



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 9 June 2016 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 17 June 2016 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "PG Clark".

Peter G. Clark
County Director

May 2016

Contact Officer:

Graham Warrington

Tel: (01865) 815321; E-Mail:

graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 21 July 2016

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

4. Access to Headington Oxford (Pages 1 - 222)

Forward Plan Ref: 2016/003

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304 and Paul Fermer, Service Manager, Major Infrastructure Delivery Tel: (01865) 815764

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE4**).

The report presents the outcomes of consultation on the Access to Headington project which includes proposals to introduce and amend various Traffic Regulation Orders and other traffic measures.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposals as advertised and as set out below:

- a) ***waiting restrictions on The Slade***
- b) ***the amended proposals for waiting restrictions and residents parking places on Headley Way and Windmill Road (as consulted on between 30 April 2016 and 23 May 2016)***
- c) ***the new residents parking bays on side streets adjacent to Windmill Road with the exception of the following:***
 - i. ***Stile Rd – 3 bays on boundary of 62 St Leonards (east side)***

- ii. Stile Rd – 1 bay outside 25 Stile Road (east side)*
 - iii. Margaret Road – 1 Bay outside number 12 (south side)*
 - iv. Windsor Street – 1 bay opposite 18 (north side)*
 - v. St Anne's Road – 3 bays boundary with 18 Gathorne Road (west side)*
- d) the proposed mandatory cycle lane on the east side of Headley Way, but shortened by 9m between its junction with Bowness Avenue and Snowdon Mede*
- e) the proposed mandatory cycle lane on the west side of Headley Way between the John Radcliffe Hospital junction and Eden Drive*
- f) shared use cycle track on Headley Way*
- g) the reversal of the permitted direction of travel, and proposed changes to the waiting restrictions (including the provision of a traffic calming narrowing) in the Cherwell Drive service road.*
- h) the turning restrictions at the proposed new signalled junctions of Headley Way and the John Radcliffe Hospital access road and the Headley Way / Cherwell Drive junctions with Marsh Lane and Marston Road and at the existing signalled junction of Old Road with Warneford Lane, Gipsy Lane and Roosevelt Drive, and A4142 Eastern bypass junction with Horspath Driftway*
- i) proposed new and amended pedestrian and pedal cyclists crossings with the exception of:*
 - i. the new pedestrian and cycle controlled crossing on Old Road*
 - ii. the proposed signal controlled crossing on Headley Way by Coniston Avenue*
- j) the raised side road entry treatments on Headley Way, Windmill Road and The Slade*

5. Proposed Traffic Management Measures Oxford Westgate Centre Redevelopment (Pages 223 - 230)

Forward Plan Ref: 2016/010

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE5**).

The report presents objections and comments received in the course of a statutory consultation on proposals to introduce and amend various traffic restrictions and provide new and amended pedestrian crossings, in the vicinity of the Westgate Centre in central Oxford as part of the major redevelopment of the Centre.

The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised.

6. Proposed Parking Restrictions Elms Road, Thame (Pages 231 - 242)

Forward Plan Ref: 2016/032

Contact: Owen Jenkins, Service Manager for Highways, Transport and Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE6**).

This report presents objections received in the course of the statutory consultation on proposals to introduce no waiting at any time parking restrictions along the majority of Elms Road in Thame which are being proposed as part of a planning approval for residential development on the northern side of Elms Road, which will also include the construction of a new junction entry close to the corner of Elms Road & Broadwaters Avenue.

The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised.

7. Proposed Disabled Persons Parking Places - South Oxfordshire, Vale of White Horse and Oxford City (Pages 243 - 260)

Forward Plan Ref: 2016/031

Contact: Owen Jenkins, Service Manager for Highways, Transport and Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE7**).

The report considers objections received to a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in South Oxfordshire, The Vale, and Oxford.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed new DPPPs as advertised.

Division(s): Headington Quarry, Churchill & Lye Valley, Marston & Northway
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CABINET MEMBER FOR ENVIRONMENT – 9 JUNE 2016

ACCESS TO HEADINGTON, OXFORD

Report by Deputy Director of Environment & Economy (Strategy)

Introduction

1. This report presents the outcomes of consultation on the Access to Headington project which includes proposals to introduce and amend various Traffic Regulation Orders and other traffic measures.

Background

2. Headington and surrounding areas are expected to accommodate significant growth in housing and economic development over the next 15-20 years. The Oxfordshire Local Investment Plan (May 2013) confirms 1,601 new homes and 101,900m² of additional employment floor space will be provided in Headington, Barton and within the existing hospital sites. Oxford City Council's Sites and Housing Plan (February 2013) also confirms the potential for ongoing redevelopment and intensification of the Churchill Hospital and John Radcliffe Hospital sites in particular, with employment, primary health care uses and residential development.
3. Over a number of years Oxfordshire County Council's transport strategy for the Headington area has been to accommodate the increasing numbers of people who want to travel to and through the area by creating more transport capacity, improving the attractiveness of non-car modes and managing commuting by car. Previously this has included bus priority measures and the expansion of Controlled Parking Zones implemented as part of the Headington and Marston Area Transport Strategy, and more recently, bus, pedestrian and cycle route improvements along the London Road corridor, and as part of the LSTF project, Thornhill Park & Ride has been expanded, cycle hire is now established at the major hospital and employment sites, and new and enhanced bus services have been introduced.
4. Oxfordshire's Fourth Local Transport Plan, which was adopted in September 2015, and includes the Oxford Transport Strategy, sets out the county council's long term vision for transport for the area and wider Eastern Arc (which also includes Cowley and Littlemore). The ambition is to create rapid transit routes serving the major hospitals and employment sites in Headington, and linking them to other parts of the city, P&R sites and surrounding settlements. In addition, a network of cycle super routes and premium cycle routes will link these sites to other parts of the city and out to nearby settlements.

5. In the short term, the Access to Headington project will deliver the first phase of infrastructure needed to achieve the above rapid transit and cycle networks. The project has already been awarded central government funding via the Local Growth Fund, which was announced as part of the Oxfordshire Growth Deal in July 2014.
6. The business case submitted to central government confirmed the project would deliver significant benefits attributed to improved health and reduced rates of absenteeism linked to an uptake in cycling. In addition, highway delay benefits from improved junction designs and the widening of junction approaches are predicted to reduce delay at junctions by 25-30%. Overall, the forecast benefits for the package of improvements are expected to generate £3.88 of benefits for every £1 spent.

Scheme proposals

7. The Access to Headington project is focused on improving orbital connections in Headington and more specifically, access to the major hospital and employment sites. The project includes a package of transport measures aimed at:
 - Improving bus journey times and service reliability by reducing traffic congestion at junctions and on roads leading to the major hospital and employment sites;
 - Upgrading and linking existing and new signal controlled junctions to enable greater bus detection and prioritisation across the network;
 - Providing a higher standard of cycle route provision, and in particular, more legible and continuous design than seen at present; and
 - Enhancing pedestrian and cycle routes by providing greater priority at side-roads, and new and improved crossings.

Informal consultation

8. In July 2015, initial designs (shown at Annex 1) were subject to informal consultation, including a series of exhibitions held at various locations in the project area. This resulted in over 1,000 responses including petitions specifically relating to road widening along Cherwell Drive and Osler Road, and the removal of on-street parking in Windmill Road. Key themes raised in the informal consultation are summarised at Annex 2.
9. In response to this feedback:
 - Proposals for a bus lane on Cherwell Drive were removed in favour of “virtual” bus priority;
 - Proposals to widen Osler Road were removed;
 - The scale of tree and vegetation loss was reduced by minimising the amount of road widening required and providing cycle lanes off-road;
 - A new pedestrian and cycle crossing was included on London Road to improve access between Osler Road and Lime Walk (and the hospital/employment sites)

- The proposal to remove the lower footway on Headley Way was removed, and a new pedestrian crossing was proposed to provide access to parking spaces in side roads; and
 - Parking surveys were undertaken and the results were made available at formal consultation stage. Additional parking bays were also proposed on roads surrounding Windmill Road.
10. Other changes were also made as part of the ongoing design and traffic modelling process.

Formal consultation

11. Revised proposals, including all of the changes summarised above, were published as part of a period of formal consultation on the scheme, including related Traffic Regulation Orders, between Thursday 25 February and Friday 25 March 2016. Formal consultation on proposed side road entry treatments also took place from Thursday 17 March to Friday 8 April. A copy of the designs is shown at Annex 3.
12. 2,300 letters were sent to residential and business properties in the project area and street notices were placed at intervals along the roads affected. Public notices were also published in the Oxford Times on Thursday 25 February and Thursday 17 March 2016. In addition, information was sent to statutory consultees, including Thames Valley Police, the Fire and ambulance services, Bus Operators and the local councillors, while a dedicated page was added to the County's online consultation portal to allow people to view and respond to the proposals. A number of public exhibitions were also held throughout the area.
13. In total, 407 responses were received, comprising 305 objections, a further 89 responses had objections to some parts of the proposals but supported others, while 13 responses were in support; the responses are summarised, including officer responses, at Annex 4. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.
14. No objections were received from statutory consultees.
15. The main themes raised during the consultation were associated with:
- Removal of parking along Windmill Road and Headley Way;
 - Safety of shared pedestrian and cycle paths;
 - Cyclists right of way/priority;
 - Access to Cherwell Drive shops, and congestion around Copse Lane and Marsh Lane;
 - Hospital congestion and parking;
 - Loss of green space/trees;
 - Changing of junctions from roundabouts to signal control on Headley Way/Cherwell Drive;
 - Children walking to Windmill Primary School;
 - Stile Road additional parking;

- Petrol station access on Headley Way;
- Drop off and parking area provided for St Joseph's school;
- Relocation of bus stops;
- Side-road entry treatments;
- Diagonal crossing at London Road/Windmill Road junction; and
- Barton Park traffic impacts.

Further consultation on other options for Headley Way and Windmill Road

16. In response to concerns raised during the formal consultation, further formal consultation was carried out between Thursday 28 April and Monday 23 May 2016. This specifically related to other proposals for Headley Way and Windmill Road, which included the retention of some on-street parking bays. A copy of the proposals is contained within Annex 5. The consultation was published through site notices, local media and the plans were made available online. Approximately 400 letters were also distributed to local residents and business directly affected by the proposals.
17. 73 responses were received, comprising 46 objections, 3 responses in support and 24 neutral; the responses are summarised at Annex 6. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.
18. No objections were received from statutory consultees.

Responses to formal consultation

19. The following provides a response to the most common objections/concerns raised during the formal consultation stage. A summary of all comments received is contained within Annexes 4 and 6 which also include officer responses.

Removal of parking along Headley Way and Windmill Road

20. The proposal to remove all on-street parking on Headley Way and Windmill Road raised many objections and concerns. The main issues related to a perceived lack of alternative space in side roads and the inconvenience caused. In particular, residents were concerned that they would have to cross a busy road and/or walk some way to access their car and those with disabilities, the elderly or people with young children felt their quality of life would be particularly affected as a result. The potential for proposals to increase vehicle speeds was also raised by many objectors.
21. Those who supported the removal of on-street parking along Headley Way and Windmill Road argued that this would help with the continuity of cycle lanes and remove risks such as when cyclists have to pull out into the carriageway to pass parked vehicles. Supporters also suggested 20mph speed limits should be introduced to overcome concerns about vehicle speeds increasing.

22. To overcome concerns raised by local residents and build more consensus around what might be implemented, and so get the best possible outcome for all, officers came up with an alternative set of proposals for Headley Way and Windmill Road that would retain some on-street parking whilst also providing continuous cycle lanes.
23. Feedback on these proposals was again mixed, with those in support welcoming the retention of some parking bays whilst also achieving betterment for cyclists. Those against were still concerned about the impacts of removing parking bays, particularly capacity for additional overspill parking in side roads. Amended proposals would mean a loss of approximately 17 parking bays along Headley Way and 18 parking bays along Windmill Road. Parking surveys undertaken by the county council over a number of different days and when demand is considered to be at its peak (4am) confirm however that there is already some spare parking capacity in side roads; approximately 62 spaces off Headley Way and 56 spaces off Windmill Road. Furthermore, approximately 26 additional parking bays are recommended for approval in roads surrounding Windmill Road.
24. Objectors were also concerned about the standard of cycle lane provision, and that the proposals would not be as safe nor meet the standard and ambition set out in LTP4. Proposals still include continuous cycle lanes both along Headley Way and Windmill Road. On the western side of Headley Way near St Joseph's School a 1.5m advisory cycle lane is now proposed, with this widening to 1.8m where on-street parking is provided. On the downhill section of Headley Way (also on the western side), between Bowness Avenue and Copse Lane, the advisory cycle lane width is 1.25m plus a 0.75m buffer is considered essential given the additional risks due to likely higher cycle speeds (Local Transport Note 2/08 suggests buffers for lanes by parking bays should be 0.5-1.0m wide). On Windmill Road 1.5m advisory cycle lanes are proposed on both sides of the entire length of Windmill Road, which widens to 1.8m where on-street parking is provided. Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.

Safety of shared pedestrian and cycle paths / Cyclists' right of way/priority

25. Concerns were raised about safety and the potential conflict between pedestrians and cyclists as a result of shared paths. In fact, only a small number of areas are truly shared, such as near the Cherwell Drive shops/Copse Lane and where off-road cycle lanes pass bus stops (and where space doesn't allow for a cycle bypass). The vast majority of shared paths would in fact be segregated by a white line, and in most instances the total footway width provided would be between 3 and 4 metres, which should help ensure lane compliance. Experience from Oxford's existing segregated shared pedestrian and cycle paths suggests these generally work well and safety has not been an issue.

Hospital congestion and parking

26. Concerns related to access and the traffic impact of the John Radcliffe Hospital, with respondents suggesting alternative improvements should be considered including a direct road link between the hospital and the A40 Northern Bypass, a dedicated hospital Park and Ride site, and additional on-site parking. A direct highway link from Oxford's Northern Bypass to the John Radcliffe Hospital is considered inappropriate as environmental and planning constraints mean any solution is likely to be prohibitively expensive, and certainly more than the budget available for the Access to Headington project. There is also concern that it would merely shift existing traffic and environmental problems elsewhere. Reducing traffic on roads that serve the hospitals by providing a step-change in public transport and improved walking and cycling routes, and through implementation of demand management measures, will improve access to all the hospital sites in Headington (and not just the John Radcliffe Hospital), and also benefit local residents and communities. As previously mentioned, an ambitious set of proposals are set out in the Oxford Transport Strategy, with Access to Headington being the first phase of improvements.

Loss of green space/trees

27. Objections related to the loss of trees and verges, and impact this would have on the environment and character of the areas affected. Taking on board previous concerns the amount of tree loss in particular has been considerably reduced, with 29 trees now proposed to be removed but replaced with 30 trees in locations as close to the removed trees as possible. Furthermore, public realm improvements and replacement tree planting are also proposed as part of the junction improvements at the Cherwell Drive shops, the area most affected in terms of tree loss.

Changing of junctions from roundabouts to signal control on Headley Way/Cherwell Drive

28. Comments have been mixed, with those objecting to signalling these roundabouts concerned about the scale of the proposals, the impact of changes in terms of local access and banned turns and the inconvenience this will cause, and because traffic signals are considered to be required for just the busiest hours of the day. Those who welcomed changes were supportive of giving more priority to pedestrians and cyclists in particular. Many people questioned why the county council wasn't putting forward a scheme similar to Frideswide Square, where traffic signals have been replaced by roundabouts.
29. The current roundabout arrangements, with single lane approaches, leads to both 'mini' roundabouts operating over capacity in the morning and evening peak periods, and as a result there is significant congestion along Headley Way and Marsh Lane in particular. The impact of this leads to a number of issues such as traffic blocking back onto the A40 Northern Bypass, the use of less appropriate routes (e.g. through Old Marston) to avoid the junctions, and

delay to those travelling through this part of the network, including patients and visitors accessing the John Radcliffe hospital. The junctions are currently also considered to be very unwelcoming for pedestrians and cyclists. Bus services also get significantly delayed when travelling through this and the JR Hospital junction, which leads to acute unreliability issues. The latter issues make it particularly difficult when it comes to encouraging commuters to travel by more sustainable modes.

30. Alternative roundabout designs were considered early in the design process. This included roundabouts with two lane approaches in order to provide more junction capacity, however, detailed modelling confirmed that these designs would still cause large queues and delay. Furthermore, roundabouts with two lane approaches are not considered to be the most appropriate for cyclists or courtesy/uncontrolled pedestrian crossings (such as those at Frideswide Square).
31. Junction modelling of the proposed signalised arrangement estimates that total vehicle delay and queuing will be significantly reduced. As a result, more of the junction's capacity can be given over to prioritising buses through selective vehicle detection, cycle safety can be improved with the introduction of cycle pre-signals, and more controlled crossings for pedestrians and cyclists can be installed, which will also be more responsive to demand. And this can be achieved without having a negative impact on general traffic.

How the Project supports LTP4 Objectives

32. See paragraphs 4 and 5 above.

Financial and Staff Implications (including Revenue)

33. £8.2m of funding has come from the government's Local Growth Fund, with the remaining budget (£4.3m) made up entirely of money previously secured from developer s106 contributions.

RECOMMENDATION

34. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposals as advertised and as set out below:**
 - a) **waiting restrictions on The Slade**
 - b) **the amended proposals for waiting restrictions and residents parking places on Headley Way and Windmill Road (as consulted on between 30 April 2016 and 23 May 2016)**
 - c) **the new residents parking bays on side streets adjacent to Windmill Road with the exception of the following:**
 - i. **Stile Rd – 3 bays on boundary of 62 St Leonards (east side)**
 - ii. **Stile Rd – 1 bay outside 25 Stile Road (east side)**

- iii. **Margaret Road – 1 Bay outside number 12 (south side)**
 - iv. **Windsor Street – 1 bay opposite 18 (north side)**
 - v. **St Anne's Road – 3 bays boundary with 18 Gathorne Road (west side)**
- d) **the proposed mandatory cycle lane on the east side of Headley Way, but shortened by 9m between its junction with Bowness Avenue and Snowdon Mede**
- e) **the proposed mandatory cycle lane on the west side of Headley Way between the John Radcliffe Hospital junction and Eden Drive**
- f) **shared use cycle track on Headley Way**
- g) **the reversal of the permitted direction of travel, and proposed changes to the waiting restrictions (including the provision of a traffic calming narrowing) in the Cherwell Drive service road.**
- h) **the turning restrictions at the proposed new signalled junctions of Headley Way and the John Radcliffe Hospital access road and the Headley Way / Cherwell Drive junctions with Marsh Lane and Marston Road and at the existing signalled junction of Old Road with Warneford Lane, Gipsy Lane and Roosevelt Drive, and A4142 Eastern bypass junction with Horspath Driftway**
- i) **proposed new and amended pedestrian and pedal cyclists crossings with the exception of:**
- i. **the new pedestrian and cycle controlled crossing on Old Road**
 - ii. **the proposed signal controlled crossing on Headley Way by Coniston Avenue**
- j) **the raised side road entry treatments on Headley Way, Windmill Road and The Slade**

BEV HINDLE

Deputy Director of Environment & Economy (Strategy)

