and coaches to emerge from the latter type of lay-by more easily
- Keep clear markings were added in the new lay-by on the northern side of the road to help ensure that the works entrance to Headington School is accessible at all times
- The start of the bus lane east of Gipsy lane was brought back as close as it could go to the junction to increase the benefits for buses. At the end of the bus lane west of Headley Way, a traffic island and road markings were added to ensure that left turning general traffic would not encroach on the bus lane and erode its benefits. The markings in the left hand lane have also been improved to clarify the arrangements (left turn and buses only)
- The new Pelican crossing outside Headington School was moved slightly to the west to allow the bus stop (for local buses only) to remain where it is rather than moving it to a position directly outside the front of the School

- The sections of shared use pavement for cyclists and pedestrians previously shown as being shared (i.e. without a white line) were changed to being segregated (i.e. with a white line)
- The bus lane was marked (on the carriageway surface) as being for buses and cyclists. This would be in addition to the road signs that state this
- In Headington shopping centre, around 20 new short stay parking and loading spaces were added
- The proposed new Toucan crossing outside St Andrew's School was returned to being a Pelican
- It was agreed that explanation would be given at the exhibition how the scheme fits in with other work completed and planned for the area to tackle transport related problems in the vicinity

Some of the members of the key stakeholder group also gave feedback on the preliminary design at or following the wider public consultation.

Discussions with Oxford Brookes University about Pullens Lane to Gypsy Lane

Alongside the stakeholder consultation, separate discussions were held with Oxford Brookes University on the issue of including their aspirations for street environment improvements on the Pullens Lane to Gypsy Lane section of the route.

These aspirations involve the need to improve the overall public realm on the Headington Road between the Headington Hill Hall (HHH) and Gypsy Lane campuses and to improve the pedestrian links between the two. These fit in with the University's aspirations to re-orientate the Gypsy Lane campus so that a new main entrance would open out onto the Headington Road as part of a new Public Square. These aspirations have been developed and consulted on as part of their recent Master planning exercise. As a result of these discussions, officers have agreed that the proposals for that section of the route would also include:

- A 20mph speed limit
- Higher quality road surfacing and pavement finishes
- A new pedestrian island crossing outside the Headington Hill Hall Campus
- The possibility of raising the road surface at that new island and the relocated Pelican crossing outside the new main entrance to the Gypsy Lane campus
- The use of high quality street furniture, for example, lighting columns, bus shelters and so on.

The design, construction of these additional elements of the proposals would need to be paid for by Oxford Brookes University. A sum would also be required to help pay for the maintenance of non standard materials.

There were some elements suggested by the university during the discussions and as part of their response to the wider consultation that officers did not consider should be accommodated within the preliminary design. These were:

- An additional Pelican crossing to the east of the relocated existing Pelican – whilst an independent Safety Audit commissioned by Oxford Brookes concluded that this could operate safely, officers still have concerns about its proximity to the existing crossing in terms of road safety, and the potential additional delay this would cause for buses
- A Pelican crossing in the place of the proposed new refuge crossing outside Headington Hill Hall (HHH) entrance – officers consider that it could not be justified due to the delay it would cause for buses, particularly in the light of the fact that the relocated Pelican crossing outside the Gipsy Lane campus entrance would give pedestrians a convenient option to cross between the two campuses using a green man. In any case, the proposed refuge would make crossing the road outside HHH much safer and more convenient.
- The extension of the possible raised area at the relocated Pelican crossing to the east to create a much larger shared surface – given that the additional Pelican crossing to the east of the relocated crossing has not been included in the design (see above), officers do not consider it to be appropriate to extend a raised area away from a controlled crossing on a road with such high traffic flows.
- Switching the phasing of the construction i.e. build the Oxford Brookes section second. The rationale for the phasing of the scheme is set out in the body of the report.

Discussions with Headington School about Pullens Lane to Latimer Road

There have been a number of discussions with representatives of Headington School during the design and consultation stages of the scheme. Various issues were raised by the school relating to the design, a number of which were taken into account in the preparation of the design for the wider public consultation.

The most significant issues raised by the school were:

- The introduction of the eastbound bus lay-by west of Gipsy Lane and how it would affect the access to the school's works yard. A keep clear marking has been added to the design and will be widened at the detailed design stage.
- The extent of the proposed 20mph speed limit – the school have made representations that the limit should be extended to the east to include

both the main school and the junior school. As set out in Annex 6, officers are recommending that the proposed limit should be extended as far as Headley Way.

- The exact location of the eastbound bus lay-by and Pelican crossing outside the main school entrance – these would now be moved to the east compared to their location on the preliminary design shown at the wider public consultation.