

Headington Road and London Road transport improvements: Public consultation on proposed design

Exhibition Booklet

July 2007



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Introduction



This exhibition is being held to give local people an opportunity to comment on Oxfordshire County Council's plans for improving Headington Road and London Road, Headington.

Our objectives for Headington Road and London Road

Our plans for Headington Road and London Road have been developed to:

- Make bus journeys quicker and more reliable
- Enhance the Headington shopping area
- Improve road safety for all road users

This exhibition explains how we intend to achieve these objectives.

What we need from you

- Please look at the large scale plans on display, which show the proposals in detail and read the description of them in this booklet.
- Representatives of Oxfordshire County Council are available to answer any questions and listen to your comments.
- Please use the feedback form provided to give us your comments.

We will listen carefully to what people have to say when making our decision about the final design. Technical considerations, funding and the county council's transport policies will also affect how the final design looks and works.

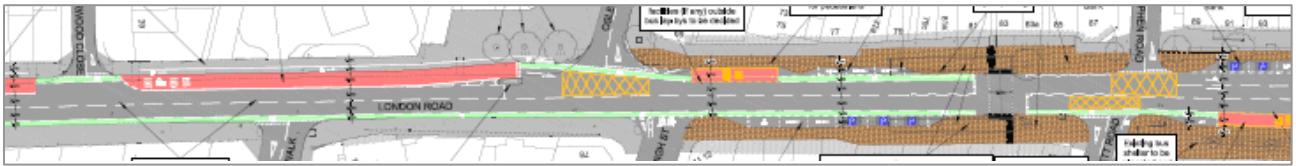
A decision on the final design will be taken by Oxfordshire County Council's Transport Decisions Committee on 6th September.

We estimate that these proposals would cost just over £3 million to implement, depending on exactly what the final design looks like. The scheme would be paid for mainly using funding from the county council's Local Transport Plan.

The proposals would need to be implemented in two sections. Both sections would take around 24 weeks to build. We plan to complete the first section (Pullens Lane to Sandfield Road) in 2008, starting in the spring. The second section (Sandfield Road to Wharton Road) would be completed in 2009, also starting in the spring. There would be very detailed planning of the roadworks to keep disruption to an absolute minimum.

The background to the proposals and our strategy for London Road, together with details of our wider transport strategy for the area, can be found in a separate note. This also gives a summary of what we've already done to tackle the transport problems in the area – please ask a member of staff or look at our website: www.oxfordshire.gov.uk/londonroad.

The proposals in detail



The rest of this booklet describes our plans for Headington Road and London Road in detail. In summary, they include:

- Creating bus lanes to allow buses to by-pass congestion
- Using traffic lights to give buses greater priority
- Introducing 20 mph speed limits
- Enhancing the Headington shopping area
- Installing two new traffic light controlled pedestrian crossings, one of which would replace the subway
- Improving existing controlled crossings and providing a new pedestrian crossing island at Pullens Lane
- Retaining continuity of facilities for cyclists
- Improved bus stops and shelters.

Please read the following details in conjunction with the plans and then fill in a feedback form.

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Plan A – Pullens Lane to Gypsy Lane

For bus users

The proposals for this section include:

- New bus lay-bys for all local bus services and scheduled coach services (Oxford Tube, Espresso, Airport Coaches, and so on). Each lay-by would accommodate four buses and would have new bus shelters with real time information. At present, scheduled coaches stop outside the Headington School entrance where they contribute to congestion, particularly during busy times. Moving these services to the proposed new, partially off-road, lay-bys in this much quieter section of Headington Road would reduce this problem considerably.

For pedestrians

Oxford Brookes University currently has entrances to two of its campuses on this section of Headington Road. As part of its new masterplan, the university is proposing to move its main pedestrian entrance from Gypsy Lane to the Headington Road and to make this entrance into a feature with a new main building and public square opening onto the road. If their proposals go ahead, the number of people walking between the Gypsy Lane campus and the Headington Hill Hall (HHH) campus would increase.

Proposals for this section include:

- A new pedestrian island outside the entrance to HHH campus
- A relocated Pelican crossing outside the new entrance to the Gypsy Lane campus. This would 'rest on red'. This means that when there are no vehicles approaching the crossing or pedestrians waiting, the red man for pedestrians and red signal for traffic would both show. If a vehicle is detected as approaching the crossing first, the red traffic signal would turn to green. If a pedestrian calls the crossing first, the red man would change to the green man. At busy times, the lights would operate very much like a normal Pelican crossing. At quieter times, the 'rest on red' arrangement would help to slow traffic because drivers would see a red light as they approach (even if a pedestrian was not using the crossing).
- Slightly narrowing the pavements to allow the creation of the two new bus lay-bys.