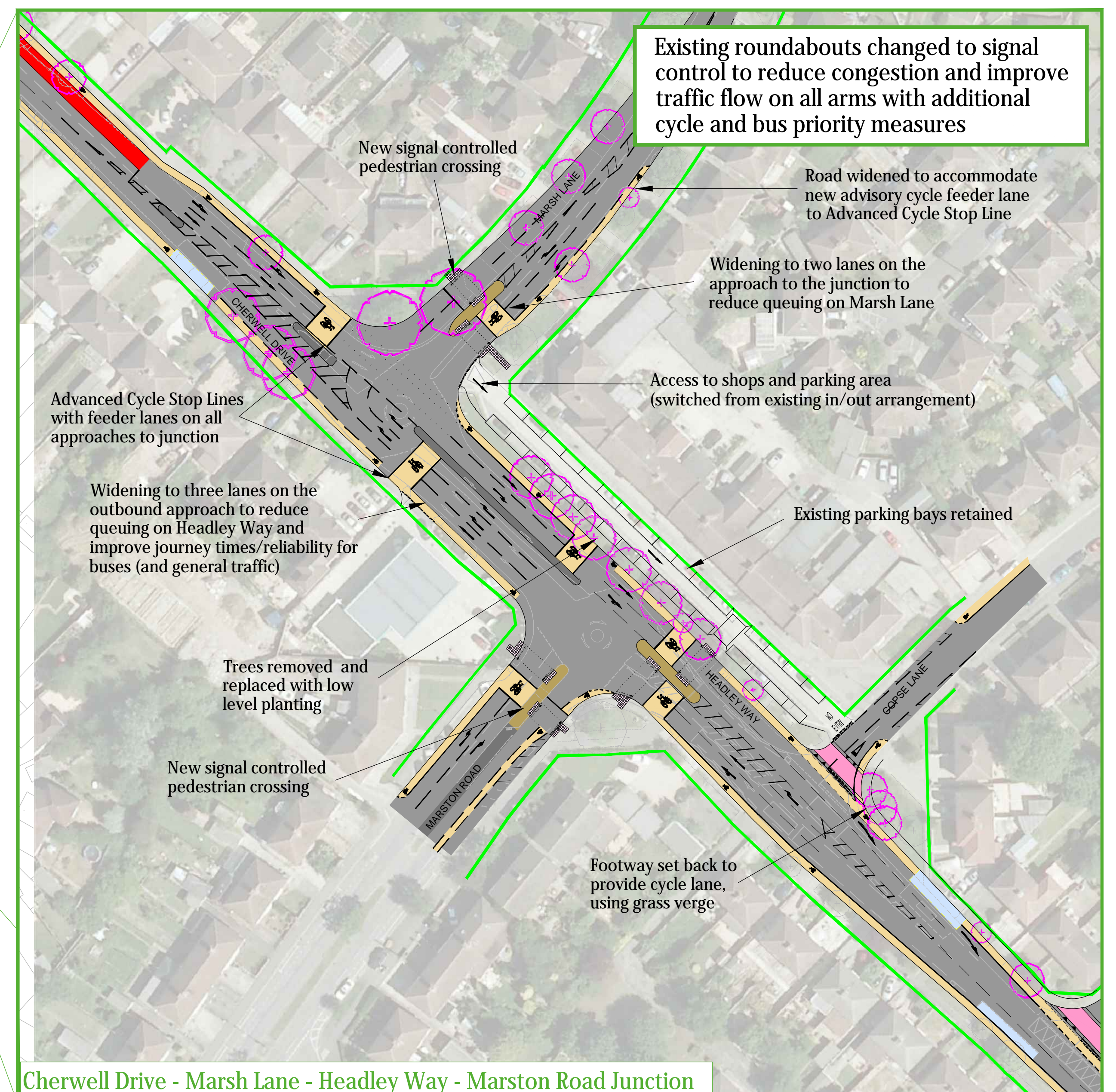
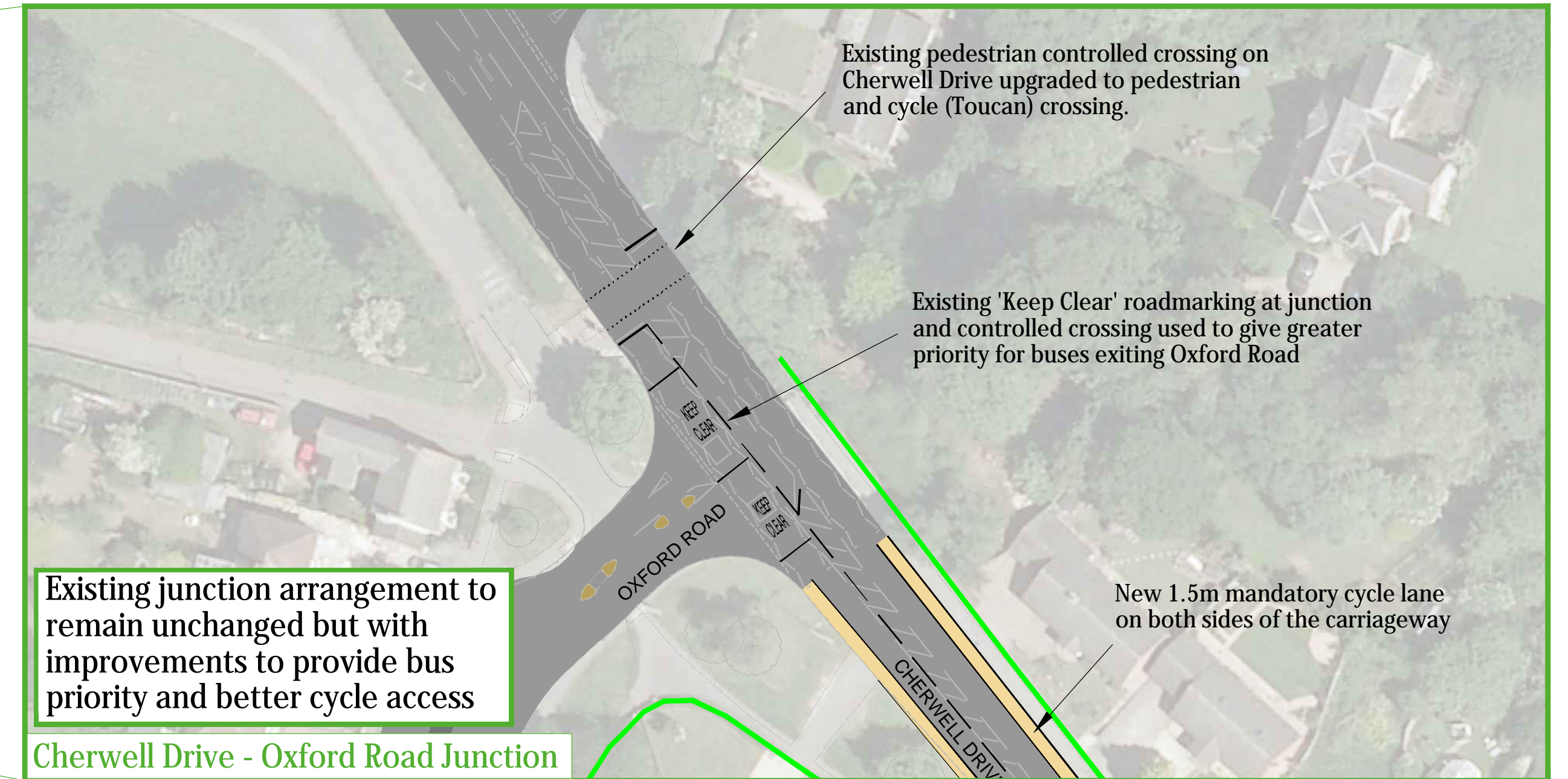
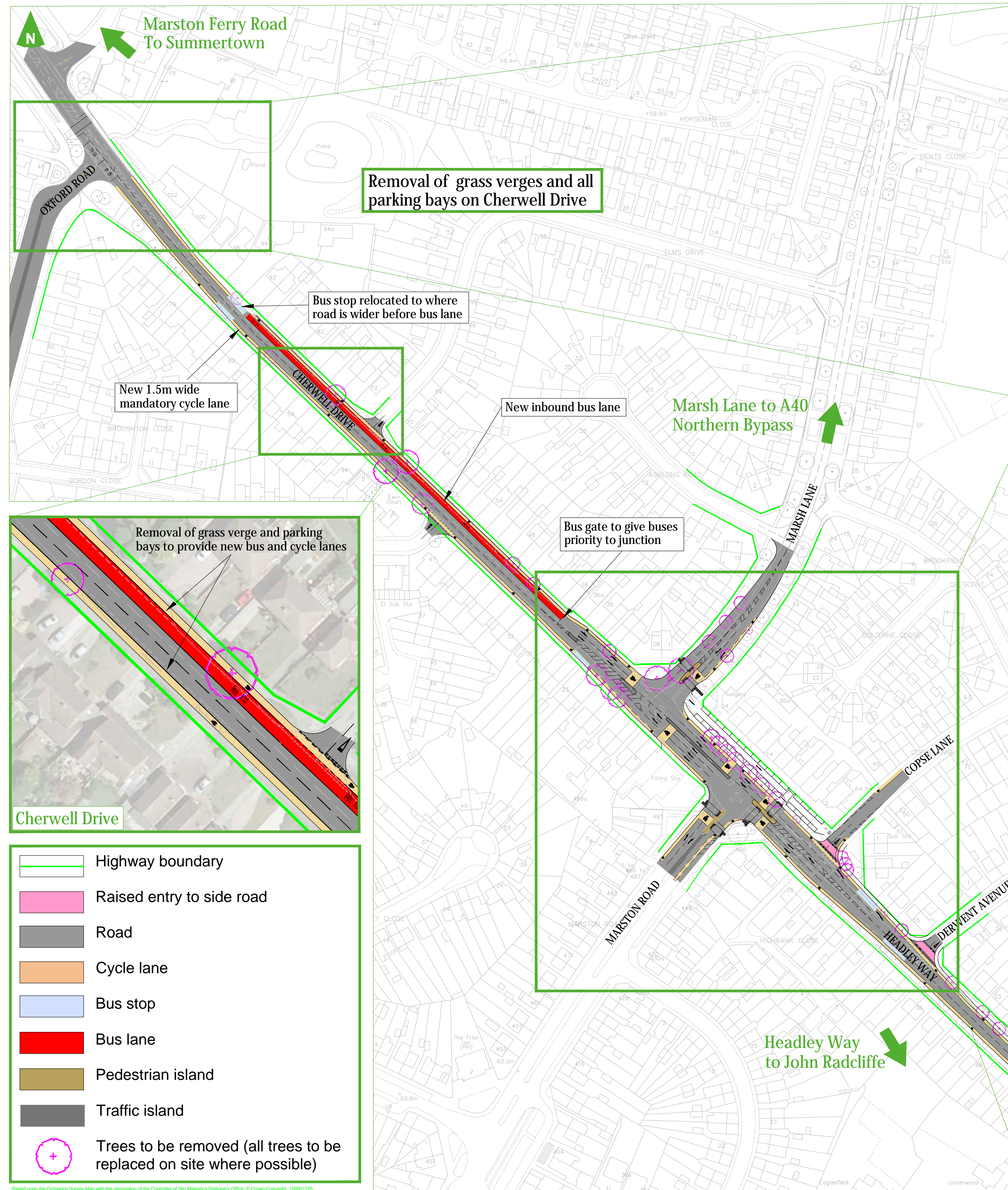
Background papers: Consultation responses

Contact Officers: Stewart Wilson 07801740354

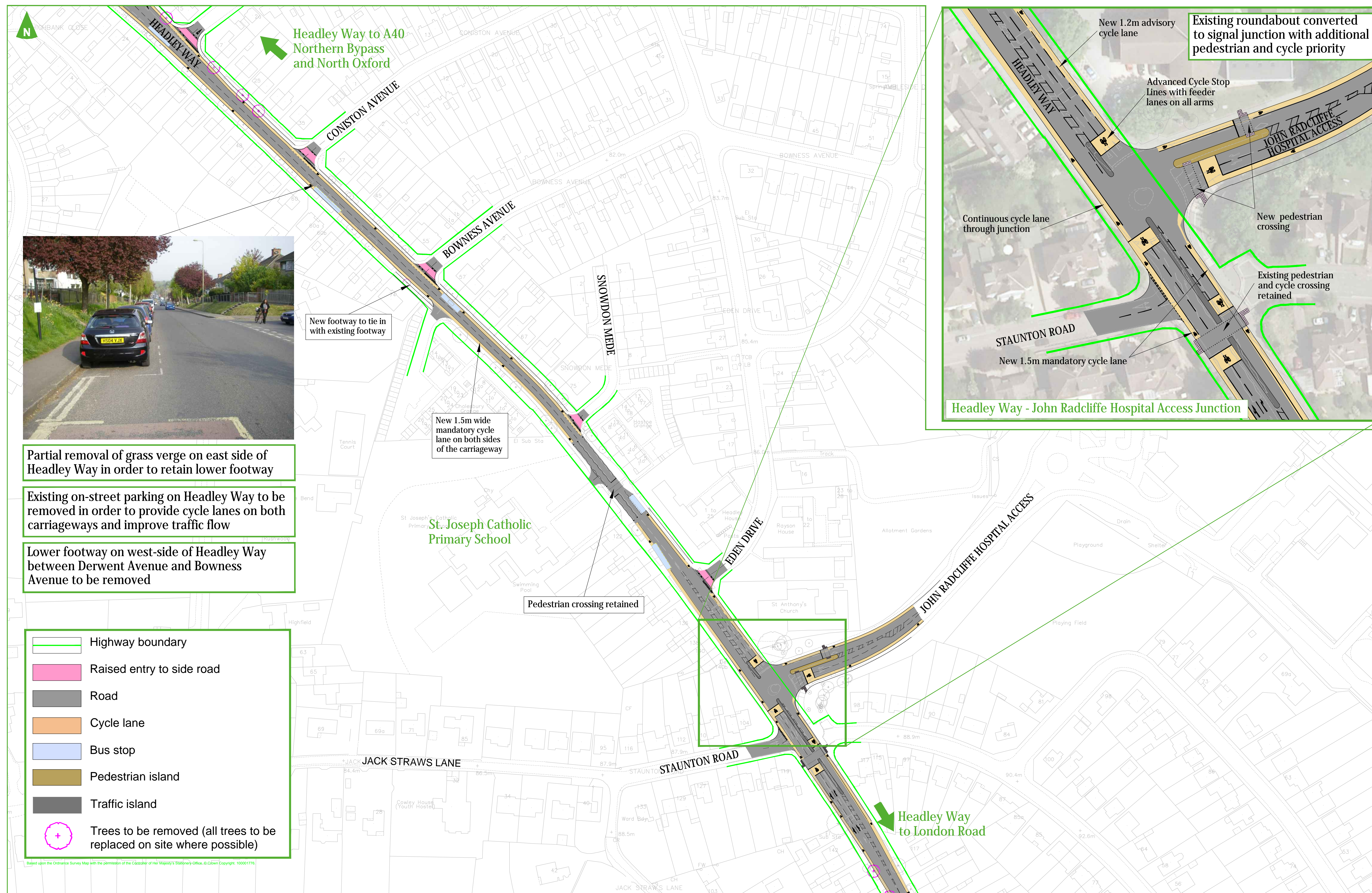
May 2016

1 Cherwell Drive - Marsh Lane - Headley Way

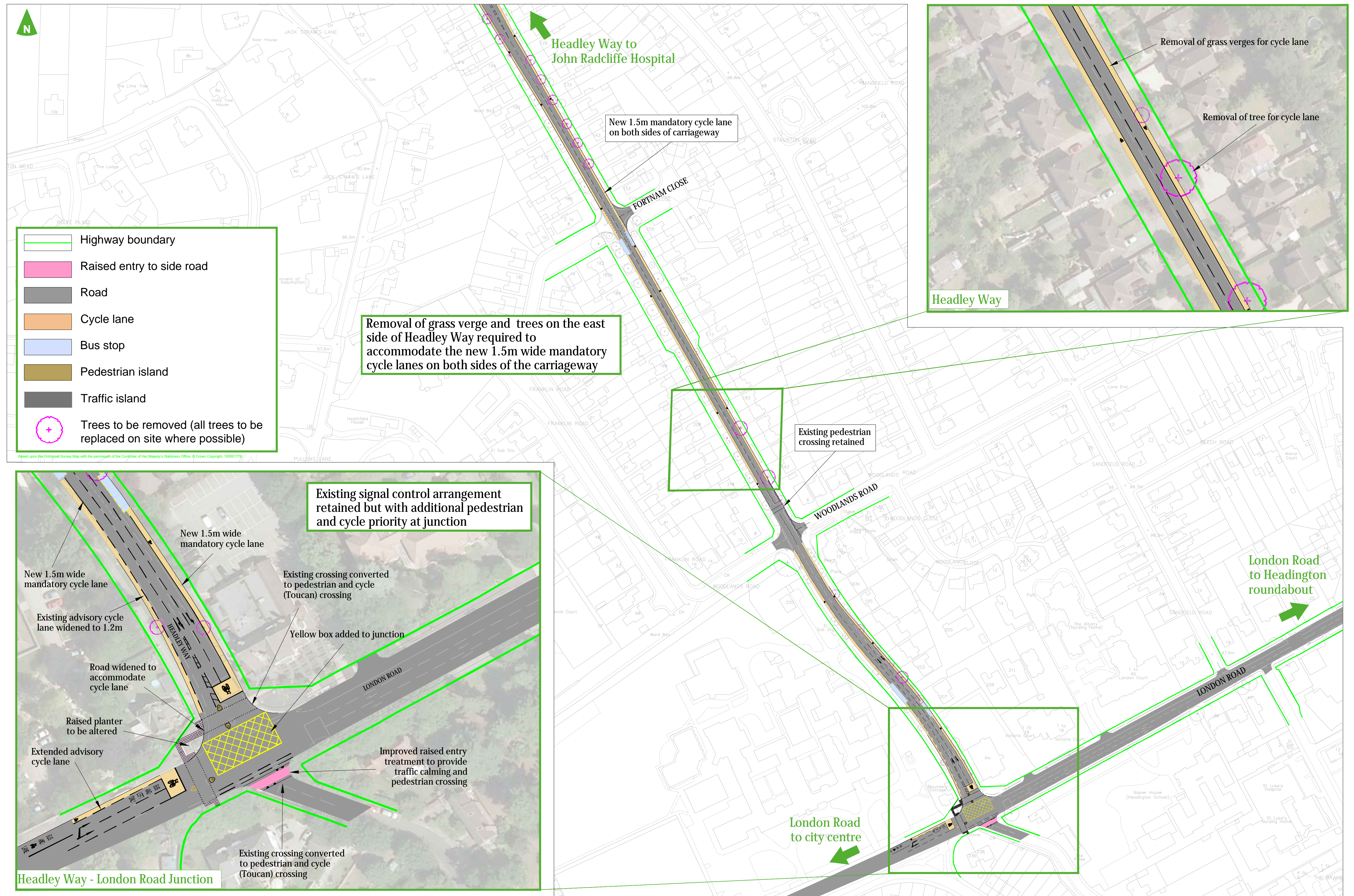
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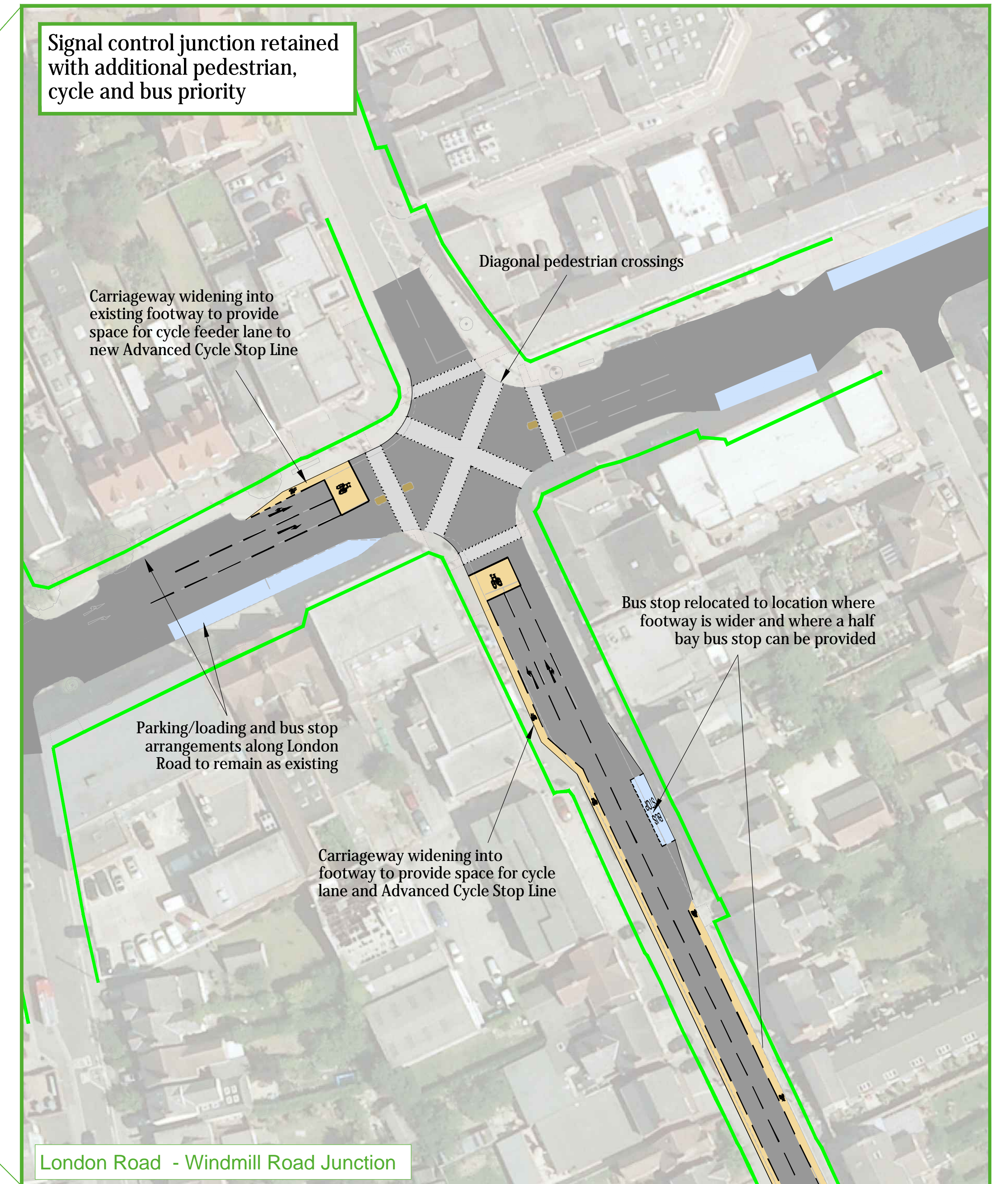
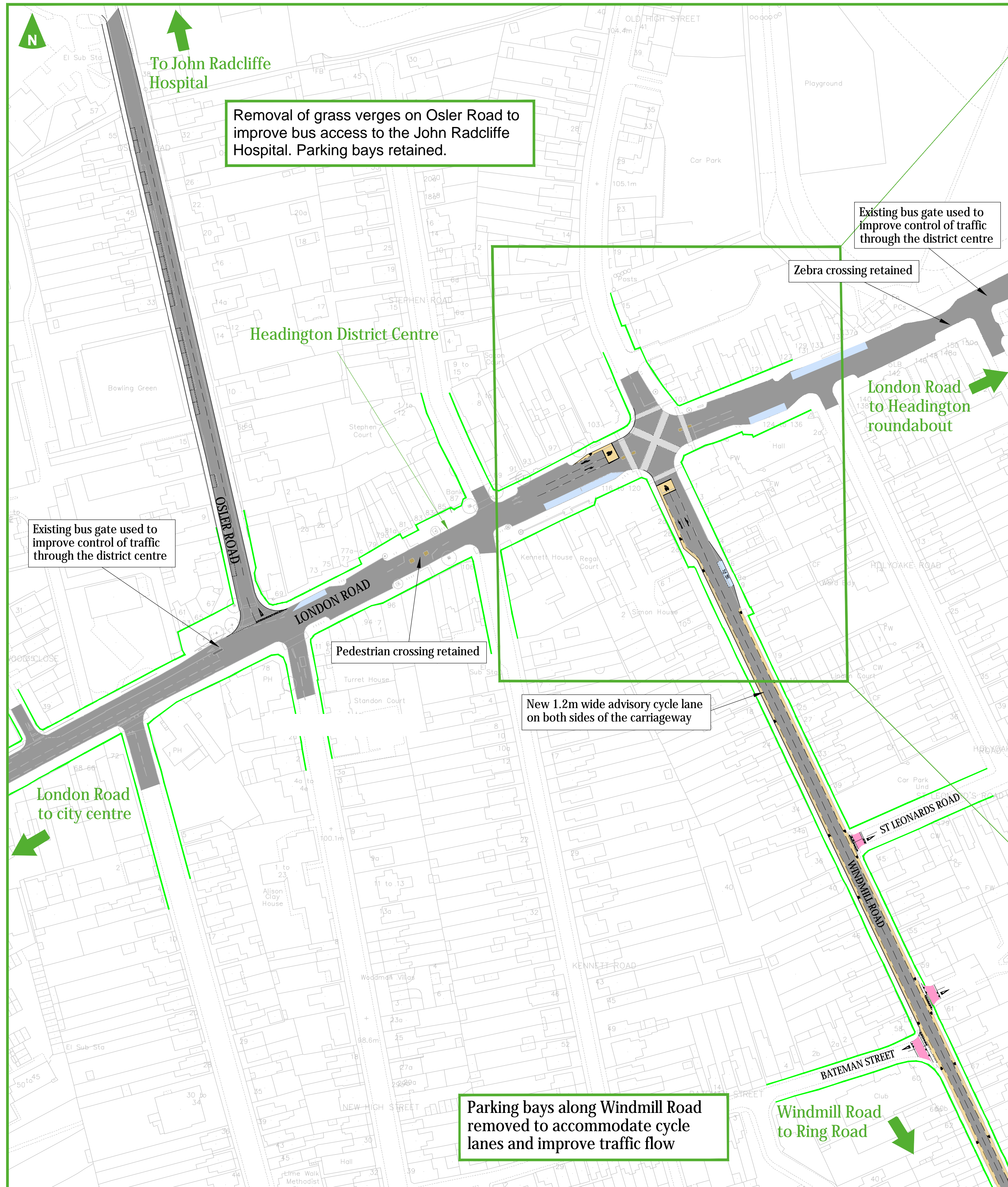
2 Headley Way - John Radcliffe Hospital Access



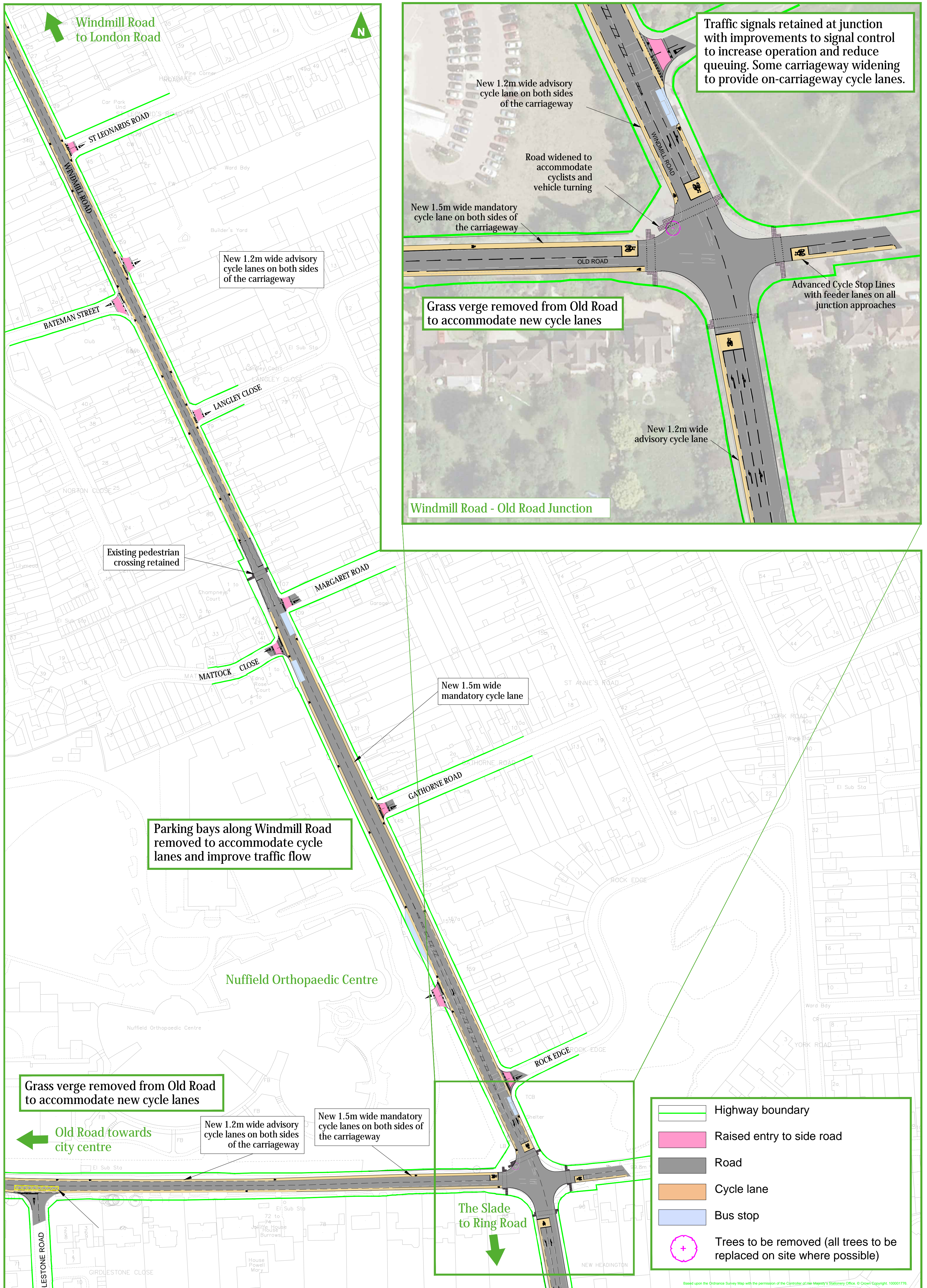
3 Headley Way - London Road



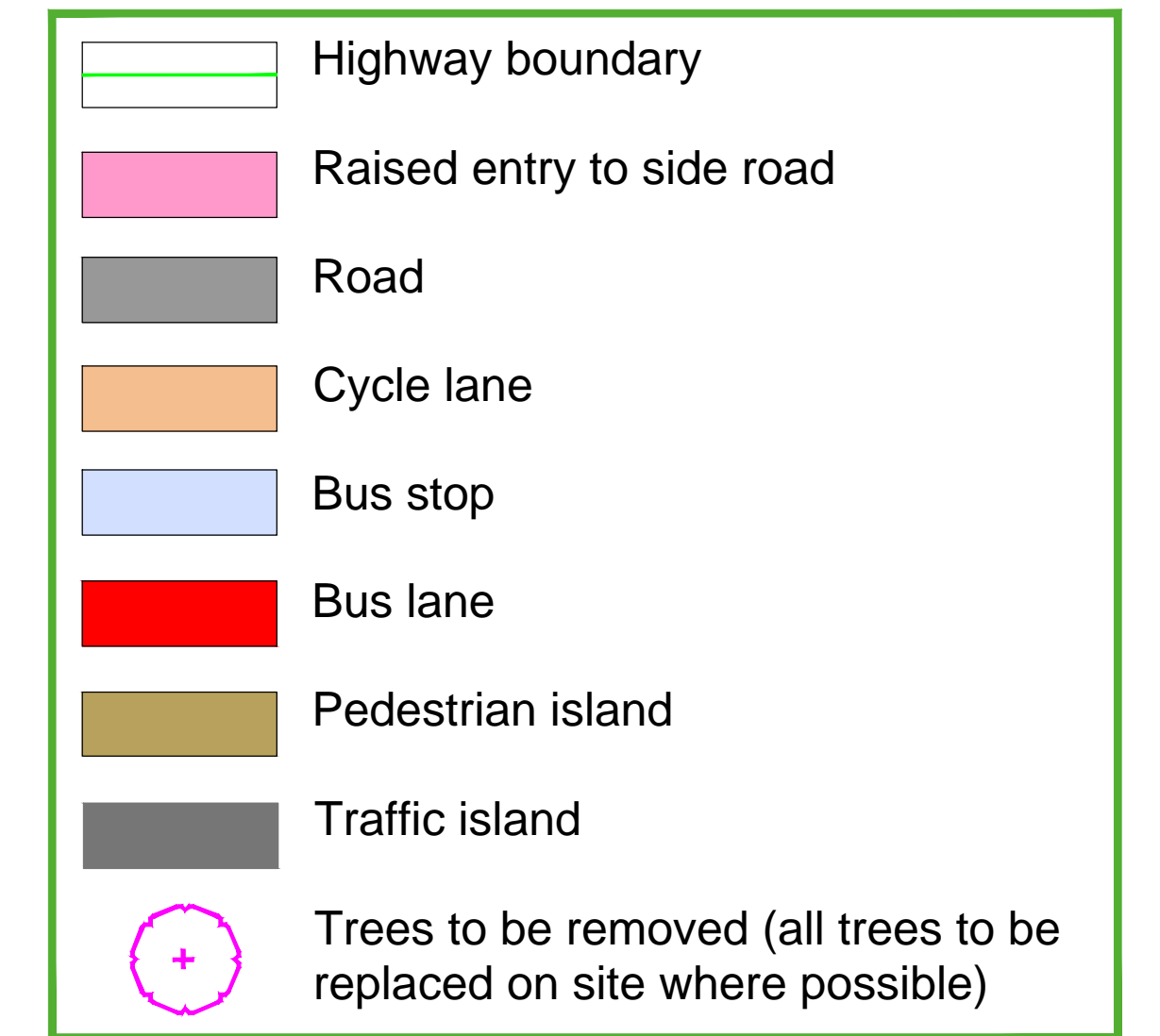
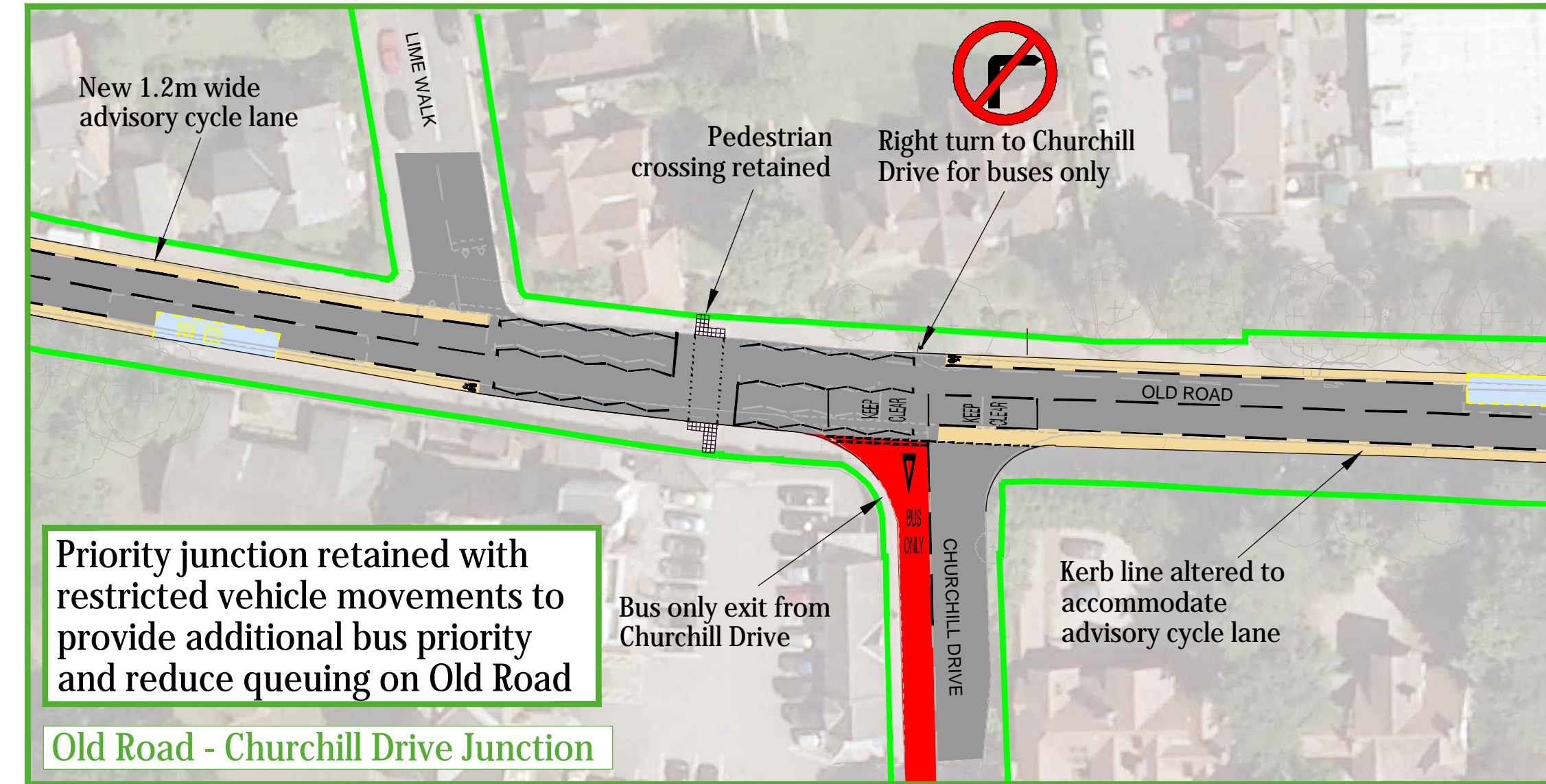
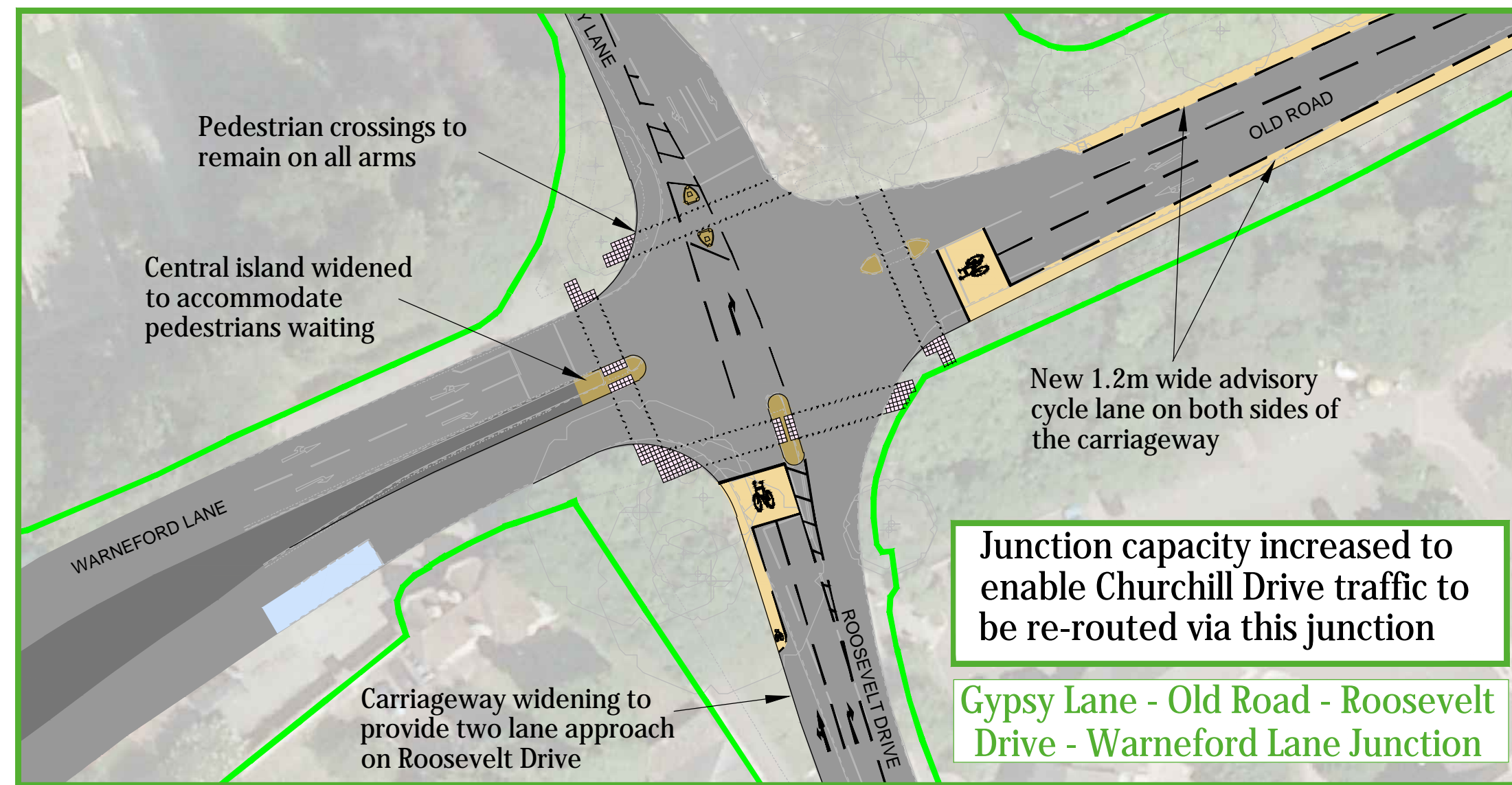
4 Headington Centre and Windmill Road



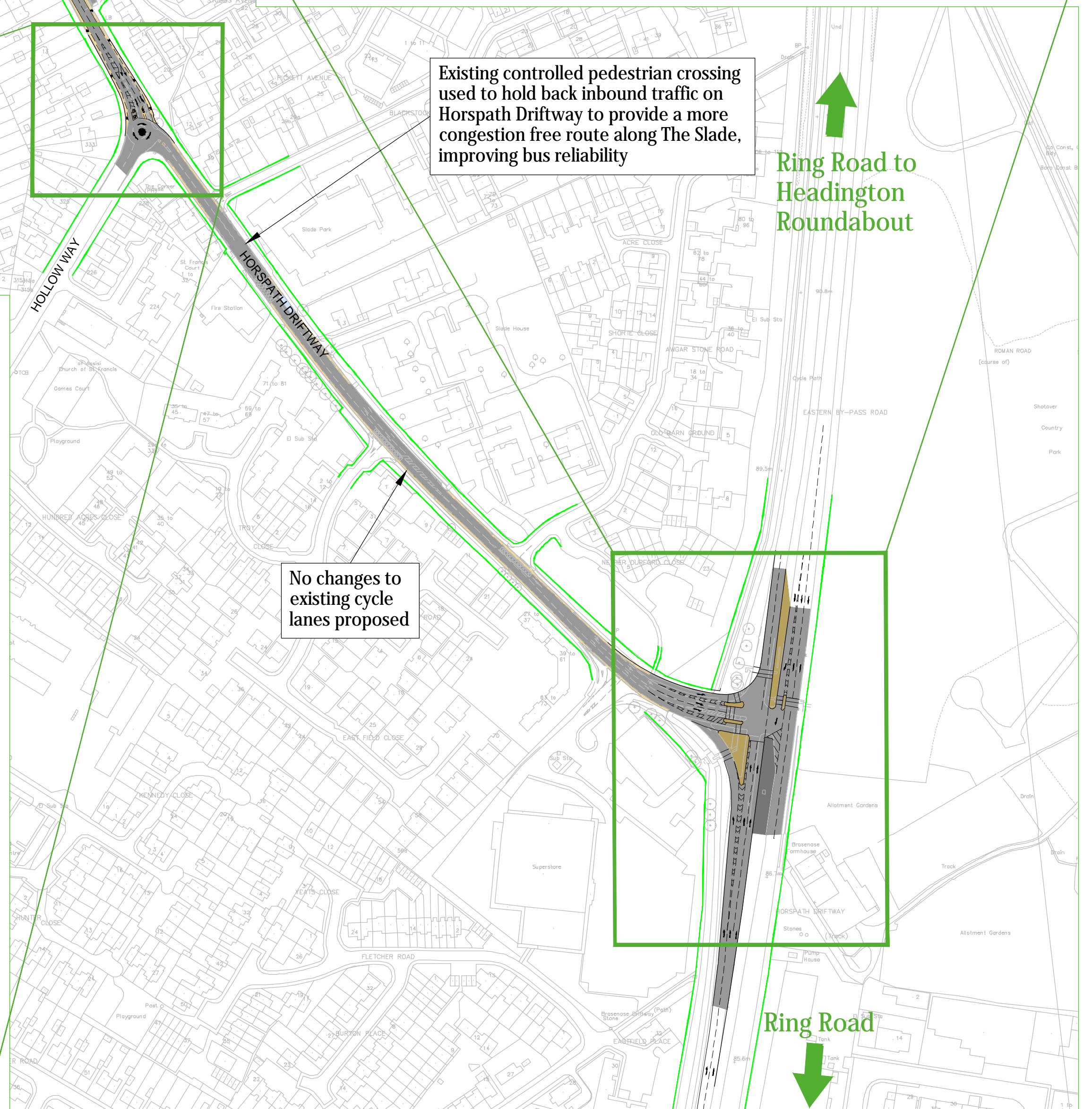
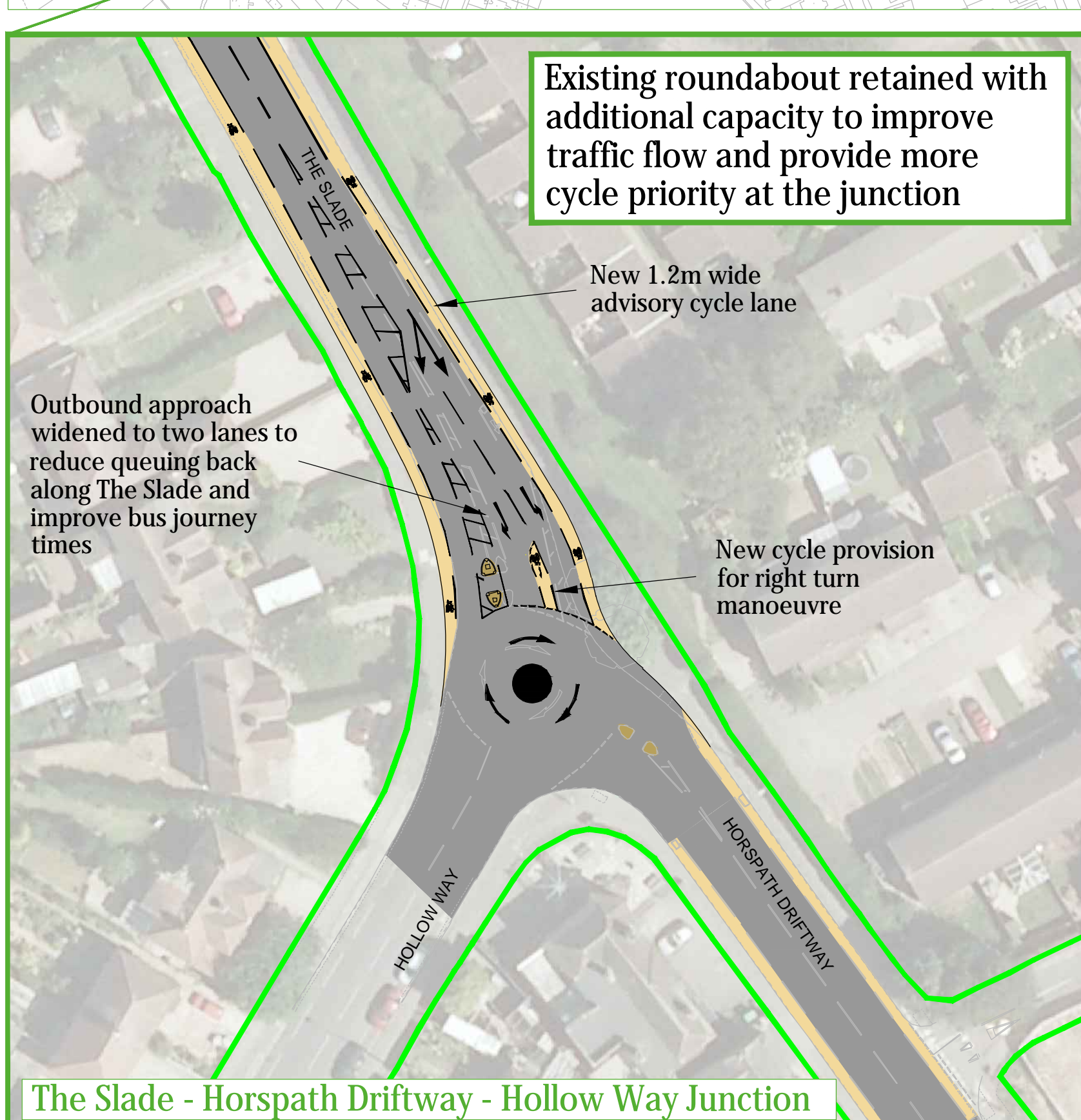
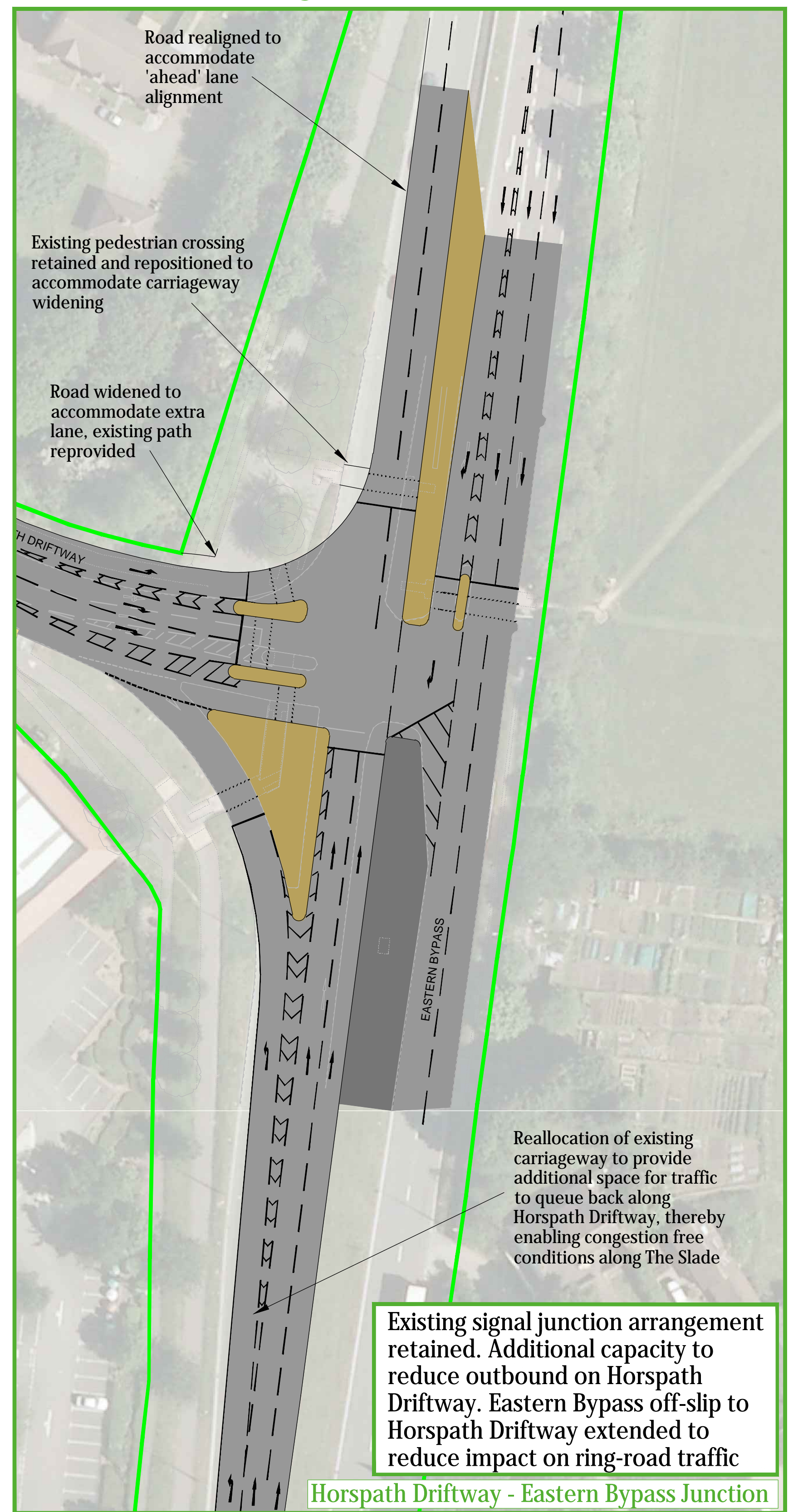
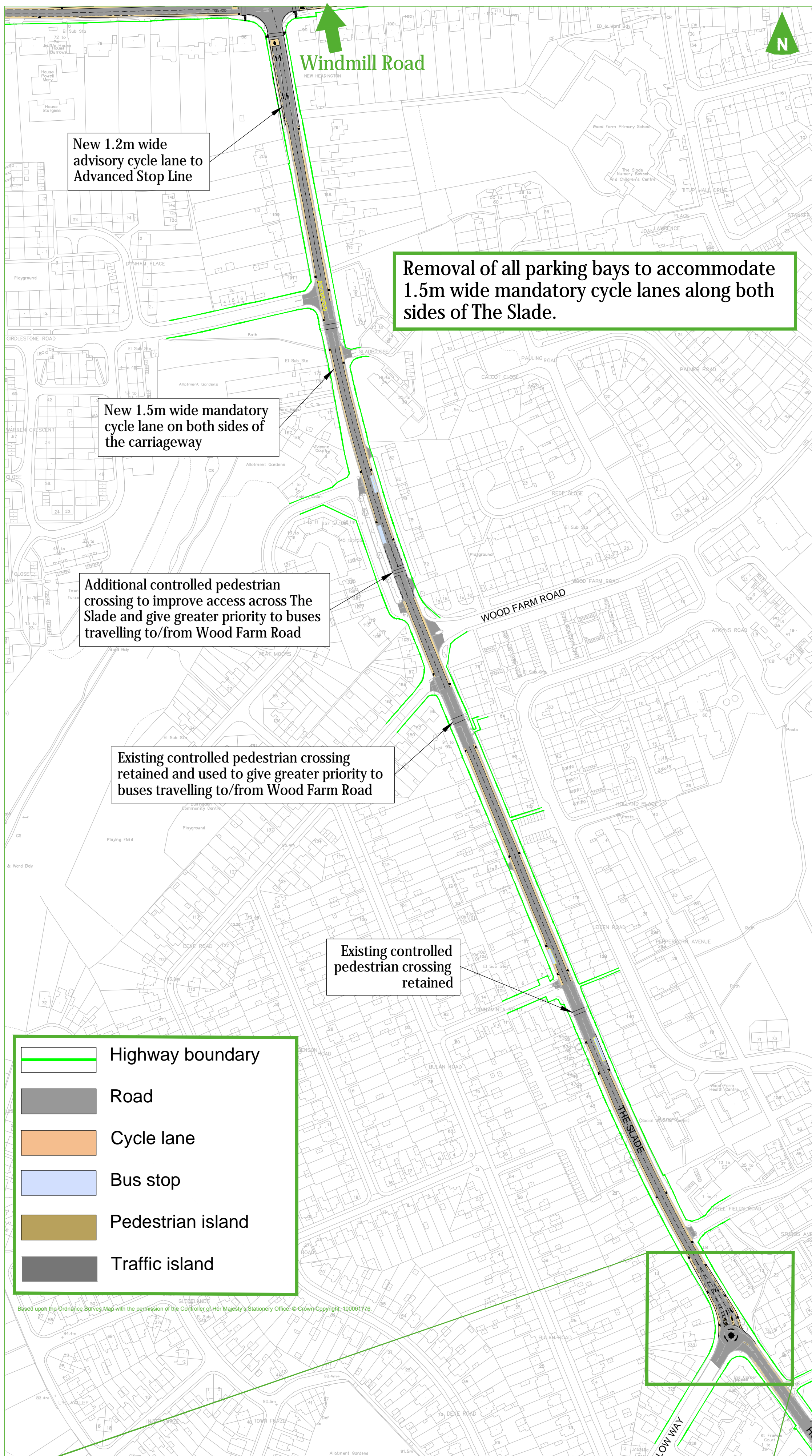
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6 Old Road - Girdlestone Road - Churchill Drive - Roosevelt Drive