Please read these details in conjunction with the plans and then fill in a feedback form

For cyclists

The proposals for this section include:

- Keeping the cycle lanes on either side of the road through this section. The current design shows that the markings would be discontinued through the bus lay-bys but this could change.
- Keeping the existing short stretch of shared pavement/cycleway which enables cyclists to by-pass the Gypsy Lane traffic lights.
- Providing a new advanced stop area for cyclists at the Gypsy Lane traffic lights.

Other elements of the design

- A 20mph speed limit is proposed for this section of Headington Road to make it safer for everyone. The new pedestrian crossing island and improved Pelican crossing would help to ensure that the new reduced speed limit be self enforcing.

Please read these details in conjunction with the plans and then fill in a feedback form

Plan B – Gipsy Lane to Headley Way

For bus users

This section of route is busier than the previous one. Buses travelling out of Oxford (outbound) are frequently delayed by queues of general traffic and by other buses and scheduled coaches stopping to load and unload passengers.

The proposals for this section include:

- A new section of outbound bus lane, incorporating the existing bus stop. This would stretch from just east of Gipsy Lane to just west of Headley Way.
- A new traffic island and associated white hatching markings at the end of the new bus lane to stop general traffic entering the bus lane too early.
- Relocating scheduled coaches to the new lay-bys between Pullens Lane and Gipsy Lane to ease traffic congestion.
- Moving the inbound bus stop slightly to the west of its existing position (to allow for the new Pelican crossing – see below) and making it into a half lay-by to help prevent buses blocking the traffic. Unfortunately, this would mean removing a mature tree but a similar replacement would be planted nearby.
- New bus shelters with real time information at both of the bus stops.

For pedestrians

A large number of pedestrians use this stretch of Headington/London Road, particularly in the area close to the bus stops and the main entrance to Headington School. There have also been a number of pedestrian accidents in this area.

The proposals for this section include:

- A new Pelican crossing outside Headington School main entrance.

The pavement on the north side of this section would need to be narrowed to allow for the new outbound bus lane.

For cyclists

The proposals for this section include:

- Removing the existing outbound cycle lane. Outbound cyclists would use the new bus lane. This would allow cyclists to pass queues of stationary or slow moving traffic more easily and safely than at present.

Please read these details in conjunction with the plans and then fill in a feedback form

- Removing the existing inbound cycle route to allow for the bus lane and replacing it with an alternative inbound route marked on the service road. This would include improving access to this route just west of the Headley Way junction.

Other elements of the design

The efficiency of the traffic signals in this section (and throughout London Road and Headington Road) would be improved, in particular to give more priority to buses.

Please read these details in conjunction with the plans and then fill in a feedback form

Plan C – Headley Way to Horwood Close

For bus users

This section is even busier than the Gipsy Lane to Headley Way section. At present, there are queues of stationary or slow moving traffic for large parts of the day (particularly going out of Oxford). Consequently people travelling by bus on this section are heavily delayed. This is a particular problem in the afternoon/early evening peak period.

The proposals for this section include:

- The continuation of the outbound bus lane.
- Slightly widening the two inbound lanes approaching Headley Way to reduce traffic blockages at peak times, often caused by the large amount of traffic turning right into Headley Way. Buses are particularly affected by this problem.
- Changing the inbound bus stop just east of Latimer Road to a half lay-by to help prevent buses blocking other buses and general traffic.
- New bus shelters on both sides of the road with real time information.

For pedestrians

The proposals for this section include:

- Narrowing the section of pavement on the northern side of the road between Headley Way and Sandfield Road and removing the cycle facility. This would be to provide space for the new bus lane.
- Narrowing the shared pavement/cycleway on the northern side of the road eastwards from Sandfield Road. This would be to provide space for the new bus lane.
- Keeping the pavement on the southern side of the road east of Latimer Road as it is.
- Narrowing the shared pavement on the northern side of the road eastwards from Sandfield Road. The section immediately east of Sandfield Road would need to be shared with cyclists (without a white line) to allow cyclists to travel westwards from the Toucan crossing to the recommended onward cycle route along Sandfield Road and Woodlands Road or Staunton Road.
- Enlargement of the existing Toucan crossing just east of Latimer Road to create a wider pedestrian and cyclist crossing area.

Please read these details in conjunction with the plans and then fill in a feedback form

For cyclists

The proposals for this section include:

- Cyclists using the new bus lane. This would allow them to pass queues of stationary or slow moving traffic more easily and safely than at present.
- Removing the shared cycle/pedestrian route from Headley Way to Sandfield Road. On this section, cyclists would use the bus lane or, if they have reached this point via Headley Way, they could use the newly signposted alternative via Woodlands Road/Sandfield Road or Staunton Road/Sandfield Road.

Other elements of the design

In order to accommodate the new outbound bus lane, the right turn lanes into both Sandfield Road and Latimer Road would need to be removed.