7 The Slade - Horspath Driftway



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Access to Headington

Summary of feedback from the public consultation on the initial proposals

General/area-wide comments

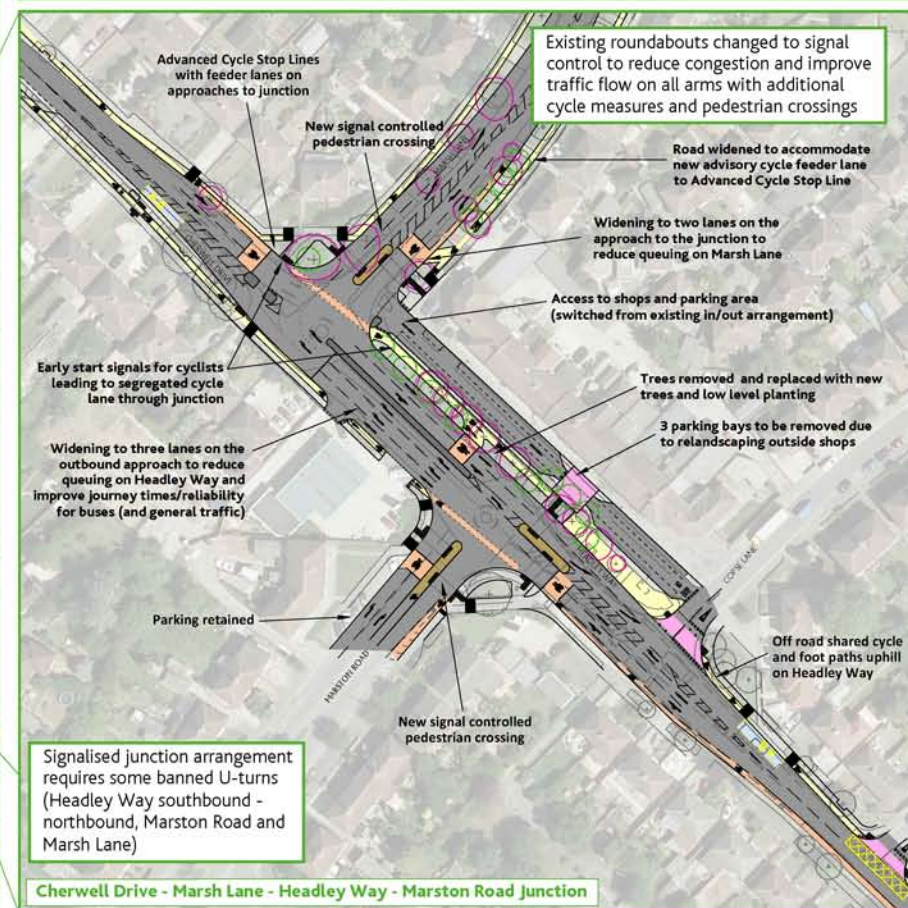
- Numerous respondents were concerned by proposals to remove grass verges and trees to accommodate junction improvements, bus priority and pedestrian/cycle facilities. For many the loss of any trees would be unacceptable. Other respondents understood why this might be required in places but felt the impact of proposals could be minimised and mitigated through additional trees being planted in the local area.
- There were many comments relating to proposals to remove on-street parking to provide bus or cycle lanes. Whilst some respondents welcomed the potential changes, such as cyclists and commuters, residents directly affected were generally against the idea, and those living nearby were concerned about the potential knock-on effect of more parking in neighbouring side-roads. Some respondents also felt the loss of parking would result in increased traffic speeds.
- The introduction of raised entry treatments at side roads was met with mixed views with some regarding them as a positive addition in so far as they would improve safety for vulnerable users such as the elderly, young children and cyclists. Other respondents felt they provided little benefit and cited concerns about confusion over who has right of way, maintenance costs, and potential drainage issues.
- Some respondents felt proposals should accommodate additional measures in areas of Headington outside the main project area. In particular, respondents wanted improvements to manage the amount and speed of traffic using routes off the main highway, together with improvements to adjoining walking and cycling routes.
- Many respondents welcomed proposals to provide uniform and consistent cycle route provision. Some respondents thought more could be done, particularly full- or semi-segregated cycle lanes, as well as greater priority for cyclists at junctions. Some respondents concerned about the loss of trees thought narrower cycle lanes would be acceptable.

Location specific comments

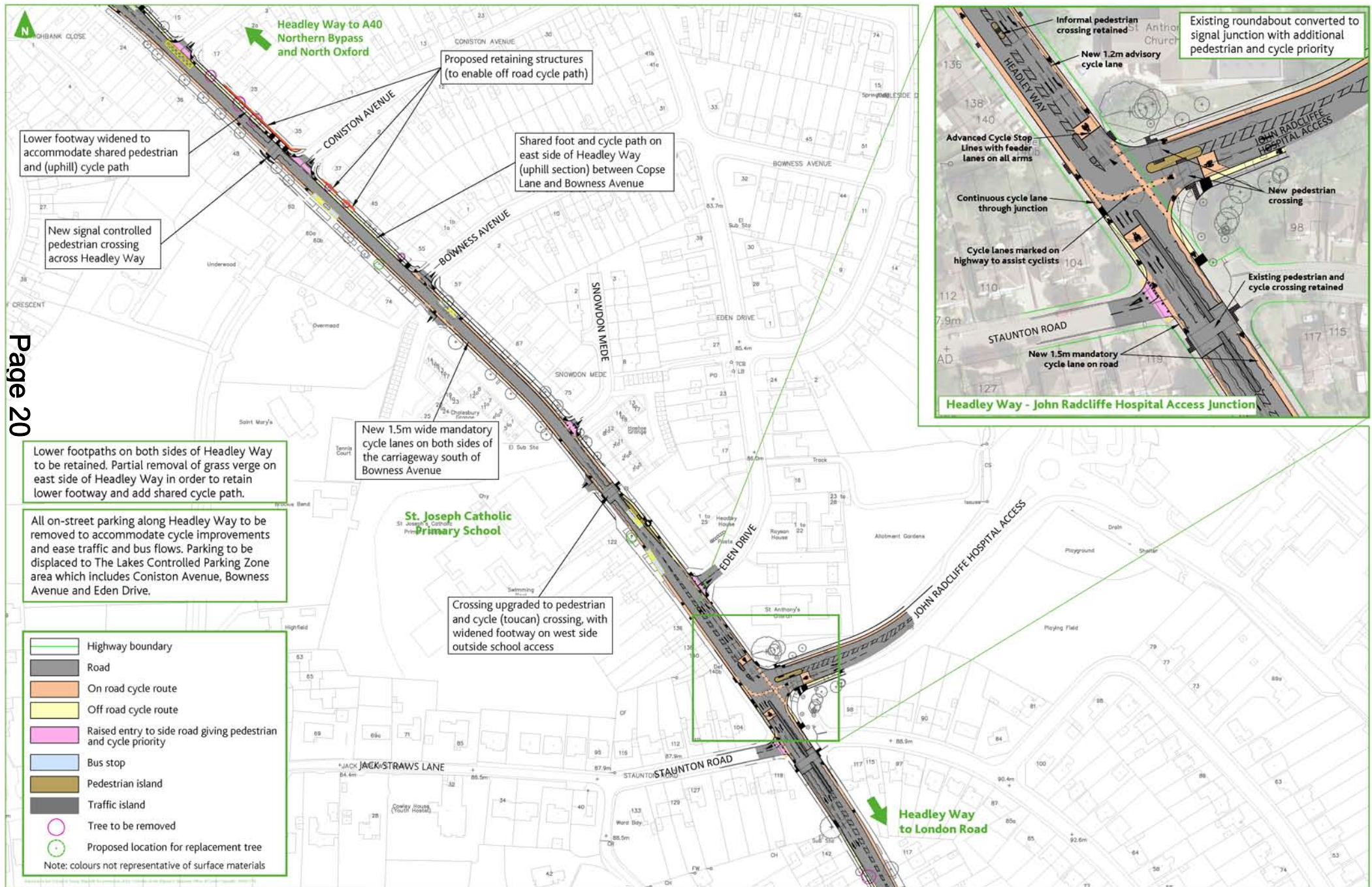
- Proposed alterations along Cherwell Drive including the provision of a bus lane led to a number of comments, mostly against the proposal. Many respondents raised concerns such as visual impacts as well as the potential for an increase in noise and vibration, and issues with drainage.
- Respondents were broadly welcoming of proposals to replace the Marston Road, Headley Way double mini-roundabout with a signalised junction, and were supportive of giving more priority to pedestrians and cyclists in particular. The loss of trees and grass verges was however a concern along with the proposal to switch access arrangements at the shops.
- Residents on Headley Way raised concerns about the potential loss of the lower footway and impact this could have on accessing their properties.

- Issues regarding access and the traffic impact of the John Radcliffe Hospital were raised frequently, with respondents suggesting alternative improvements should be considered including a direct road link between the hospital and the A40 Northern Bypass, a dedicated hospital Park and Ride site, and additional on-site parking.
- There were concerns about proposed carriageway widening in Osler Road. Some considered the grass verges to be an important amenity and there were also concerns about reducing footway widths. A number of respondents thought a new pedestrian crossing on London Road, linking Lime Walk with Osler Road, should be considered.
- Proposals to install a diagonal pedestrian crossing at the junction of Windmill Road and London Road were broadly welcomed. A number of respondents suggested options for improving the design of this measure, whilst other respondents highlighted concerns about the potential implication on queuing traffic at the junction.
- There were a number of comments received regarding the widening of the pedestrian and cycle route between the Churchill Hospital and Massey Close, with some residents concerned that this might encourage use by motorised traffic.
- Some respondents were concerned about how the bus lane would be enforced in Churchill Drive, and how access to Boundary Brook House could be maintained.
- Proposals to re-grade the carriageway and footway along Old Road, to provide more space for cycle lanes, received a mixed response. Most respondents welcomed proposals to improve cycle lanes, but there were others who were concerned about the impact of the re-grading particularly to frontages and the grass verges and hedges along the road.
- A number of respondents felt more could be done to improve cycle priority at the Hollow Way/The Slade/Horspath Driftway junction.

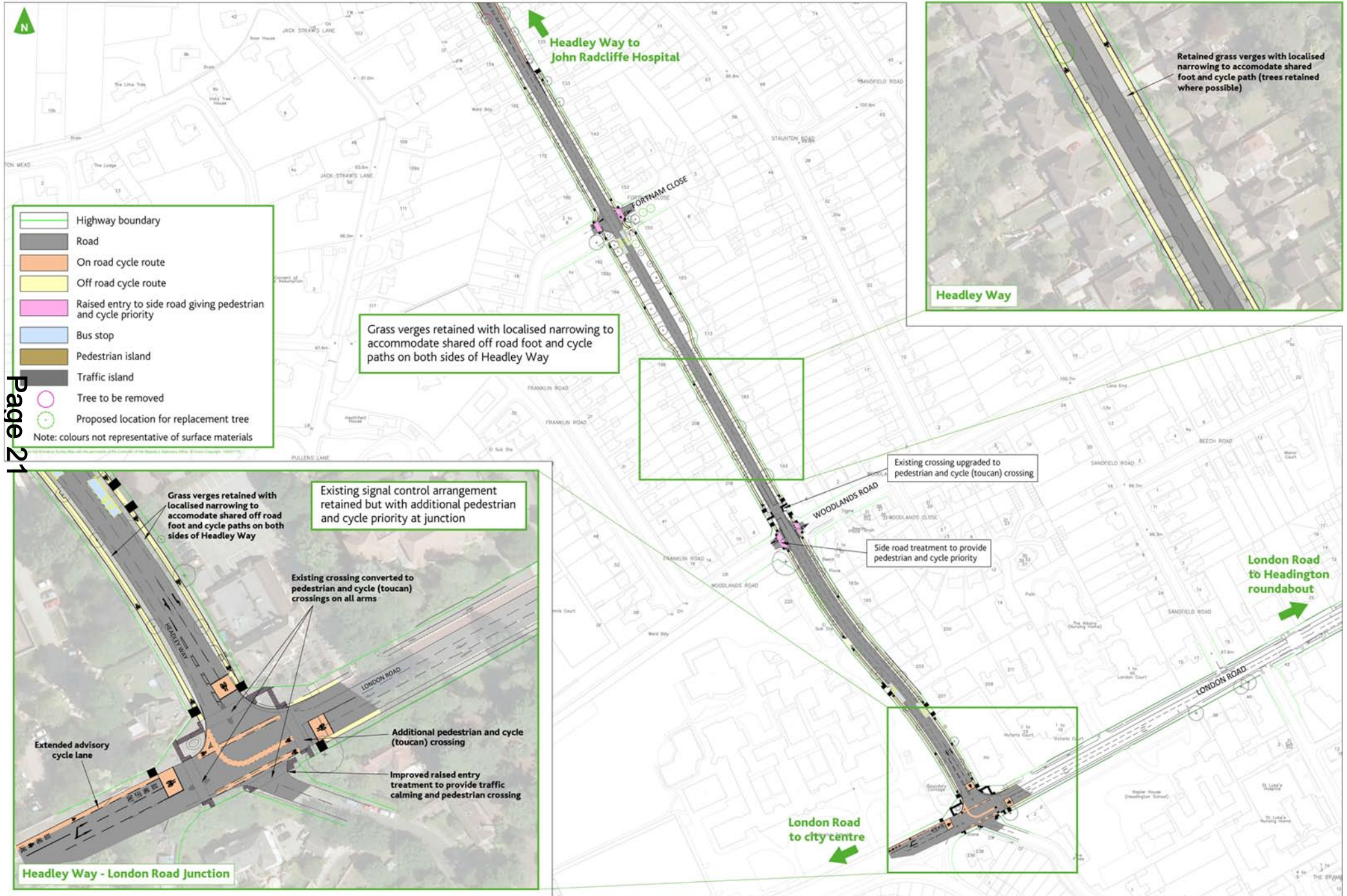
1 Cherwell Drive - Marsh Lane - Headley Way



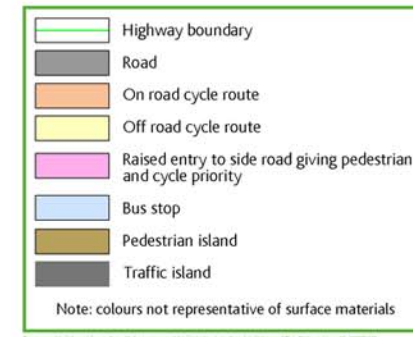
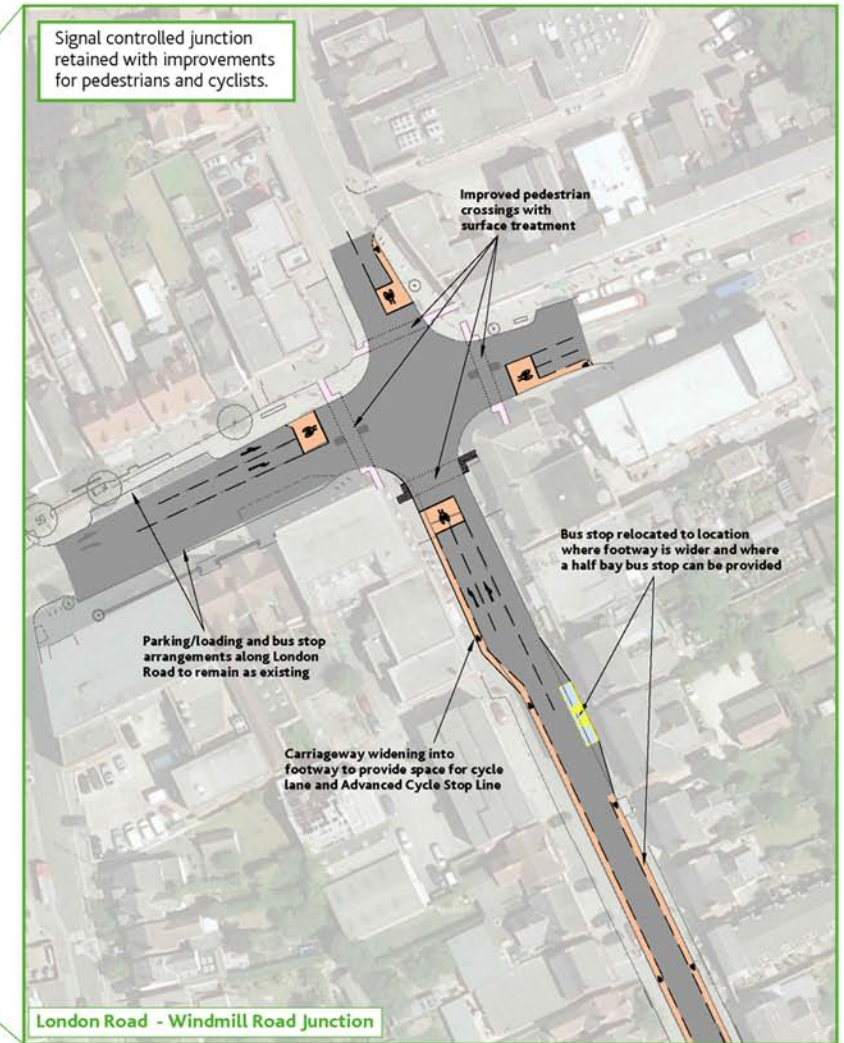
2 Headley Way - John Radcliffe Hospital Access



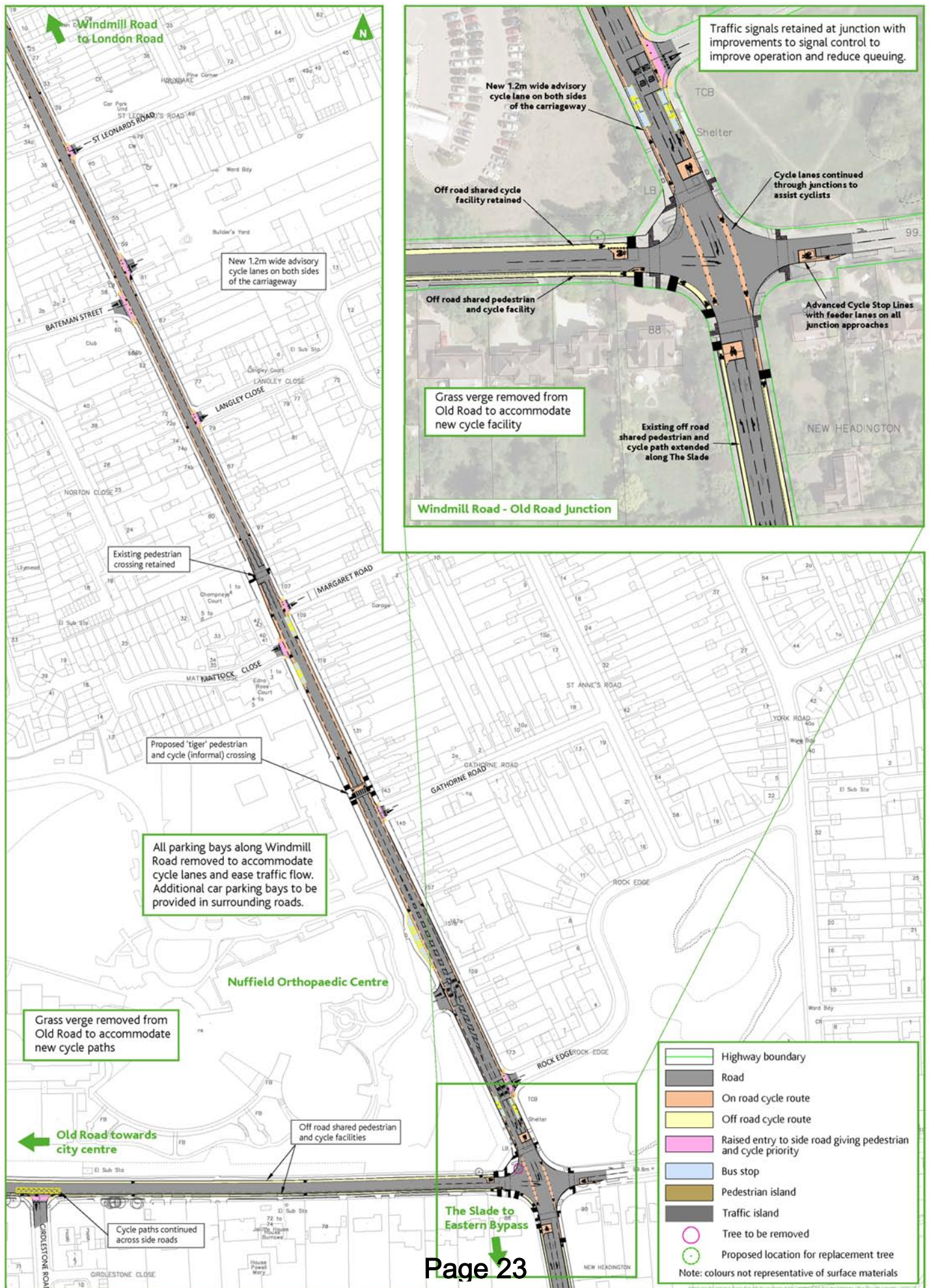
3 Headley Way - London Road



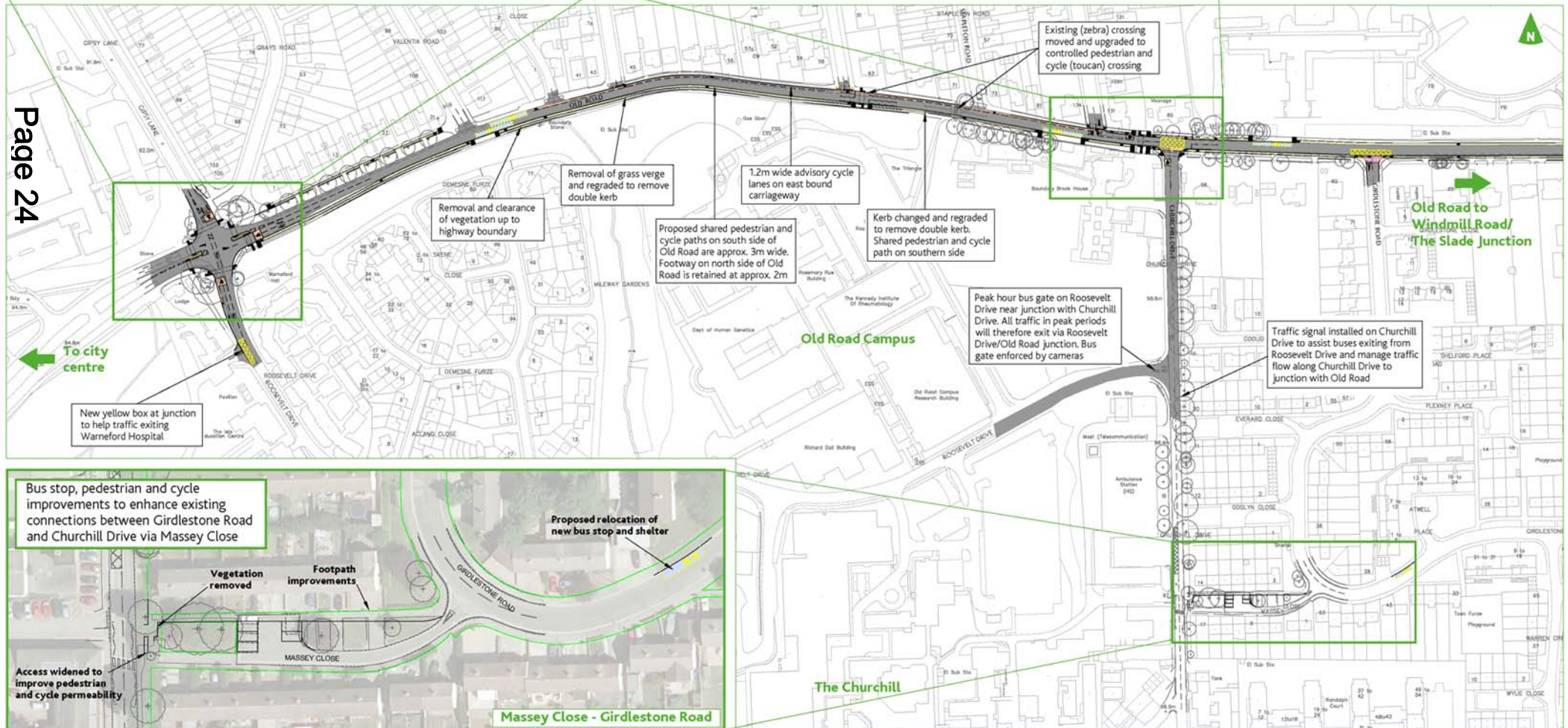
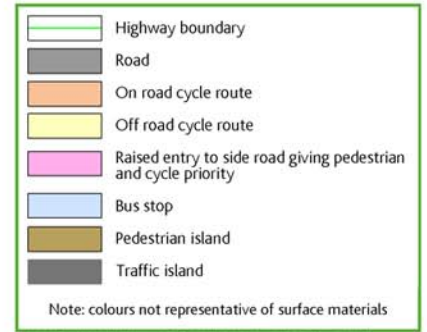
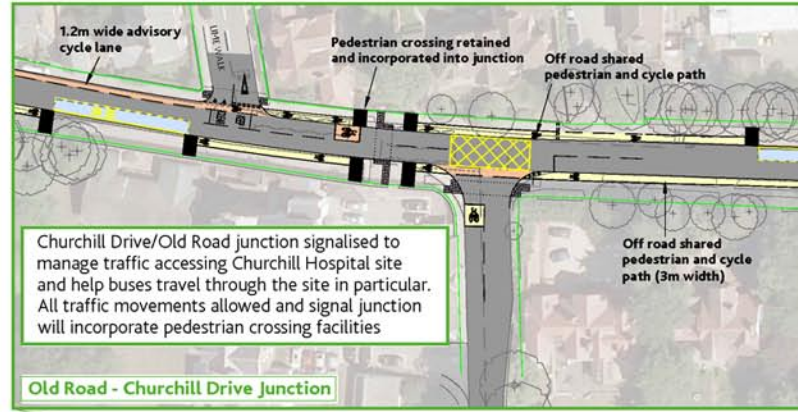
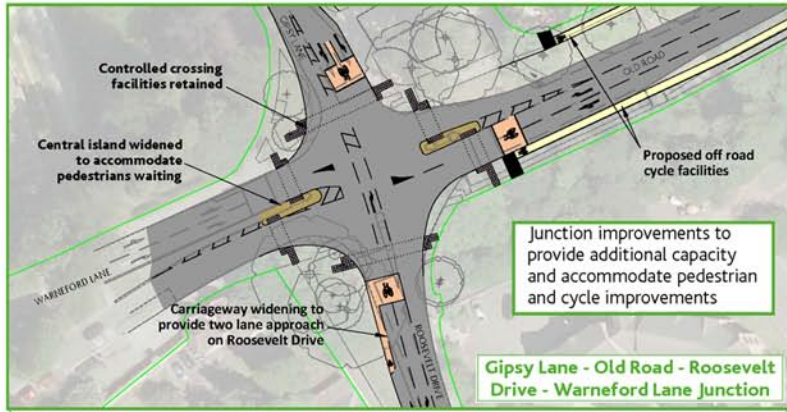
4 Headington Centre and Windmill Road

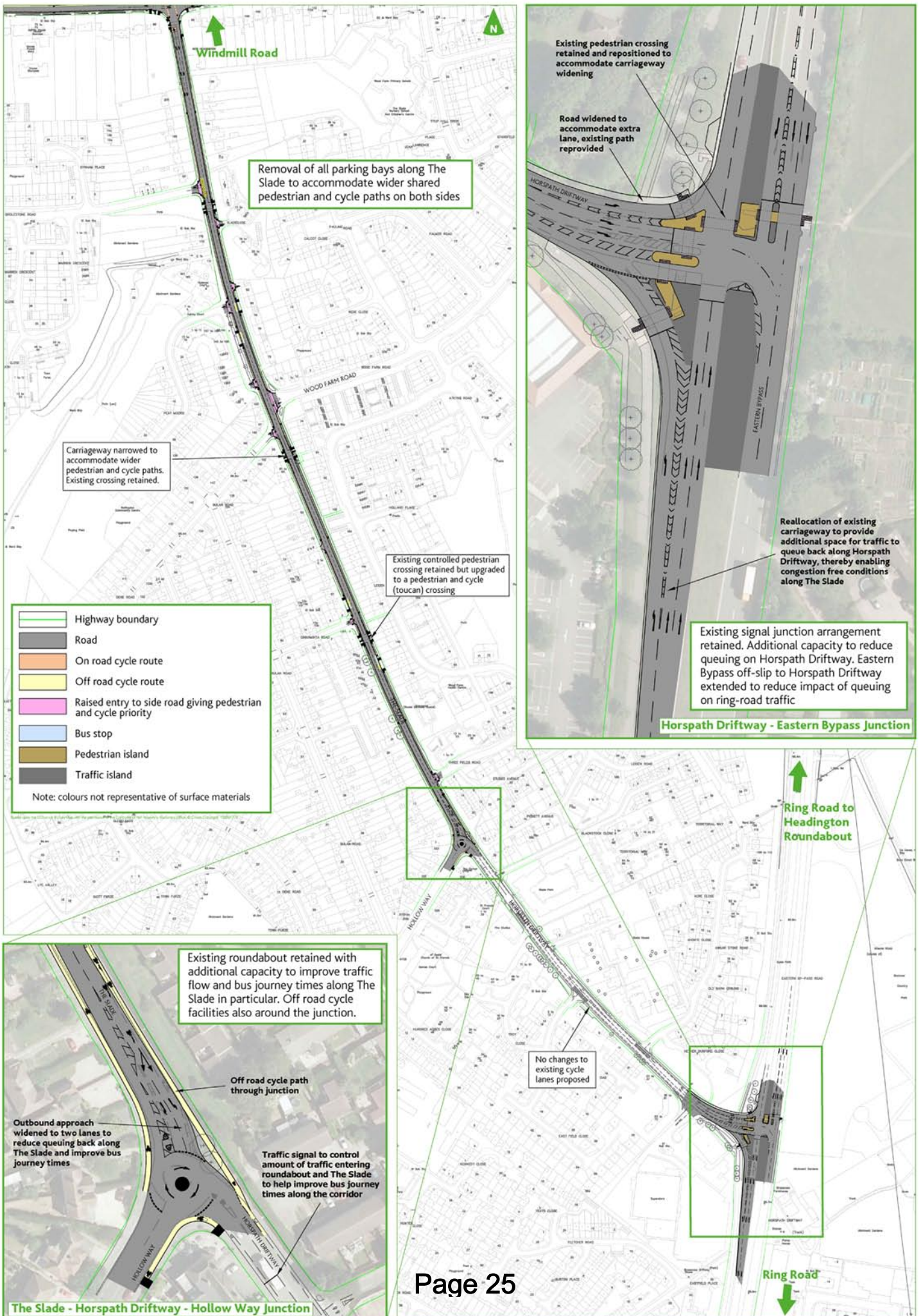


5 Windmill Road - Old Road



6 Old Road - Girdlestone Road - Churchill Drive - Roosevelt Drive





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ANNEX 4 - COMMENTS FROM FROMAL TRAFFIC REGULATION ORDER (TRO) CONSULTATION INCLUDING SIDE ROAD ENTRY TREATMENTS (Thursday 25 February to Friday 25 March 2016)			
Reference	RESPONDENT	SUMMARISED COMMENTS	OCC RESPONSE
1	Written Response, (unknown)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> Wants shared pedestrian and cycle paths to be wide enough to share with prams Concerned about impact of construction works for residents Queried improved access on roads to/from the JR Hospital but no corresponding increase to parking on site 	<p>In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m).</p>
2	Written Response, (Old High Street)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Not convinced proposals will work Asks what is being done to prevent rat running though Saxon Way and Copse Lane 	<p>Junction proposals have been designed by experienced engineers and tested using industry standard traffic models. Similar proposals e.g. signal junctions, shared cycle lanes, bus priority measures etc., have been implemented across the city and county and generally work well and have had the desired effect of reducing congestion and increasing use of more sustainable modes.</p> <p>Congestion and delay on the main roads, such as along Headley Way, is the main reason why traffic diverts to less appropriate roads. The project includes proposals to reduce this</p>

			congestion, which should have wider benefits in surrounding streets. Increasing the attractiveness of sustainable modes will also help to manage any further growth in traffic.
3	Written Response, (unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerned that large delivery vehicles will block entrance to Cherwell Drive shops 4-6 times per week 	Proposals have been assessed to ensure large vehicles can turn in and out of the service road from Marsh Lane and Copse Lane.
4	Written Response, (unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Access to the BP garage from Cherwell Drive no longer possible and will mean vehicles will have to re-route for miles. Suggests alternative access to BP garage is created 	Proposed changes to the junctions mean direct access to the BP garage from some directions will no longer be possible, and as a result some localised re-routing will be required. Alternative designs have been considered but they do not provide the same level of benefit in terms of reducing congestion, and were not considered suitable for cyclists and pedestrians. Whilst there will be some initial inconvenience caused, the proposals are considered to provide considerable wider benefits, and alternative habits are likely to become established.

5	Written Response, (unknown)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Concerned that traffic exiting Copse Lane will be made more difficult causing greater queues as this will also be used by vehicles exiting from the Cherwell Drive shops 	<p>Some of the traffic currently using Copse Lane is likely to have diverted away from Headley Way because of the long delays and congestion on this road. With the improvements some of this traffic is likely to divert back to Headley Way which could reduce the amount of traffic trying to exit from Copse Lane.</p> <p>The introduction of traffic signals will also provide additional gaps in the traffic on Headley Way, which will benefit vehicles existing Copse Lane.</p>
6	Written Response, (Stapleton Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Roundabouts are better than traffic signals for traffic flow outside of peak hours e.g. Frideswide Square works better now ▪ Concerned about access into the parade of shops at Cherwell Drive ▪ Would like JR roundabout retained with traffic lights for peak hour use only 	See response provided in main report regarding signalisation of junction.
7	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ No consideration given to Headley Way residents, and concerned residents will be left to fight over 	Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified.

		<p>parking spaces in side roads</p> <ul style="list-style-type: none"> Carrying shopping from cars to house will be made very difficult, requiring a 15 minute journey and potentially many trips back and forth 	<p>Furthermore, parking surveys undertaken by Oxfordshire County Council shows there is approx. 62 spaces available in adjacent side roads.</p>
8	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Plans still do not consider how to alleviate JR Hospital traffic – suggests separate entrance to/from the JR is required A new entrance would mean traffic signals would not be required Traffic signals will need to be synchronised given the large number being proposed Changing entrance to Cherwell Drive shops will make access more complicated, so leave the entrance alone Cycle lanes and bus stops are accidents waiting to happen Do not start any work on roundabouts until work at Cutteslowe and Wolvercote Roundabouts are completed 	<p>See response provided in main report regarding alternative access to JR Hospital. Other comments noted.</p>
9	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Concerned about access from side road (Derwent Ave.), which is already difficult, let alone with additional traffic from Barton 	<p>Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified.</p>

		<ul style="list-style-type: none"> Residents have to deal with traffic 24/7, commuters only twice a day 	
10	Written Response, (Derwent Ave.)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Residents have not been taken into consideration – they will have to compete for car parking spaces and Derwent Ave. is already used by buses and is poorly surfaced 	Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified – see main report for further response.
11	Written Response, (Unknown)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> Yellow boxes required for drivers to get across Headley Way from the Lakes 	Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified - see main report for further response.
12	Written Response, (Lakes resident)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> No environmental survey [of impact] on Lakes' residents No modelling of increased car traffic into Lakes (not even baseline data) Impact on residents not formally assessed Increased health and safety risk of corporate manslaughter charges Impact on bat population and other endangered species on Eden Drive Needs of people passing through overrides/not even balanced against local resident's needs 	<p>Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified - see main report for further response.</p> <p>An Environmental Impact Assessment (EIA) Scoping Opinion was carried out related to the proposals and this confirmed that a full EIA was not required.</p>

13	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Keep parking on Headley Way – side roads already have a lot of parking ▪ Cars already park all over the place outside St Joseph's School. Parents will just ignore the no parking ▪ The problem is not enough parking at the JR, which means traffic blocks back along Headley Way ▪ When the JR was built the plan was to provide a direct access from the bypass. Headley Way is a residential road and never intended to carry the amount of traffic it is forced to take 	Proposals have been amended to provide some parking along Headley Way, including outside St Joseph's School, which should overcome the issues identified - see main report for further response.
14	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerned about increased vehicle speed if parking bays are removed from Headley Way. ▪ Would favour proposal if speed calming measures were also proposed 	Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified - see main report for further response.
15	Written Response, (Headley Way)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Houses 23-33 Headley Way have no choice but to park on the roads because of the railings put up ▪ Priority parking for these houses needed especially as some residents are disabled 	Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified - see main report for further response.

16	Written Response, (Unknown)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Can the joint pedestrian and cycle path be wide enough for a buggy ▪ Improvements must be made for cyclists – any chance of bull in bays for the buses down London Road 	<p>Shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m).</p>
17	Written Response, (Headley Way)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Doesn't like shared pedestrian and cycle paths ▪ Likes extra crossings and additional planting 	<p>See response provided in main report regarding shared cycle and pedestrian paths.</p>
18	Written Response, (Bowness Ave.)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Can there be more consideration of safety and access arrangements for existing residents: <ul style="list-style-type: none"> ○ extension of double yellow marking at entrance to Eden Drive, and traffic calming throughout, and double yellow lines on Bowness, Coniston and Derwent Ave. where they meet Eden Drive ○ Protection of resident's access to their driveways ○ All parking to be indicated by marked bays ○ New street lighting 	<p>A business case submitted to central government for funding of the project was based on improvements being made on the B4495 and other main roads that serve the major hospital and employment sites. Therefore, roads outside of that are beyond the scope of the project and its objectives.</p>

19	Written Response, (Derwent Ave.)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Side road entry treatments seem an unnecessary distraction to car drivers, you do not think pedestrian or cyclist, and uncomfortable to drive over. A white line is sufficient 	The county council has introduced side-road entry treatments across the city. Generally these have worked very well, and are supported by most pedestrians and cyclists.
20	Written Response, (Sandfield Rd.)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> As a cyclists, pedestrian and driver I do not like shared paths especially where there are many side roads as cyclists are expected to give way Please rethink proposals and come up with a way of pedestrians and cyclists having priority at side roads The traffic problem in Headington will only be solved when people are encouraged not to drive 	Proposals consulted last summer included mandatory cycle lanes, which would have given cyclists priority at side roads. These proposals would have led to the removal of many trees including those along Headley Way. There was significant objection to these proposals and so shared cycle and pedestrian paths are proposed instead. Raised side-road entry treatments are also proposed to give pedestrians and cyclists more priority when they cross. Similar improvements have been successfully rolled out across the city.
21	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Concerned there won't be capacity in the Lakes' CPZ area to absorb displaced parking from Headley Way, and lack of ability to park near own 	Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified – see main report for further details.

		home	
22	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Not keen on shared pedestrian/cycle paths as concerned cyclists will travel at speed ▪ Suggests cyclists should be accommodated on-road through road widening 	<p>Proposals consulted on last summer included mandatory cycle lanes, which would have meant cyclists travelling on road. These proposals would have led to the removal of many trees. There was significant objection to this and so shared cycle and pedestrian paths are proposed instead. Shared paths will have a total width of 3 to 4m, and be segregated with a white line.</p>
23	Written response (Old Road Campus)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Access to Old Road Campus would be improved by a shuttle bus for employees that would operate early until late. The 600 service fails to do this 	<p>Comment noted. Improving bus access onto the Churchill Hospital/Old Road Campus site, as proposed, should encourage greater take up of public transport which may also lead to more services.</p>
24	Written response (Cummings Close)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Traffic travelling from Staunton Road to Headington will have to enter the JR, adding to traffic here ▪ Reversing the Cherwell Drive shops exit onto Copse Lane will cause more problems than present 	<p>Local access will be affected by signalling the JR Hospital junction, although not all car drivers will choose to enter the JR site, with some preparing to use entirely different routes. The wider benefits, that include reduced congestion, more reliable bus services, and</p>

		<ul style="list-style-type: none"> How do residents on Windmill Road access parking on Bateman St. – they will need to travel via Headington central or Old Road which will cause more traffic and pollution 	<p>improved cycle facilities at the junction, are considered to outweigh the inconveniences caused.</p> <p>Proposals have been amended to provide some parking along Windmill Road, which should overcome the issues identified – see main report for further details.</p>
25	Written response (Headington)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Removing roundabouts and replacing them with traffic signals will obstruct traffic Queries need for works near Headington shops given changes were only recently made Taking car parking off Headley Way and putting cycle lanes on road is long overdue 	<p>See response provided in main report regarding signalisation of junction.</p> <p>Only minor changes are proposed in central Headington, including relocation of a bus stop, because of the narrow footway, and localised road widening to accommodate a cycle lane.</p>
26	Written response (Headington)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Plans are flawed: to exit Copse Lane will require traffic signals, and will be very difficult to access petrol station from A40 [Marsh Lane] due to increased number of lanes Loss of green space and trees is poor 	<p>Some of the traffic currently using Copse Lane is likely to have diverted away from Headley Way because of the long delays and congestion on this road. With the improvements some of this traffic is likely to divert back to Headley Way which could reduce the amount of traffic trying to exit from Copse Lane.</p>

			<p>The introduction of traffic signals will also provide additional gaps in the traffic on Headley Way, which will benefit vehicles existing Copse Lane.</p> <p>See response provided in main report regarding loss of trees/grass verges.</p>
27	Written response (Derwent Ave.)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Completely ignores Lakes residents ▪ Send bike lanes up through Old Headington where roads are less congested and steep ▪ Concerned that more buses from the new Barton will be using Derwent Ave. ▪ Enable access onto Headley Way by providing yellow box junctions ▪ Put markings at the end of the road not raised tables ▪ Resurface the road for the first time in 30 years! 	<p>Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified – see main report for further details.</p>
28	Written response (Mileway Gardens)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerned bus gate on Roosevelt Drive could trap residents. Requests for resident's exemption allowing them to exit at peak times. Residents could submit vehicle registrations to enable this ▪ Signalising Old Road/Churchill Drive and allowing all movements is good 	<p>Allowing residents to use the bus gate would potentially undermine the benefits to buses and may cause some confusion over who can and can't use the bus gate. Proposals do however include capacity enhancements at the Roosevelt Drive/Gipsy Lane/Old Road junction, which will help to</p>

			reduce queuing on Roosevelt Drive and ensure local residents are able to access the wider network without having to use the internal road network of the Churchill Hospital site.
29	Written Respose (Woodstock Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Queries Windmill Road parking assessment findings and suggests untidy parking will mean there is only just enough capacity to accommodate displaced parking from Windmill Road ▪ In addition, some residents will have to park over 400m to park their car 	The parking assessment showed that even with untidy parking there is capacity in existing side roads. Furthermore, additional spaces are proposed and some parking is now proposed to be retained on Windmill Road – see main report for further details.
30	Written response (Margaret Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Changes to Windmill Road parking will harm the quality of life for residents, with the loss of parking creating competition for space between residents ▪ Extra congestion will be added to Margaret Road which is already a rat-run and the school drop-off and pick-up will further intensify problems ▪ The £12.5m is not justified by the marginal and dubious benefits ▪ Without creating proper cycle lanes and widening pavements the objectives of improving safety are probably illusionary ▪ An unobstructed Windmill Road will encourage speeding 	Proposals have been amended to provide some parking along Windmill Road, which should overcome the issues identified – see main report for further details.