Please read these details in conjunction with the plans and then fill in a feedback form

Plan D – Horwood Close to Windmill Road

For bus users

The proposals for this section include:

- A 'bus gate' (with a set of traffic lights) at the end of the new outbound bus lane just west of Osler Road. The lights would normally show green for general traffic but when a bus approaches they would turn to red, allowing the bus to get ahead of the traffic queue.
- Re-phasing the Windmill Road traffic lights (this summer) to make it easier for vehicles turning right into Windmill Road and for those turning left out of Windmill Road. This change will benefit all traffic turning right although it will be particularly helpful for the buses (for example the improved Number 10) which take this route. It will also mean that right turning traffic will not block eastbound straight on traffic at the crossroads as often.
- Widening of the outbound traffic lanes approaching the Windmill Road to prevent traffic congestion
- New bus shelters with real time information.

For pedestrians

The proposals for this section include:

- Narrowing the existing shared use cycle/pedestrian route on the north side of the road from Horwood Close to Osler Road to allow the creation of the new bus lane.
- Laying high quality paving on both sides of the road, east of Osler Road and New High Street as far as Stile Road.
- Removing unnecessary signs and signposts, and other street furniture.
- Widening the pavement on the north side of the road east of Osler Road alongside the existing bus stop to remove a narrow section for pedestrians.
- Removing the existing pedestrian subway and replacing it with a new Pelican crossing. Whilst it does have attractive community art along its walls, the subway still has many disadvantages for pedestrians:
 - Using the subway results in a detour from the desired route. This causes some people to ignore the subway and cross the London Road in the same location without any assistance¹.

¹ in a 12 hour survey – 7am to 7pm - undertaken in 2004, 384 pedestrians used the subway and 363 people crossed the road away from the subway between Osler Road and Stephen Road.

Please read these details in conjunction with the plans and then fill in a feedback form

- The ramps are steeper than allowed by modern standards for new subways. This makes it difficult to use for very old people or those with mobility impairments.
- The subway railings detract from the street environment.
- The ramps take away space from pedestrians in front of the shops.

Replacing the subway with a new Pelican crossing would therefore increase pavement space and provide a safe level crossing for pedestrians. As part of the scheme, it could be possible to replace the community art with something similar elsewhere in the vicinity.

- Changing the phasing of the traffic lights at the Windmill Road junction to reduce waiting times for pedestrians waiting to cross.

For cyclists

The proposals for this section include:

- Keeping the existing inbound on-carriageway cycle lane and the outbound on-carriageway cycle lane from Osler Road to just west of Stephen Road.
- Removing the outbound on-carriageway cycle lane from Horwood Close to Osler Road. Cyclists would use the new outbound bus lane or the off-carriageway shared use cycle/pedestrian track.
- Installing new 'Sheffield' cycle stands in some of the space created by removing the subway.

Other elements of the design

A 20mph speed limit would be introduced between Osler Road and Wharton Road to make the road safer for all users.

The proposals for this section include providing new short stay parking and loading bays at various points in the shopping area.

The right turn lanes into both Horwood Close and Lime Walk would need to be removed to allow the creation of the new outbound bus lane.

Please read these details in conjunction with the plans and then fill in a feedback form

Plan E – Windmill Road to Wharton Road

For bus users

The proposals for this section include:

- A 'bus gate' (with a set of traffic lights) at the end of the new inbound bus lane just east of Stile Road. The lights would normally show green for general traffic but when a bus approaches they would turn to red, allowing the bus to get ahead of the traffic queue.
- An additional outbound bus stop for scheduled coaches, including a new bus shelter with real time information close to the entrance of Bury Knowle Park. This would help reduce the congestion caused by buses and coaches bunching up in the flow of general traffic just east of Windmill Road.

For pedestrians

The proposals include:

- Laying high quality paving on both sides of the road, east of Windmill Road . This would stop at Stile Road on the south side and west of the entrance to Bury Knowle Park on the north side.
- Removing unnecessary signs and signposts, and other street furniture.
- Changing the phasing of the traffic lights at the Windmill Road junction to reduce waiting times for pedestrians waiting to cross.

For cyclists

The proposals include:

- Keeping the on carriageway cycle lanes east of the Windmill Road junction.
- Narrowing the existing off-carriageway segregated cycle/pedestrian track on the pavement on the north side of the road to accommodate the new bus stop outside the entrance to the park and the bus gate just east of Stile Road.

Please read these details in conjunction with the plans and then fill in a feedback form

Other elements of the design

A 20mph speed limit would be introduced between Osler Road and Wharton Road to make the road safer for everyone.

The proposals for this section include providing new short stay parking and loading bays at various points in the shopping area.

Please fill in a feedback form.

If you have any questions about the proposals, please ask a member of the exhibition staff.

Thank you very much for your help.