31	Written response (Purcell Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Access to the petrol station on Cherwell Drive from Marsh Lane and Summertown direction will be very difficult and will create more holdups than currently 	<p>Proposed changes to the junctions mean direct access to the BP garage from some directions will no longer be possible, and as a result some localised re-routing will be required. Alternative designs have been considered but they do not provide the same level of benefit in terms of reducing congestion, and were not considered suitable for cyclists and pedestrians. Whilst there will be some initial inconvenienced caused, the proposals are considered to provide considerable wider benefits, and alternative habits are likely to become established.</p>
32	Written response (Bowness Ave.)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Map showing proposals are deliberately small and up so no details can be discerned ▪ No commitment to removing traffic but widening roads will encourage more traffic and lead to higher pollution levels and increased risk of accidents ▪ Moving resident's parking to side streets, which despite surveys, are already busy, so is unrealistic. There are no spare parking spaces 	<p>Road widening is being undertaken to provide bus and cycle route improvements and reduce congestion that is currently holding up buses in particular. Without these improvements it will be more difficult to encourage greater take up of sustainable modes. Demand management measures are also required, and the Oxford Transport Strategy includes proposals to introduce a Workplace Parking Levy.</p>

			Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified.
33	Written response (Piper St., Headington)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Remember residents need access too and businesses! ▪ What is the rationale with maintaining Windmill Road as a 30mph? 	Comments noted.
34	Written response (Headington)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> ▪ Details of controlled parking zones for The Slade and Headington requested 	Information request.
35	Written response (Windsor St., Headington)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Proposals will not improve conditions for residents ▪ Windmill Road should only have parking removed 	Proposals have been amended to provide some parking along Windmill Road, which should overcome the issues identified.
36	Written response (St Anne's Rd)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> ▪ Concerns about narrowing the pavement at the top of Windmill Road ▪ New half on/half off bus bay will increase traffic 	Traffic will be able to pass a bus waiting in the proposed bus stop, which should reduce the potential for traffic to be held up.

		<ul style="list-style-type: none"> ▪ Parking removal Windmill Road will increase vehicle speed ▪ Adding half the amount of parking on surrounding streets not enough 	Proposals have been amended to provide some parking along Windmill Road, which should overcome the issues identified.
37	Written response (Oxford University employee)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> ▪ Launch a shuttle route from science area to Headington 	Comment noted.
38	Written response (Unknown)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> ▪ Traffic control on entrance to Churchill and Marsh Lane from Headley Way should improve congestion. ▪ Concerned about removal of parking on Windmill Rd and The Slade will increase congestion along the side roads and be dangerous for local children and pets if everyone starts parking there. 	Proposals have been amended to provide some parking along Windmill Road, which should overcome the issues identified. Other comments noted.
39	Written response (Brookside)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> ▪ Important that Brookside/Headley Way/London Rd junction lights remains the same with Brookside exit coming after Headley Way not after London Rd. 	Comment noted.

40	Written response (Unknown)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> ▪ Consider moving bus stops approx. 200m into current laybys thus taking out of traffic flow. ▪ Yellow box at entrance to Cherwell Drive shops. 	Comments noted.
41	Written response (Elms Drive)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Turning right into Copse Lane from the shops will create congestion as access will be difficult. ▪ Concerns about the safety of vehicles turning in from Headley Way to Copse Lane. 	Comments noted.
42	Written response (Headley Way)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> ▪ Widen the bellmouth on every driveway to accommodate modern vehicle wheel tracks. 	Comment noted.
43	Written response (Old Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Safety of school children on shared pedestrian/cycle path on Old Rd from Gipsy Lane to Valentia Rd ▪ Why move zebra crossing from west of Stapleton Rd? ▪ More repeater bike symbols from Girdlestone Rd to its junction with The Slade. 	Relocation of the zebra crossing on Old Road is to align with proposals for more points of access to the Old Road Campus from Old Road.

44	Written response (Bowness Avenue)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of grass verge and tree replacement on Cherwell Drive will change environment. ▪ Not enough parking spaces in The Lakes. ▪ Concerns about safety of shared pedestrian/cycle path with children. ▪ Upper pavement on left side of Headley Way made completely level (i.e. no steps) so that it can be used for prams/wheelchairs etc. 	Shared paths will have a total width of 3 to 4m, segregated with a white line. Other comments noted.
45	Written response (Foxwell Drive, Headington)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Copse Lane onto Headley Way should have traffic lights and a hatched area. ▪ Cherwell Drive direction of traffic should remain the same - delivery vehicles to the co-op will cause traffic problems. ▪ Lights on Marsh Lane/Headley Way/Oxford Rd need pushing back and hatched areas put in. ▪ Traffic exiting BP garage are going to find it difficult to exit at peak times. ▪ Widening on Headley Way or bus pull in lanes on both sides of road. 	<p>See response provided in main report regarding loss and replacement of trees (see Para. 25).</p> <p>Other comments noted.</p>
46	Written response (Arlington Drive, Marston)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Access to shops from Marsh Lane would lead to back up as people trying to turn right. ▪ Route of entrance will go straight across cycle 	See main report for response to why junction is proposed to be signalised. Other comments noted.

		<p>track (concerns about safety of cyclists).</p> <ul style="list-style-type: none"> ▪ Replace roundabouts with 2 sets of traffic lights and 1 for pedestrians to improve traffic flow? 	
47	Written response (Edgeway Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of grass public space at Cherwell Drive shops. ▪ No provision for traffic turning right leaving BP garage. ▪ Cherwell Drive direction of traffic - delivery vehicles to the co-op will block the road and will become an alternative through route. ▪ Traffic lights at Cherwell Drive/Marsh Rd/Marston Rd will slow down traffic. ▪ Why are there no stats on proportion of journeys terminating at JR hospital? 	<p>See response provided in main report regarding loss and replacement of trees 25).</p> <p>Proposed changes to the junctions mean direct access to/from the BP garage from some directions will no longer be possible, and as a result some localised re-routing will be required. Alternative designs have been considered but they do not provide the same level of benefit in terms of reducing congestion, and were not considered suitable for cyclists and pedestrians. Whilst there will be some initial inconvenienced caused, the proposals are considered to provide considerable wider benefits, and alternative habits are likely to become established.</p> <p>Delivery vehicles already use the service road, but do not block it. Proposals retain the same width so there is no reason why this should happen. Swept path analysis has been undertaken and shows large</p>

			vehicles can enter and exit from marsh Lane and Copse Lane.
48	Written response (The Slade)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Plans to barrier off present open parking for visitors, delivery vehicles and workers at Lye Valley entrance between 169-173 The Slade. Cyclists will not take note of shared pedestrian/cycle path between Girdlestone Rd and Peat Moors. Road narrowing will increase turning time into side roads. Sight lines across the pavement are also poor. 	<p>Properties near 169-173 The Slade either have access to off-street parking or observations confirm there is plenty of space in surrounding side roads.</p> <p>Road narrowing will also help to reduce vehicle speeds and therefore increase safety for pedestrians and cyclists.</p>
49	Written response (Unknown)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> Delivery services of traders? Disabled parking please 	Comments noted.
50	Written response (Stile Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Stile Rd - Observed cars speeding the wrong way on one-way street. "No entry" sign not sufficient. Adding new parking spaces on Stile Rd will make situation worse. 	Comments noted.

51	Written response (Unknown)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> ▪ Helpful to increase transportation options to science/engineering areas, especially at peak times. 	Comment noted.
52	Written response (Eden Drive, Headington)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> ▪ Concerns about local pensioners access to bus services 	Comment noted.
53	Written response (The Slade)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerned about safety of shared pedestrian/cycle path ▪ Will Oxford meet the personal injury claims if someone gets hit by a cyclist? ▪ Parking on The Slade/Girdlestone Rd already overcrowded. ▪ What about visitor parking? 	In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc. This width will encourage greater lane compliance, and experience of similar provision across the city shows that shared paths work well and safety is generally not a problem.
54	Written response (Coniston Avenue)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Appears to be no joined up planning/discussions with Hospital Trust. 	Proposals have been developed with the NHS Hospital Trust.

55	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Cherwell Drive/Marsh Lane junction - no easy way out for cars turning right 	<p>Cars will be able to turn right from Marsh Lane into Cherwell Drive. Proposed changes to the junctions mean right turn access to the BP garage will no longer be possible, and as a result some localised re-routing will be required. Alternative designs have been considered but they do not provide the same level of benefit in terms of reducing congestion, and were not considered suitable for cyclists and pedestrians. Whilst there will be some initial inconveniences caused, the proposals are considered to provide considerable wider benefits, and alternative habits are likely to become established.</p>
56	Written response (Dora Carr Close, Northway)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Not clear how you access shops if you are coming from Headley Way or Summertown Cherwell Drive/Marsh Lane junction - hatch markings needs to be retained. 	<p>Vehicles will be able to directly enter the service road from Cherwell Drive.</p>
57	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Opposes change of direction outside Cherwell Drive shops. 	<p>This is required to signalise the junction. See response provided in main report regarding signalisation of junction (see Paras. 25-28).</p>

58	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Build more car parking space or better bus access. 	Comments noted.
59	Written response (Unknown)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> ▪ Add trees to houses on Cherwell Drive 	Comment noted.
60	Written response (Sandfield Rd)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Why are you putting traffic lights in Marston? ▪ Cycling up/down Headley Way needs to use less pavement space. 	See response provided in main report regarding signalisation of junction (see Paras. 25-28).
61	Written response (Headley Way)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of parking from Headley Way will be inconvenient for families and old people. ▪ Proposes 20mph speed limit and additional traffic lights in the middle of the road to aid safe crossing. 	Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified.
62	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Removing parking on Windmill Rd will affect business and livelihood. Could put 5 people out of work. Please ask local home and business owners before you make your final decision. 	Proposals have been amended to provide some parking along Windmill Road, which should overcome the issues identified.

63	Written response (Cherwell Drive)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Reversed traffic flow at Cherwell Drive shops will cause vehicles from Marsh Lane to Headley Way to do a rat run through the shops. Cannot work out how to get from Cherwell Drive to shops. 	Traffic already rat runs from Copse Lane to Marsh Lane. Signalisation of junction and reversal of access in service road will stop this. Traffic lights will be set up so traffic leaving March Lane will have progression through the junction reducing the potential for any rat running.
64	Written response (Headley Way)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Lack of parking on Headley Way Proposed ideas: Make individual parking bays and give priority parking to houses with the railings 	Proposals have been amended to provide some parking along Headley Way, which should overcome the issues identified.
65	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Lack of parking for old and disabled people on Cherwell Drive. 	Parking is to be retained on Cherwell Drive.
66	Written response (Unknown)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> Critical to provide safe crossing from Lime Walk to Osler Rd for pedestrians and cyclists travelling between JR and Churchill 	Proposals now include this.

67	Written response (Massey Close)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> Resident was not informed about consultation - concerned people on their road are unaware of A2H scheme. 	See main report paras. 8, 11 and 16 which confirms scope of consultation undertaken.
68	Written response (St Anne's Rd)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Safety of shared cycle/pedestrian path along the ring road to Horspath Driftway. 	In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc. This width will encourage greater lane compliance, and experience of similar provision across the city shows that shared paths work well and safety is generally not a problem.
69	Written response (St Anne's Rd)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Loss of grass verge on Old Rd 	Loss of the grass verge is to accommodate cycle lane improvements along Old Road, which are currently substandard. Limited road width means some reallocation of space is required, and scheme will have wider benefits, including reduced congestion and greater take up of cycling.
70	Written response (St Anne's Rd)	Objection – due to the following reasons:	Comments noted.

		<ul style="list-style-type: none"> Plan 2 - cyclists swerving on and off road is not satisfactory Tradesmen may get into the habit of parking on Rock Edge 	
71	Written response (Institute of Radiation Oncology, London)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> Ensure much quicker access for traffic going towards London from Old Rd. 	Comments noted.
72	Written response (Massey Close)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Gate widening at end of Massey Close. The gate is wide enough for pedestrians however hospital staff stand around it smoking. 	Proposals are to make this route more attractive for pedestrians and cyclists, with very limited widening proposed, and which will mean motorbikes would still not be able to pass.
73	Written response (Massey Close)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Moving bus stop on Girdlestone Rd - feels bus stop is currently in a safe place for traffic and pedestrians. 	Relocation of the bus stop is proposed in order to provide a proper bus stop and shelter.
74	Written response (University of Oxford Staff)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> Parking inadequate for staff and patients at hospital. 	Comment noted.

75	Written response (Edgeway Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Access to Cherwell Drive shops particularly from Marston Rd. ▪ Loss of parking for Headley Way residents. ▪ Cyclists - how does speeding up the ability to cycle down Headley Way improve their safety? 	<p>Vehicles will be able to access the shops directly from Cherwell Drive.</p> <p>Proposals now include some parking to be retained on Headley Way.</p> <p>The proposal is to provide continuous cycle lanes to make cycling more attractive and safer.</p>
76	Written response (Margaret Road Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerns about how parking removal on Windmill Rd and will impact on side roads. ▪ Widening gap on Massey Close will create a shortcut/rat run for motorbikes. 	<p>Proposals now include some parking to be retained on Windmill Road.</p> <p>Proposals are to make the Massey Close route more attractive for pedestrians and cyclists, with very limited widening proposed, and which will mean motorbikes would still not be able to pass.</p>
77	Written response (Holyoake Road)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> ▪ Zebra crossing and cycle crossing without lights should be preferred to light controlled crossings. 	Comment noted.
78	Written response (Windmill Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of parking on Windmill Rd 	Proposals now include some parking to be retained on Windmill Road.

		<ul style="list-style-type: none"> Proposed parking bays seem to be in places that were not considered safe or well-located e.g. narrow streets on bends or junctions. Concerned about shared pedestrian/cycle path. Roads like Lime Walk with traffic calming measures would be better served as a safe, quick route for cyclists. 	Cyclists also use main roads, not just quieter side roads.
79	Written response (Latimer Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Measures look designed to increase traffic capacity rather than reduce traffic and encourage cycling and use of public transport. Much greater priority needs to be given to dedicated cycle lanes not narrow lanes along the sides of roads. 	<p>Some additional capacity at junction is proposed, but this is required to reduce congestion on key bus routes, and where there isn't space for physical bus priority measures. Additional capacity also means that extra pedestrian and cycle crossings can be provided, as well as cycle pre-signals, without having a negative impact on traffic (and buses).</p> <p>Proposals include lots of new cycle lanes throughout the project area. In most cases these are shared paths, but segregated with white lines, and between 3-4m. Headington is however a built up area with grass verges and trees along many routes, which inevitably means some compromises have to be made.</p>
80	Written response	Objection – due to the following reasons:	The design of on- and off road cycle

	(Old Road)	<ul style="list-style-type: none"> Plans aim to bring jobs to area - should not be the priority. Currently jobs unfilled because people cannot afford to live here. Pedestrian and cycle paths - unclear mixture of on-road and off-road cycling. Parking removal on Headley Way and Windmill Rd will cause parking on pavements/over cycle lanes and more residents will pave over front gardens. 	<p>lane transition points is to be considered in more detail during detail design.</p> <p>Proposals now include some parking to be retained on Headley Way and Windmill Road.</p>
81	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Relocation of bus bay on Windmill Rd nearer to London Rd shops - potential passengers will obstruct pedestrians passing Holyoake Rd proposed parking west side opposite 25 - will this obstruct view for drivers leaving London Court parking area? Will kerb be lowered to protect tyres of vehicles? 	The current location of the bus stop is a very narrow section of footway, so proposals are to relocate where potential conflicts will at least be reduced.
82	Written response (Unknown)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> Headley Way parking bays is a good idea. Remove all parking restrictions in Lakes. 	Comments noted.
83	Written response (St Anne's Rd)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Information provided on displaced parking spaces insufficient. 	Comment noted.

84	Written response (St Anne's Rd)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Parking removal on Windmill Rd will increase traffic speed and volume and increase danger to cyclists ▪ Wanted to see a plan to introduce 20mph zone on Windmill Rd. 	Proposals now include some parking to be retained on Windmill Road.
85	Written response (St Anne's Rd)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Exhibition makes the additional parking areas for streets off Windmill Rd unclear. No information directly to residents about parking. 	Comment noted.
86	Written response (Windmill Rd)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> ▪ Operates food retail along Windmill Rd. Found that "new bus stop" is very helpful. However, concerned about day to day delivery ▪ Proposes full use of the new bus stop and make more space for loading bays - better for all businesses along Windmill Rd. 	Comments noted.
87	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Parking removal on Headley Way is an inconvenience particularly for people with physical difficulties. 	Proposals now include some parking to be retained on Headley Way.

88	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerned that parking has not been addressed and will affect residents with mobility issues. ▪ Proposed traffic lights will hold up vehicles for longer. 	<p>Proposals now include some parking to be retained on Headley Way and Windmill Road.</p> <p>See response provided in main report regarding signalisation of junction (see Paras. 25-28).</p>
89	Written response (Windmill Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Parking removal on Windmill Rd will encourage traffic to speed and cycle lanes will be regularly blocked by delivery vans, removers, workmen, gas repairs etc. ▪ Concerned about speeding on Windmill Rd. Installation of speed cameras would be needed. 	<p>Proposals now include some parking to be retained on Windmill Road, which is considered to address concerns raised.</p>
90	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Bus stop at Windmill Rd/Old Rd junction needs moving back down Windmill Rd as impacts traffic at junction. ▪ Need yellow box at end of Stile Rd as busy junction (co-op) 	<p>Proposed half-bay bus stop is sufficiently wide enough to allow vehicles to pass.</p>
91	Written response (Morrell Av.)	<p>Objection – due to the following reasons:</p>	<p>Yes, but this will reduce width of road which could then block other vehicles</p>

		<ul style="list-style-type: none"> ▪ Parking at Cherwell Drive shops. Would angled parking be more space efficient than linear parking? 	including large vehicles making deliveries.
92	Written response (Bateman Street)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Bus stop for no.10 bus close to the traffic lights on Windmill Rd near Rock Edge needs to be moved to before the entrance to Rock Edge. This will ensure better flow of traffic. 	Access is required to properties so bus stop cannot be relocated south of Rock Edge.
93	Written response (Osler Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Parking removal on Windmill Rd - all surrounding streets are full of cars. ▪ London Rd, Headley Way and JR entrance look dangerous for cyclists, especially the latter with cyclists running across the traffic. ▪ Concerned about safety of parking in front of shops on Headley Way with cars crossing from Cherwell Drive. 	<p>Some parking is now proposed to be retained on Windmill Road.</p> <p>These junctions currently have no provision for cyclists. Cycle pre-signals at some of the junctions and 'elephants' feet will help to both guide cyclists and make drivers more aware of cyclists' priority. Proposals have been independently audited for road safety and are considered acceptable.</p>
94	Written response (Norton Close, Headington)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Potential of car parking on green space in Norton Close. Parking is already happening on this area. Limited enforcement happening. 	Comment noted.

95	Written response (Headley Way)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Objects to the toucan crossing in front of front gate. It will devalue the house. 	Comment noted.
96	Written response (Stile Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Opposes proposed parking bay outside number 25 and 25A Stile Rd given the heavy use of Stile Rd by co-op and other Lorries. ▪ Concerns this proposal is not viable or safe. ▪ Can good lorries, fire engines, refuse trucks etc pass through 2 rows of cars? ▪ Problems for people with mobility vehicles and residents accessing their homes. 	Comments noted.
97	Written response (Kennett Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Parking removal on Windmill Rd - insufficient parking available on surrounding streets 	Some parking is now proposed to be retained on Windmill Road. Two separate parking surveys also confirm that there is some existing parking capacity in side roads and proposals also provide some more.
98	Written response (Kennett Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Parking removal on Windmill road - not enough parking for residents/visitors. 	Some parking is now proposed to be retained on Windmill Road. Two separate parking surveys also confirm that there is some existing

		<ul style="list-style-type: none"> Concerns this would speed up traffic. 	<p>parking capacity in side roads. Proposals also include provision for new parking spaces in the area.</p>
99	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Moving bus stop on Massey Close. Has a survey been done? Widening end of Massey Close will double traffic and encourage motorbikes to go through. 	<p>The purpose of moving the bus stop is to provide a bus shelter.</p> <p>The purpose of improving the Massey Close connection is to make it more attractive for pedestrians and cyclists not vehicle or motorbike traffic.</p>
100	Written response (Headley Way)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Concerned about parking for residents on Headley Way embankments area. Concerned about exiting BP garage and crossing 3 lanes of traffic to go back up Headley Way. Crossing bottom of Headley Way will be very hard with pushchair/old people. There needs to be a crossing here. Headley Way residents cannot get cars off the road - would like priority parking. 	<p>Proposals now included some parking retained on Headley Way along the embankment.</p> <p>Vehicles exiting the BP garage will not be able to directly access Headley Way, instead they will have to use an alternative route. This will cause some inconvenience but it means traffic will not be crossing three lanes of traffic.</p> <p>The existing controlled crossing at the bottom of Headley Way will be retained.</p>
101	Written response	<p>Objection – due to the following reasons:</p>	<p>In most instances shared paths will</p>

	(Ouseley Close, Marston)	<ul style="list-style-type: none"> ▪ Concerned shared pedestrian/cycle path won't work with large amounts of walking children and speeding cyclists ▪ Concerned about cyclists giving way to petrol station traffic on Cherwell Drive. ▪ Why are all toucan crossings split? Why not have single crossing? 	<p>have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc. Experience from across the city show that this standard of provision works well and safety is not an issue.</p> <p>Some crossings are split, and some are not. Split crossings are generally located where there are more traffic lanes.</p>
102	Written response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Copse Lane/Headley Way junction needs revision. 	Comment noted.
103	Written response (The Slade)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerned about the safety of shared pedestrian/cycle path at The Slade/Old Rd junction. ▪ Observed cyclists coming round the corner at high speeds. Has observed injuries from pedestrians getting hit by cyclist on the pavement. 	<p>In most instances shared paths along The Slade will be 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc. Experience from across the city show that this standard of provision works well and safety is not an issue.</p>
104	Written response (Bowness Avenue)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Increased traffic flows causing air pollution. 	Proposals now include the retention of some parking along Headley Way, which will reduce the need for

		<ul style="list-style-type: none"> ▪ Parking at The Lakes will cause confrontation between residents and parkers from outside. 	<p>additional parking in side roads. Separate surveys have confirmed that side roads could accommodate some overspill parking.</p> <p>The objective is to manage growth is traffic by making other non-car mode more attractive. A lack of cycle lanes throughout the area, and delay to bus services means it is harder to encourage greater take up of these modes.</p>
105	Written response (Ewin Court)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Removing parking bays on Headley Way and commuters will continue to park in Ewin Close. ▪ Concerned about disabled residents access to parking. ▪ Need to inforce parking zone or disabled bays on Ewin Close. 	Proposals now retain some parking on Headley Way.
106	Written response (Mark Rd, Headington)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> ▪ Extra cars park on York Road due to school traffic and parking is currently chaotic at school times. 	Comment noted.
107	Written response (Stile Road)	Objection – due to the following reasons:	Comment noted.

		<ul style="list-style-type: none"> ▪ Feasibility of proposed parking bay outside 25 and 25A Stile Rd. ▪ Lorries for co-op would not be able to get up, and access to resident's drives would not be feasible. 	
108	Written response (Brookside, Headington)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerned about re Cherwell Drive/Marsh Lane/Headley Way junction. ▪ Opposes removal of grass verges and trees. <p>Additional comment:</p> <ul style="list-style-type: none"> ▪ Feels safe when cycling and feels that the new improvements to the crossings/cycle lanes, advanced lights are all a good plan. 	<p>This is required to signalise the junction. See response provided in main report regarding signalisation of junction (see Paras. 25-28).</p> <p>See response provided in main report regarding loss of trees/grass verges (see Para. 24).</p>
109	Written response (Burdell Avenue, Sandhills)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Half bus stop on Windmill Rd will back up traffic at the junction and pedestrians have less space by shops. ▪ Not enough space on side roads to remove parking on Windmill Road. 	<p>Half-bay bus stop has been designed so that traffic can pass a parked bus.</p> <p>Proposals now include some parking to be retained on Windmill Road. Two separate parking surveys confirm there is some space in side roads to accommodate displaced parking, and additional bays are also proposed.</p>
110	Written response (Ramsay Road)	No objection but had the following comment:	Access is required to properties so bus stop cannot be relocated south of

		<ul style="list-style-type: none"> At Old Rd/Windmill Rd junction consider moving bus stop closer to Rock Edge as it blocks flow of traffic at crossroads. 	Rock Edge.
111	Written response (Quarry School Place, Headington)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Shortage of parking spaces in Headington. Need more car parking spaces not less. Concerned proposals give too much space to cyclists. 	Comments noted.
112	Written response (St Leonards Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> 4 half on/half off parking bays on Stile Road will make access to driveway difficult and dangerous. 	Comment noted.
113	Written response (Unknown)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> Open Brookfield Crescent to buses or ambulance to ease Marsh Lane. 	Comment noted.
114	Written response (Lime Walk)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> Agrees another crossing is needed on London Rd by Osler Rd. Shared cycle paths need to be aware of bus stops i.e. by Churchill Drive is a narrow pavement. 	Comments noted.

115	Written response (Wharton Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Opposes removal of parking on Windmill Rd. ▪ Concerned parking would be too limited and not everyone can cycle or use public transport to go to work. 	Proposals now include some parking on Windmill Road. Two separate parking surveys confirm there is some space in side roads to accommodate overspill, and additional spaces are also being proposed.
116	Written response (Unknown)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> ▪ Concerned about bike lanes. 	Comment noted.
117	Written response (Holyoake Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Proposed half pavement parking at 14 Holyoake Rd is too tight. Concerned about visibility and safety. 	Comment noted.
118	Written response (Unknown)	<p>No objection but had the following comment:</p> <ul style="list-style-type: none"> ▪ Proposes using the bus lanes in peak periods in alternate directions to make the bus travel without hold ups e.g. from Headington traffic lights to Headley Way. 	Comment noted.
119	Written response (Wilberforce Street,	Objection – due to the following reasons:	Proposals now include some parking to remain on Windmill Road in

	Headington)	<ul style="list-style-type: none"> ▪ Concerned cycle lanes on Windmill Rd have not been proven as effective at easing traffic. ▪ Plan doesn't address pinch points at London Rd, Old Rd, Hollow Way into Cowley Rd. 	<p>addition to wider advisory cycle lanes, which will both help to keep vehicle speeds down.</p> <p>Future projects are required to overcome these and other issues.</p>
120	Written response (Headley Way)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Parking removal on Headley Way will cause great difficulty for residents. ▪ Alternative - use lower walk way on Headley Way as cycle track, pedestrians can use upper walk way and thus parking can remain. 	Proposals now include some parking to be retained on Headley Way, whilst also providing continuous cycle lane provision.
121	Email Response, (unknown)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Where cycle lanes are provided their use should be mandatory 	Comment noted.
122	Email Response, (unknown)	Evidence base requested.	Request actioned.
123, 124, 125, 126	Oxford City Councillor	<ul style="list-style-type: none"> ▪ Headington is one of the only places left in the City where there is no restriction on the number of residents at one address claiming parking permits. If the limit is changed to 2 like nearly everywhere else in the City, what effect would this have on car 	Comments noted, but proposed changes to existing TROs/parking permits considered to be outside scope of project.

		<p>parking space provision across the area?</p> <ul style="list-style-type: none"> ▪ Could any change be incorporated into the TROs? 	
127	Webpage (Windmill Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Windmill Road parking removal will create a race track. ▪ Would like to hear /see what the proposals are to ensure safety on their street. ▪ Additional parking provisions are not sufficient – too far and not enough. 	<p>Proposals now include some parking retained on Windmill Road, in addition to extra spaces proposed on surrounding roads. Two separate surveys also confirm there is some spare capacity in side roads off Windmill Road.</p> <p>Cycle lanes, between 1.5-2m, will also help to visually narrow Windmill Road, which will also help to keep vehicles speeds at appropriate levels.</p>
128	Webpage (Windmill Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Windmill Road parking removal will create a race track. ▪ Asks council to consider speed on Windmill Road. 	<p>Proposals now include some parking retained on Windmill Road, in addition to extra spaces proposed on surrounding roads. Two separate surveys also confirm there is some spare capacity in side roads off Windmill Road.</p> <p>Cycle lanes, between 1.5-2m, will also help to visually narrow Windmill Road, which will also help to keep vehicles speeds at appropriate levels.</p>

129	Webpage (Windmill Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Not enough parking provided for/around Windmill Road in proposed plans. ▪ Residents will turn front gardens into parking bays. ▪ Owns a local business and their customers already struggle to park. 	Proposals now include some parking retained on Windmill Road, in addition to extra spaces proposed on surrounding roads. Two separate surveys also confirm there is some spare capacity in side roads off Windmill Road.
130	Webpage (Windmill Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> ▪ Supports TROs proposed for Windmill Road. ▪ The proposed pedestrian/cyclists crossing nearby the entrance to the Nuffield Orthopaedic Centre seems sensible, given the distance at present between the crossing at the Old Road junction and nearby Ford's shop on Windmill Road. 	Comments noted.
131	Webpage (Coniston Avenue)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ £12.5m should be used on providing other services. ▪ There appears to have been no discussions with the hospital trust on providing direct access to the hospital from the bypass or about providing local park and ride for staff. ▪ Not enough parking provided for/around Windmill Road in proposed plans. ▪ Concerned about access to parking for older residents. 	<p>Proposals include retention of some parking along Windmill Road.</p> <p>See response provided in main report regarding alternative access to JR Hospital (see Para. 23).</p>

132	Webpage (Northway Estate)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ The plans do not make it easier for Northway residents to get in/out of Headington and will make it more difficult to access the shops. ▪ Marston and Northway residents have not been considered in the plans. 	<p>Some of the traffic using roads around Marston and Northway are avoiding Headley Way because of the congestion and delay present during the busiest periods. Proposals aim to reduce congestion which will encourage traffic to use more appropriate routes, so surrounding roads will benefit. Improving the attractiveness of public transport and cycling will also encourage commuters to use these modes, which again will help to reduce the potential for rat running.</p>
133	Webpage (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ The hospital needs to sort out the traffic flow problem within their road system before the A2H scheme that deals with the traffic flow. 	<p>Comment noted.</p>
134	Webpage (Windmill Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> ▪ Asks how many cyclists use Windmill Road daily. Does this change at weekends? ▪ Asks if proposed parking bays are removed how do you ensure sufficient new spaces are created in 	<p>Proposals now include the retention of some parking on Windmill Road, plus proposals to provide some additional parking spaces still remain. Other comments/questions noted.</p>

		<p>side streets?</p> <ul style="list-style-type: none"> ▪ Asks as you are unable currently to monitor parking without permits how will you be able to ensure this can be achieved? ▪ Parking without permits and permits being given to addresses that are excluded (new builds without parking) is an issue. ▪ Vans/cars etc parking on pavement outside shops at the top of Windmill Road causing congestion. ▪ Asks how can you encourage local traffic only through The Slade etc? ▪ Encourage use of ring road. 	
135	Webpage (Bowness Avenue)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> ▪ Take measures to create parking spaces for vehicles now being parked along Headley Way along Eden Drive and Ambleside drive, where currently there are almost no vehicles parked overnight, to avoid them being parked along Coniston and Bowness Avenue, which are already saturated. ▪ Establish parking bays and a separate controlled parking zone for that purpose. ▪ Shared pedestrian and cycle lanes, if not painted differently, are confusing, especially for elder pedestrians, and can lead to accidents ▪ Widen the section of Eden Drive flowing into Hedley Way. This is now narrow, with many vehicles parked on both sides, which creates tailbacks at peak times. Those will only worsen if 	<p>Some parking is to be retained along Headley Way. Two separate surveys show there is some capacity in side roads to take additional overspill parking. Other comments/ suggestions noted.</p>

		more vehicles are parked along Eden Drive.	
136	Webpage (St Anne's Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Council are not taking not of the potential inconvenience and hardship to local residents caused by proposed additional parking. ▪ Current parking on Windmill Road acts as a speeding deterrent and slows traffic. ▪ Removal of the one single yellow line outside 18 St Anne's will mean there won't be any place for legal loading and unloading in the whole street! 	Proposals now include the retention of some parking along Windmill Road. Other comments noted.
137	Webpage (York Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Proposals are a misuse of limited funds. ▪ Opposes removal of trees. 	Comments noted.
138	Webpage (Beech Rd, Oxford)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> ▪ Good cycling provision is critical. Cycle lanes must be protected and continuous. ▪ All advance stop boxes must be maintained ▪ Risk of removing greenery and increase tarmac which will instantly block up with cars again. 	Comments noted.
139	Webpage (Unknown)	No objection but has the following comments:	Comments noted.

		<ul style="list-style-type: none"> Provision for cycling and walking should be improved. State-of-the-art segregated cycle lanes preferred to shared paths. The scheme should be used to build modern infrastructure and remove cars. 	
140	Webpage (Bowness Avenue)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Using Sandfield Road/Staunton Road, Eden Drive and Copse Lane to link Cherwell Drive/Marsh Lane with London Road would appear to be a better option for cyclists. The TRO proposal document is confusing, with white gaps between the yellow sections denoting a proposed shared pedestrian and cycle facility. The TRO proposals show sections of proposed on-road cycle lanes running parallel to proposed shared pedestrian and cycle facilities. These points need clarifying. Asks how is vehicular access to the proposed one-way vehicle flow (reversed) to be achieved? If it is via a filter lane governed by traffic lights it is likely to cause severe disruption and tailbacks. Asks what provision is there for vehicles exiting the proposed one-way vehicle flow (reversed) and seeking access back on to Headley way in both directions? 	<p>In some sections there are both on and off road cycle lanes proposed, particularly at the Cherwell Drive junctions. Therefore, cyclists of all abilities are catered for.</p> <p>Access to the service road will not be provided by a separate filter, but vehicles can enter from Cherwell Drive, Marsh Lane and Headley Way under a normal green phase. This is not expected to cause any delay.</p> <p>Vehicles exiting the Cherwell Drive service can do so via Copse Lane, and can access Headley Way left or right.</p>
141	Webpage (Windsor Street)	<p>Objection – due to the following reasons:</p>	<p>Proposals now include the retention of some parking along Windmill</p>

		<ul style="list-style-type: none"> ▪ The removal of on-street parking along Windmill Rd and the Slade is bound to place too much pressure on the nearby streets. ▪ Additional spaces planned would not be enough to make up for the loss of on-street parking. ▪ Asks if the parking lot on the corner of Windmill Road and Leonard St is going to be removed too? If so a few bays in the surrounding areas is not enough compensation. ▪ Finds cyclists' path on the pavement unsafe, especially near the bus stops. ▪ Asks would the pavements be large enough to accommodate pedestrians and cyclists alike? 	<p>Road. Two separate surveys confirm that there is capacity in side roads to accommodate overspill park. Additional spaces are also still proposed, so there are considered to be ample spaces.</p> <p>Shared pedestrian and cycle paths, segregated by a white line, will be between 3-4m wide, which is considered sufficient for lane compliance.</p>
142	Webpage (Oxford Road, Old Marston)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Marsh Lane, Cherwell Drive, Marston Road and Headley way plans are a waste of money. ▪ Traffic problem is caused by JR Hospital. 	<p>This is required to signalise the junction. See response provided in main report regarding signalisation of junction (see Paras. 25-28).</p>
143	Webpage (Norton Close)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Owns and runs a removal company at 76a Windmill road. ▪ If waiting or parking outside the premises is stopped then it could affect their livelihood, and put five staff out of work. ▪ Cannot sell up and buy an industrial unit. Where? Who would assist them with this? Who would pay the solicitors bill? 	<p>Whilst parking bays are proposed to be removed in this location, they are for residents parking only.</p> <p>Loading and unloading will still be allowed throughout Windmill Road.</p> <p>Some parking is proposed to be retained and wider cycle lanes will help to keep traffic speeds at</p>

		<ul style="list-style-type: none"> Current parking on Windmill Road keeps the speed of cars down. 	appropriate levels.
144	Webpage (Copse Lane)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> Supports the plans. Would like to see improvements at the roundabouts as a cyclist and pedestrian. Was not aware of the first round of consultations. Asks whether the Council has done enough to make local residents aware? 	<p>See main report for confirmation of consultation carried out.</p> <p>Other comments noted.</p>
145	Written response (Unknown)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> Cycle lanes along Windmill Rd - concerned about safety and whether they're necessary. Cyclists should be away from buses. 	Cycle lanes improve safety and encourage cycling. Growth in housing and jobs will generate for trips in the Headington area and without improvements to sustainable modes traffic levels are likely to increase.
146	Written response (Unknown)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> Generally supports plans Cycle routes must be clearly signalled (painted green) or pedestrians wander all over them. Junctions with side roads need clear signals (raised cycle lane, extra signage etc) or cars encroach on them and stop cycle flow/potentially hit cyclist. 	Comments noted.

147	Written response (Ramsay Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of parking bays will speed up traffic along residential roads. ▪ Cycle lanes should be mandatory in order to be safe. 	<p>Proposals include the retention of some parking along Headley Way and Windmill Road.</p> <p>Where there is sufficient carriageway width mandatory lanes can be provided, but where traffic lanes are already narrow e.g. along Windmill Road, then advisory lanes are only possible. Proposals now include wider advisory lanes (1.5-2m) to give extra protection and safety.</p>
148	Written response (Windmill Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of parking on Windmill Rd will cause a race track. ▪ A speed camera should be installed. 	<p>Proposals include the retention of some parking along Windmill Road. Wider advisory cycle lanes will also visually narrow the road also helping to keep vehicle speeds at appropriate levels.</p>
149	Written response (Trafford Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Safety of proximity of cyclists to pedestrians on shared paths. ▪ Asks if there a speed limit for cyclists on footpaths? ▪ Asks what steps are being taking to deal with cyclists who assume that any footpath is theirs to cycle on, regardless of designation? 	<p>In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but these widths will help to ensure lane compliance. Experience from across the city also confirms that shared paths generally work well and</p>

			are safe.
150	Written response (London Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Project should be suspended until Oxford University Hospital Trust (OUHT) submit planning application to increase car parking capacity at their Oxford hospitals. 	Comment noted.
151	Written response (Bickerton Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Concerned about safety as a more elderly person on a shared pedestrian/cycle path. 	In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but these widths will help to ensure lane compliance. Experience from across the city also confirms that shared paths generally work well and are safe.
152	Written response (Kennett Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Capacity of side roads is insufficient for proposed removal of parking on Windmill Rd, Headley Way and The Slade. Front gardens will be concreted over. Asks why remove trees outside shops on Headley Way if they are going to be replaced? 	Proposals now retain some parking along Headley Way and Windmill Road. Two separate surveys undertaken on roads surrounding Headley Way and Windmill Road also confirm there is sufficient capacity to accommodate overspill parking.

153	Written response (Pitts Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> ▪ Concerned cyclists in London Rd Shopping area will be stuck behind cars. ▪ Asks whether London Rd bike path can be sorted out? Replace scraggy trees with new ones in the centre of the path. Possibility of arranging all posts by pedestrian crossing so they're level with each other? 	Comments noted.
154	Written response (Kennett Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Capacity of side roads is insufficient for proposed removal of parking on Windmill Rd, Headley Way and The Slade. ▪ Front gardens will be concreted over. ▪ Removal of parking will increase traffic speed. ▪ Concerned that the traffic lights at bottom of Headley Way will not improve situation. ▪ Concerned for safety of pedestrians on shared cycle paths. ▪ Concerned about safety of raised platforms at street junctions - pedestrians see them as continuation of pavements 	<p>Proposals now retain some parking along Headley Way and Windmill Road. Two separate surveys undertaken on roads surrounding Headley Way and Windmill Road also confirm there is sufficient capacity to accommodate overspill parking.</p> <p>In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but these widths will help to ensure lane compliance. Experience from across the city also confirms that shared paths generally work well and are safe.</p>

155	Written response (Beaumont Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> ▪ Suggests reduction in bus fares to encourage people out of cars. ▪ Good to see more pedestrian crossings in this plan. ▪ Concerned about safety on 'rat run' roads - lots of children on narrow pavements outside schools. 	Comments noted.
156	Written response (Marston Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> ▪ Concerned about Cherwell Drive shared cycle/pedestrian path - resident has young children who walk to school via this route. ▪ Suggests coloured tarmac and occasional bollards between cyclist and pedestrian to clarify designated areas. ▪ Suggests box junction to allow cyclists to turn right out of Copse Lane onto the junction at the bottom of Headley Way. 	<p>In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but these widths will help to ensure lane compliance. Experience from across the city also confirms that shared paths generally work well and are safe.</p> <p>Other comments noted.</p>
157	Written response (Unknown)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Asks how will you cope with the extra traffic, especially when the subsidised buses go? 	Comments noted.
158	Written response (Hogarth Pl,	No objection but has the following comment:	Comments noted.

	Abingdon)	<ul style="list-style-type: none"> ▪ Suggests more direct bus from Abingdon to Old Rd. ▪ Suggests more parking on commercial/uni owned land or better bus service with further reach and less transit time. 	
159	Written response (Bickerton Road)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Consultation pictures did not explain the purpose of the plan or how it will work e.g. purpose of moving crossing on Old Rd. 	This is linked to proposals of the Old Road Campus to provide additional access points to their site. Relocation of the crossing means crossing will be nearer more entrances.
160	Written response (University of Oxford)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Improve bus facilities to the Old Rd campus from a wider area of the city. 	Comments noted.
161	Written response (Binswood Avenue)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ 28th April 2016 Cabinet Member Decision should go to a full council not just an individual who does not reside in Oxford. ▪ Asks why move Old Rd relocation of zebra crossing away from campus exit? 	This is linked to proposals of the Old Road Campus to provide additional access points to their site. Relocation of the crossing means crossing will be nearer more entrances.
162	Written response (University of Oxford Staff)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerned about additional parking in Wharton 	Proposals now retain some parking along Windmill Road. Two separate surveys undertaken on roads

	member)	<p>Rd.</p> <ul style="list-style-type: none"> ▪ Windmill Rd parking removal will cause speeding. ▪ Plans do not address recruitment issues surrounding lack of parking near to the workplace. <p>Additional comment:</p> <ul style="list-style-type: none"> ▪ Supports Old Rd designated cycle lane. 	surrounding Windmill Road also confirm there is sufficient capacity to accommodate overspill parking.
163	Written response (Unknown)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Would like a free shuttle between city centre and Old Rd Campus. 	Comment noted.
164	Written response (Trinity Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Opposes removing all parking from Windmill Rd as speed of traffic will increase. ▪ Advisory cycle lane won't prevent accidents. ▪ Slower traffic is more advisable. ▪ Off-road cycle lanes are the best option and then on road parking can be maintained. 	<p>Proposals now retain some parking along Windmill Road. Two separate surveys undertaken on roads surrounding Windmill Road also confirm there is sufficient capacity to accommodate overspill parking.</p> <p>Advisory cycle lanes are now proposed to be 1.5-2m, and experience across Oxford suggests advisory lanes are generally safe.</p>
165	Written response (Staunton Road)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ The current arrangement of signalling does not 	Comments noted.

		<p>work safely.</p> <ul style="list-style-type: none"> ▪ Plant more trees in Headington shops area. ▪ Headington Centre & Windmill Rd junction is hazardous. A right hand filter lane is required for turn from Old High St into London Rd. 	
166	Written response (Unknown)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Much more is needed. 	Comments noted.
167	Written response (Islip Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of parking on Headley Way will cause problems for families around St Josephs School at drop-off and pick-up times. 	Proposals now retain some parking along Headley Way, including outside St Joseph's School.
168	Written response (University of Oxford Staff Member)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Concerned about safety and conflict of shared cycle and pedestrian path. ▪ Generally supports plans. 	In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but these widths will help to ensure lane compliance. Experience from across the city also confirms that shared paths generally work well and are safe.
169	Written response	No objection but has the following comment:	Outside scope of project.

	(Unknown)	<ul style="list-style-type: none"> Asks about Morrell Avenue? 	
170	Written response (Unknown)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> Bus No.4 should be more frequent, more on time and cheaper to encourage people to use public transport. 	Comment noted.
171	Written response (University of Oxford Staff member)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> Requirement for better bus service due to concerns re staff parking at Old Rd Campus and Churchill sites 	Comment noted.
172	Written response (Unknown)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> Headley Way cycle provisions should be on road not off road. Much safer when cycling across road junctions/filtering traffic. 	Comment noted.
173	Written response (Old Road)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> Generally supports plans 3m shared cycle/pedestrian path along south side of Old Rd will only work if it's done fully and properly, including re-grading. Concerned about removal of parking on Windmill 	Comments noted.

		<p>Rd.</p> <ul style="list-style-type: none"> Shared pedestrian/cycle paths should be clearly marked, with partitions and cycle signs 	
174	Written response (Bateman Street)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Designated cycle lanes on Windmill Rd will dissuade older people from going out in the evening for fear of being knocked down. People will feel obliged to park in their front garden which is not environmentally friendly. Asks where in Bateman St will/can additional park bays be placed? Already full. Do not remove barriers in Bateman St to allow people to drive further in. 	<p>Cycle lanes along Windmill Road are on road, so there will be no conflict with pedestrians.</p> <p>Proposals now retain some parking along Windmill Road.</p>
175	Written response (University of Oxford Staff member)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> Concerns re increased commuting time/stress for staff getting to work 	Comment noted.
176	Written response (Windmill Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Removal of parking on Windmill Rd will speed up traffic. Will be difficult to access private drives if there are huge numbers of cyclists. Asks who has priority? Asks if there are any measures that can be put in place between Mattock Close traffic lights and 	<p>Proposals now retain some parking along Windmill Road.</p> <p>Advisory cycle lanes along the entire length of Windmill Road will visually narrow the road, which will to keep vehicle speeds at appropriate levels.</p>

		London Rd lights to slow down the traffic in that stretch of road?	
177	Written response (Wharton Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerned about too many cars causing pollution ▪ Concerned about removal of verges and trees e.g. Old Rd. 	Comments noted.
178	Written response (Stile Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Schools and disabled people on Windmill Rd, Stile Rd, and Margaret Rd will be disadvantaged. ▪ Stile Rd has several residents who have special needs and are regularly collected by special vehicles which would have difficulties parking/collecting. ▪ Concerned about fire engine access on Stile Rd. ▪ Proposed extra parking in Stile Rd - road is too narrow to have parking on both sides. There is already too much traffic on Stile Rd. 	Comments noted.
179	Written response (Norton Close)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Displacement of parking onto surrounding roads and St Leonard's CP which is supposed to be for shoppers visiting the shopping district. ▪ Concerned removal of parking on Windmill Rd will speed up traffic making cycling/walking more 	Proposals now include some parking along Windmill Road. Two separate parking surveys confirmed there is sufficient space on roads surrounding Windmill Road to accommodate overspill parking. Whilst the parking assessment included cars parked in

		<p>dangerous.</p> <ul style="list-style-type: none"> ▪ Cyclists will ignore cycle lanes and cycle on pavements. ▪ New visitor parking permits are being allowed which appears counter to county policy. 	St Leonard's, capacity of the car park was not included.
180	Written response (Windmill Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Scheme focuses on access to Headington with no mention of protecting quality of life of residents. ▪ Proposed additional parking for Windmill Road are a considerable distance away. ▪ Proposed plans at consultation were too small and should have been on A3 sheets with black not grey ink. ▪ Parking bays in Windsor St, Gardiner St and Norton Close will add traffic in narrow residential streets. ▪ Bays on Windmill Rd used by families attending Windmill School - removal will increase speed of traffic and make it more dangerous for kids. ▪ Concerned about deliveries/removals - numerous deliveries daily on Windmill Rd, they will continue to park outside properties and will slow down traffic. ▪ Asks why are cyclists using Windmill Rd when they would be safer on designated cycle routes through Lime Walk/Highfield? 	Some parking is proposed to be retained on Windmill Road, which should address some of the concerns raised here – see main report.
181	Written response	No objection but has the following comment:	New signing would be provided as

	(Derwent Avenue)	<ul style="list-style-type: none"> ▪ Agrees no parking should be allowed on Headley Way and measures made to widen the road need to be done. ▪ Concerned about parking on Derwent Avenue which is on the No.13 bus route. ▪ Multiple occupancy houses mean more cars parked outside one house. ▪ Concerned about proposed ramp to enter Headley Way - this part of the road always needs to be repaired because of heavy usage. ▪ Confusion of how to access the shops from Headley Way or how shops can access their suppliers. ▪ Asks how will cars get out of the petrol station and go up Headley Way? ▪ Traffic coming through copse Lane when New Barton Park is built, has this been considered? 	<p>part of junction changes, to help reduce confusion and help with local access.</p> <p>Some rerouting will be required to access the BP garage, for example, but benefits of scheme are considered to outweigh inconvenience caused to some – see main report for further response.</p>
182	Written response (Stile Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Displacement of parking from Windmill Rd to surrounding streets causes cars to speed along residential streets where children live/walk to school i.e. St Leonard's Rd, Wharton Rd, Stile Rd (surrounding St Andrews School). ▪ Adding parking on Stile Road increases dangers related to cars driving the wrong way and co-op lorries travelling at high speed. ▪ Suggests proper traffic calming system with physical barriers such as in Kennett Rd/New High 	<p>Proposals now retain some parking along Windmill Road – see main report for further details.</p>

		St to slow traffic down on Stile Rd.	
183	Resident, (Gardiner Street)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ The proposed shared pedestrian/cycle facility past the Cherwell Drive petrol station should continue across the petrol station entrance/exit without a break ▪ Where London Road westbound meets Brookside, street furniture needs to be removed or moved to allow westbound cyclists on the off-road cycle lane to access the proposed toucan crossing across Brookside when flowing traffic prevents access to the on-road cycle lane ▪ Queries why there no eastbound on-road cycle approach lane on London Road at the Windmill/Old High Street junction. 	Comments noted.
184	Email response (McCabe Place, Headington)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Work between Staunton Road and London Road on Headley Way is unnecessary due to infrequent use by cyclists. ▪ Funding should be redistributed to other local services. 	Proposals are to encourage greater uptake in cycling. The Oxford Transport Strategy sets out proposals to provide cycle super routes and cycle premium routes on all of Oxford's radial and orbital routes. These are required to deliver the predicted housing and jobs growth.
185	Email response	Objection – due to the following reasons:	Proposals are subject to independent

	(Unknown)	<ul style="list-style-type: none"> ▪ Opposes plans to move the bus stop from opposite Goslyn Close to outside Atwell Place due danger of being on a very tight bend. 	road safety audits, which consider highway safety. No safety issues have been raised concerning this proposal.
186	Email response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels shared pedestrian/cycle path is unsafe. 	In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but these widths will help to ensure lane compliance. Experience from across the city also confirms that shared paths generally work well and are safe.
187	Email response (Unknown)	Request to view the new draft order for Headington West CPZ.	There are no proposed changes to the Headington West CPZ as part of Access to Headington.
188	Email response (Bickerton Road)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Received current CPZ orders for Headington West, can't find draft proposals for new ones. ▪ Residents only spaces in Bickerton Rd are still subject to Section 3 of the 2000 order which requires a permit 2-4pm on a Saturday. Asks whether the protective measures preventing visitors to football matches is still necessary? 	These comments have been noted, but are outside the scope of the Access to Headington project.

189	Email response (Bowness Avenue)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> • Unlikely that cyclists who currently cycle on the pavement will respect one-way signs on a cycle lane • Mixed pedestrian-cycle lanes do not work well for young children • Has this risk been recognised, what was the assessment? 	<p>In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but these widths will help to ensure lane compliance. Experience from across the city also confirms that shared paths generally work well and are safe.</p> <p>An independent road safety audit has been undertaken to identify safety risks so that these can be addressed in the proposals and designs put forward.</p>
190	Email response (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerned about the shared off-road path for cyclists and pedestrians on Headley Way. 	<p>In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but these widths will help to ensure lane compliance. Experience from across the city also confirms that shared paths generally work well and are safe.</p>

191	Email response (Cherwell Drive)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Opposes the proposed replacements of roundabouts with signalised crossings. These changes will clog up the junctions, resulting in increased travel times, both inconveniencing people (drivers and cyclists alike) and increasing pollution. <p>Additional comment:</p> <ul style="list-style-type: none"> ▪ Supports proposed improvements to cycle lanes in the area. 	See response provided in main report regarding signalisation of junction (see Paras. 25-28).
192	Email response (Unknown)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Good proposals to improve access for cyclists and pedestrians. ▪ Does not want to have to queue at the proposed lights upon entering/exiting JR. ▪ Giving cyclists more priority could increase traffic congestion. ▪ Good idea to move the bus stop to allow greater southbound flow of traffic along Windmill Road. ▪ Excellent idea to have lights at the Churchill Drive / Old Road junction. Give consideration to the timing of the lights (different lengths on different days). ▪ Concerned about putting in a bus gate so traffic in peak times will have to leave via Roosevelt Drive. ▪ More information is needed on access to the hospital – would cars still be able to go in via 	Comments noted.

		<p>Churchill Drive?</p> <ul style="list-style-type: none"> ▪ Concerned about adding lights to the roundabout at the Slade and the impact on traffic backing up to the ring road. ▪ Important that as precise as possible dates for the work and specific locations are provided to enable people to plan their journeys, as far in advance as possible. ▪ Want to sign up for email alerts and get an email as each of the stages begins. Using Twitter for regular updates is essential. 	
193	Email response (Weyland Road, Headington Quarry)	Requesting new parking maps	Comment noted.
194	Email response (Weyland Road)	No objections to the scheme.	Comment noted.
195	Email response (Margaret Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Scheme does not alleviate increasing traffic parking in Headington. ▪ Concerned environmental quality will deteriorate. 	The Oxford Transport Strategy proposed to introduce a Workplace Parking Levy to manage the demand for car parking and help fund for further sustainable transport improvements. This is subject to further work and consultation, but is a priority for the county.

			Proposals to reduce congestion and encourage greater uptake of sustainable modes will have environmental benefits.
196	Email response (Margaret Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Insufficient parking in side roads for removal of parking on Windmill Road. ▪ Removal of parking will increase traffic speed. ▪ Should not have to pay for parking permits 	<p>Proposals now retain some parking along Windmill Road. Two separate surveys confirmed there is capacity in side roads to accommodate some overspill parking, and proposals also include creating additional spaces in side roads.</p> <p>Wider cycle lanes, between 1.5-1.8m, will also help to visually narrow Windmill Road, which will help to keep vehicle speeds at appropriate levels.</p>
197	Webpage (Wren Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Cannot see from the plan how any consideration has been given to cyclists turning right from Copse Lane onto Headley Way. We will have to cross two lanes of cars racked up at the lights where the first mini-roundabout is currently. ▪ The cycle path-on-the-pavement in front of the petrol station is a bad idea. No cyclist is going to use that and have to give way to cars entering and leaving the petrol station, we'll choose the road 	<p>A shared path is proposed on the corner of Copse Lane/Cherwell Drive shops. This will enable two-way access to the controlled pedestrian and cycle crossing on Headley Way. Cyclists would therefore have a traffic free route across Headley Way.</p> <p>Some minor changes have been made at the entrance/exit to the BP garage to ensure cycle route is more</p>

		instead.	continuous.
198	Webpage (Mileway Gardens)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> Asks would it be possible for residents of Little Oxford to have an exemption, as we are not commuters from outside, allowing us to use the bus gate by having our car registration numbers submitted to the enforcing body in the same way as buses? 	<p>Concern is that this could undermine any benefit to buses. Proposals also include increased capacity of the Roosevelt Drive/Old Road junction, which will help with access out of the Churchill Hospital site and 'Little Oxford'.</p>
199	Webpage (Marlborough Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Disappointed that bus priority has been removed from Cherwell Drive as it is a key bus routes to the JR Hospital. Proposal is in direct contradiction to LTP4. Requests to reinstate the bus priority on Cherwell Drive as proposed in July 2015. No measures are in place to enforce the existing bus lane on the eastbound approach to the London Rd/Headley Way traffic lights. Requests to build a bus gate at this location, similar to that at Osler Road, to ensure private traffic does not abuse this bus lane. Request Windmill Road northbound bus bay to be replaced with a half-width bay to avoid major disruption to bus services. <p>Additional comments:</p>	<p>Proposals for a bus lane on Cherwell Drive were removed in favour of “virtual” bus priority. This means buses will still have priority but it would be provided via selective vehicle detection at the junction rather than a standard bus lane. The significant reduction in congestion will also help improve bus journey times and reliability.</p> <p>Other comments noted.</p>

		<ul style="list-style-type: none"> ▪ Supportive of measures to improve the bus service link along Girdlestone Road and the Churchill Hospital. ▪ Supportive of the change to a two-lane approach on the Slade southbound approach to the Corner House roundabout. Request for these two lanes to be extended further back along The Slade, to maximise the benefit of a two-lane approach. 	
200	Webpage (Windmill Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ No consideration for local residents. ▪ There is no traffic flow problem in Windmill Road - it occurs either end. ▪ Encouraging more cyclists will only slow down the bus flow. ▪ Removed parking on Windmill Road will cause a speeding track. ▪ Removal of parking on Windmill Road will cause more congestion with cars pulling out of side roads, particularly as children go to school. ▪ How the scheme is value for money needs to be made public. ▪ Asks why not all businesses have been consulted in the area? ▪ Asks how many cyclists are there now vs how many cyclists you expect to use Windmill Road after? Likewise for bus users. 	<p>Proposals now include the retention of some parking along Windmill Road.</p> <p>The objective of removing parking is to provide continuous cycle lane provision.</p> <p>The main report confirms the extent of the consultation undertaken, and the predicted benefits of the project, which is expected to deliver £3.88 per £1 spent.</p>

201	Webpage (Cherwell Drive)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Reverse direction of traffic at Cherwell Drive shops will affect them trying to leave their property by car and leave less room to manoeuvre. ▪ Does not understand the need for traffic lights rather than the mini-roundabouts. ▪ Strongly object to the removal of the grass and trees in front of their flat. 	<p>See response provided in main report regarding signalisation of junction (see Paras. 26-29).</p> <p>See response provided in main report regarding loss of trees/grass verges (see Para. 25).</p>
202	Webpage (Stile Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Dislikes cycle lanes with lots of stops/give way points on them. ▪ Cycle lanes need to be more consistent i.e. not switching between on and off road. 	<p>We have tried to design the cycle lanes so they are as continuous and legible as possible. The built up nature</p>
203	Webpage (Wharton Road)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Supports widening of that roadway and hope the details get worked out so that it is a safer ride. ▪ Can parking be retained along one side of Windmill Road? Concerned removal of all parking will increase traffic speed. ▪ Removal of parking will encourage more aggressive parking on already congested side streets, as well as people paving over their front gardens which means more danger to pedestrians from cars. ▪ Hopes Windmill Road is brought down to 20 mph 	<p>Proposals now retain some parking along Windmill Road.</p> <p>Other comments noted.</p>

204	Webpage (Norton Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Plans could make trading at their yard address on Windmill road very difficult. Asks why can't you take the two one space vehicles away around by 78 Windmill Road but leave the others by the shop alone? Asks why can't you reduce the path at the top end the same as you are doing by the new bus stop? 	<p>Proposals now retain some parking along Windmill Road. Where parking has been left it is where the carriageway widths are wider and which means continuous cycle lanes can still be provided.</p> <p>Proposals do not remove ability to load and unload along Windmill Road.</p>
205	Webpage (Headley Way)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> Removal of parking on Headley Way will inconvenience residents who want to park, load and unload cars close to home. Asks is the crossing opposite Coniston Ave really needed? Asks why does the direction of traffic in the service road by the shops have to change? 	<p>Proposals now retain some parking along Headley Way, and as a result the proposal to provide an additional crossing on Headley Way, near Coniston Ave. is no longer put forward.</p>
206	Webpage (York Road)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> Sightlines currently poor for cyclists and pedestrians joining Margaret Road from York Road. Do not add parking spaces near this junction. Add traffic enforcement. 	<p>Sightlines are considered to be adequate and similar to many other areas where there is on street parking. Other comments noted.</p>

		<ul style="list-style-type: none"> ▪ With Rock Edge. Sightlines blocked by commercial vehicle parked on York Road just south of junction, Dangerous junction for cyclists turning right in to York Road from Rock Edge. Add speed monitoring/enforcement. 	
207	Webpage (Stile Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Opposes proposal to add parking bays to the east side of Stile Road. ▪ If a parking bay is placed outside 25 and 25A Stile Rd it will impede access to my drive at 34 Stile Rd, especially when reversing out. It will also impede the exit from the drive at 25A. ▪ Placing parking bays partly on the pavement decreases safety and amenity for pedestrians, disproportionately affecting the elderly, disabled and parents with young children in pushchairs and prams. ▪ Object to the new parking bays being made available only to residents. Shoppers and other visitors also need access to the area for amenity and business use. ▪ Controlled parking zones are unnecessary and make it more likely that non-residents will park on double yellow lines. ▪ The absence of a yellow box at the north end of Stile Road makes it extremely difficult to exit the street and it would be helpful if this could be returned as part of the "Access to Headington" scheme. 	Comments noted.

208	Webpage (Shorte Close, Headington)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> ▪ Great to see that the roundabout on the Horspath Driftway is having some adjustments made to accommodate cyclists. ▪ Cannot see in the proposals where the Slade has been accounted for improved cycle networks. ▪ Please can you consider making it clearer to drivers that there are dedicated cycle lanes along the Slade ▪ Please can you consider making it clearer to cyclists which areas are suitable for cyclists along The Slade. 	Proposals include shared pedestrian and cycle paths along The Slade, segregated by a white line. The route is continuous and off-road.
209	Webpage (Headley Way)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> • Concerned about cycle lane down Headley Way. Proposals for no parked cars to slow cyclists down. • Traffic lights at Marston Road/ Headley way junction will not solve traffic problem • Parking loss on Headley Way will affect those dropping off children at St Joseph's school • Feels parking surveys were not conducted at peak times • Need to consider effect of the 'school run' on traffic demand outside of peak times • Alterations to one way traffic working at Cherwell drive shops a concern. How will delivery lorries access? Cars often queue outside these shops 	Main report covers points made here.

210	Webpage (Kennett Road)	Objection for the following reasons: <ul style="list-style-type: none"> Removing parking from Windmill Road and The Slade would cause inconvenience, especially for those residents of The Slade where no alternative parking is to be provided. 	On site observations show there is capacity for parking displaced from The Slade to park in side roads. See main report for Windmill Road response.
211	Exhibition comments form (Address not provided)	No objection but has the following comments: <ul style="list-style-type: none"> Will Marsh Lane traffic be stopped as a result of reversing of one way on Cherwell Drive? Will signals at JR junction improve queuing on Marsh Lane? 	Yes, Marsh Lane traffic would be stopped as a result of reversing of one way on Cherwell Drive. Junction modelling confirms queueing on marsh Lane will be reduced – see main report for further response.
212	Exhibition comments form (Address not provided)	Commented on the removal of trees and narrow verge by the new toucan crossing and retaining wall.	Comments noted.
213	Exhibition comments form (Address not provided)	No objection but has the following comment: <ul style="list-style-type: none"> Are two lanes out of Marsh Lane required? 	Two lanes provide more capacity and help to reduce queuing along Headley Way. See main report for further response.
214	Exhibition comments form	No objection but has the following comment: <ul style="list-style-type: none"> Bus speeds on London Road, through bus gate. 	Comments noted.

	(Address not provided)	Joined up scheme – to/from, destinations, P&R.	
215	Exhibition comments form (Address not provided)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • Bus stop at top of Windmill Road will cause issues for vehicles coming off London Road, it narrows footway so disadvantages pedestrians & cyclists. • London Road bus gate causes buses to speed. Because it is so responsive, buses know they don't have to slow down. 	Vehicle tracking confirms that a vehicle will be able to pass a bus in the bus stop. The bus stop is proposed to be relocated from a footway that is even narrower. Other comment noted.
216	Exhibition comments form (Cherwell Drive)	<p>Objection for the following reason:</p> <ul style="list-style-type: none"> • The parking laybys make it unsafe to exit driveways as visibility is blocked and you have to swing out wide to get in/out, especially as the carriageway is being narrowed. 	Comment noted.
217	Exhibition comments form (Old Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Would have liked the council to have more communication with the University site - e.g. where future footpaths into the site will be. • The map sent to residents with a summary of the scheme is not very clear. • If the zebra crossing in Old Road is to be moved, why can't it remain a zebra rather than a toucan? 	The county council have discussed proposals with the University, and so know where future footpaths are proposed. Other comments noted.
218	Traffic consult email	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Where will the current parking in Windmill Road 	Proposals now include the retention of some parking bays along Windmill

	(Stile Road)	<p>end up?</p> <ul style="list-style-type: none"> How are you going to achieve parking on both sides of Stile Road, unless you reduce the width of the pavements? All the houses on one side of Stile Road have off road parking so how many spaces can actually be created? 	Road – see main report for more detailed response.
219	Traffic consult email (Mileway Gardens, Little Oxford)	<p>Objection for the following reason:</p> <ul style="list-style-type: none"> Major concern about the proposed peak hour bus gate at the junction of Churchill Drive and Roosevelt Drive making traffic congestion worse. Traffic exiting the Churchill site flouts the no entry signs at peak times on Churchill Drive such that there is always a long queue of traffic backing down Churchill Drive wanting to turn onto Old Road. The queue of traffic along Roosevelt Drive queueing back from the Gipsy Lane junction is often worse and regularly stretches back past the mini roundabout all the way back to the Churchill Hospital. This means that, during peak times, Little Oxford residents are marooned. Why can we not allow residents to exit via the bus gate, policed by number plate recognition? 	<p>Traffic modelling has been undertaken to assess proposals and ensure there is no adverse impact on traffic.</p> <p>Allowing residents to use the bus gate could reduce any benefit to buses. Proposals also include increasing capacity of the Roosevelt Drive/Old Road junction ensuring traffic does not block back within the site and impact of residents, buses and commuters exiting here. Other comments noted.</p>
220	General email (Horseman Close)	<p>Objection for the following reason:</p> <ul style="list-style-type: none"> Why remove the bus stop on Cherwell Drive for buses going towards Headley Way (adjacent to Marsh Lane)? People will now have to cross Copse Lane and Marsh Lane. 	<p>The relocation of some bus stops is required in order to incorporate the proposals.</p> <p>Proposals now include the retention</p>

		<ul style="list-style-type: none"> • Concern that cyclists travelling along Marsh Lane towards Cherwell Drive will not return onto the road and could collide with people as they continue along the pavement. • A safer cycle route would be along the bridleway opposite Horseman Close onto Stockleys Road-Maltfield Road-Westlands Drive-Saxton Way and into the hospital through the bus gate. Others wishing to go to Headington could continue up through Old Headington. • Removal of resident parking, which acts as traffic calming feature on Headley Way, will result in traffic speeding. • Bus delays at the J.R. • No yellow lines on the Oxford Road in Marston. • Resident parking on Headley Way should not be removed as it is the residents that have paid the council for this facility. • With traffic lights, traffic will not be able to move when the lights are on red. This will occur all day long resulting in traffic jams. The council should set up temporary traffic lights in the appropriate positions and survey them during the day and not just at peak times. • The merge of lanes on Marsh Lane into one lane is a disaster waiting to happen. The only thing that is positive about this whole scheme is to ban U-turns where the roundabouts are. • A Park and Ride built by the A40 just for the hospital staff would free up car parking for patients and visitors with the extra revenue being used to subsidise a free staff bus. 	<p>of some parking along Headley Way.</p> <p>Other comments noted.</p>
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221	Traffic consult email (Headley Way)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> • Will there be adequate traffic control measures in place for the safe dropping off and collection of pupils following the increased capacity at St Joseph's Primary School? • Pollution, long queues and delays, particularly during weekday mornings, for traffic entering Marston and Headley Way, due to the expansion of the JR Hospital. • Has access via the new junction on the bypass been considered as an additional entry point for general traffic? 	<p>Some parking is now proposed to be retained along Headley Way, including opposite St Joseph's School.</p> <p>See main report for alternative access to JR Hospital.</p>
222	General email (Proprietor of Delicious)	<p>Objection for the following reason:</p> <ul style="list-style-type: none"> • The reduction in parking bays outside the strip of small shops on Headley Way would have a detrimental impact on my business. 	<p>Three parking bays are proposed to be removed to accommodate proposals. On site observations show parking is not very efficient so existing spaces are not fully utilised anyway. Proposals will provide marked out bays which will help to ensure more efficient use of retained parking.</p>
223	General email (Unknown)	<p>No objection but suggested that:</p> <ul style="list-style-type: none"> • More signage about benefits of cycling for quicker journeys 	<p>Comment noted.</p>

224	Exhibition comments form (Address not provided)	No objection. Commented that: <ul style="list-style-type: none"> • Scheme is much better than originally designed and so much better for cyclists. 	Comment noted.
225	Exhibition comments form (White Hart)	No objection. Commented that: <ul style="list-style-type: none"> • Great to see on and off road cycle lanes. This is a huge improvement on the first set of proposals and will encourage children to cycle to school and adults to cycle to work. 	Comment noted.
226	Web page (Address not provided)	No objection to the proposed measures.	Comment noted.
227	Exhibition comments form (Address not provided)	No objection. Commented that: <ul style="list-style-type: none"> • The new road layout and new transportation is very exciting. 	Comment noted.
228	Exhibition comments form (Address not provided)	No objection.	Comment noted.
229	Exhibition comments form	No objection.	Comment noted.

	(Address not provided)		
230	Exhibition comments form (Address not provided)	No objection. Commented that: Good to see trees being replaced outside shops on Cherwell Drive.	Comment noted.
231	Web page (Stile Road)	Objection for the following reason: <ul style="list-style-type: none"> The proposal to introduce additional spaces on the east side of Stile Road will make it difficult for large vehicles to pass down the road and the introduction of a space outside 25 Stile Road will make it impossible for me to use the driveway at my home. 	Comment noted.
232	Web page (Holyoake Road)	No objection. Commented that: <ul style="list-style-type: none"> More effort should be put into keeping cycles and cars separate. Zebra crossings, with associated speed reduction measures for motorists, should be preferred to controlled crossings as controlled crossings cause delay to both walkers and motorists. There seems to be an absence of research as to how people currently get about in Headington and how they get there. 	Comments noted.
233	Web page	Objection for the following reason:	Comment noted.

	(York Road)	<ul style="list-style-type: none"> Relocating parking spaces from Windmill Road to York Road. The spaces are on a junction and, as a favourite spot for learner drivers to practise reverse parking, additional parked cars at this point will lead to accidents. 	
234	Web page (Staunton Road)	<p>Objection for the following reason:</p> <ul style="list-style-type: none"> The traffic lights at the junction of Headley Way/JR Hospital and at the junction of roads at Marsh Lane/Cherwell Drive/Marston Road will cause more traffic jams, they are an environmental eyesore and increase the amount of air and noise pollution. 	See main report for reasons for introducing signal junctions.
235	Web page (Wharton Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> Concerns over scheme implementation. The eastbound shared cycle/pedestrian path from Headley Way to Osler Road is dangerous and should be properly invested in, e.g. flattened and with cycle preference at side roads. It would be useful to interview cyclists, especially in the after-work commuting slot. Displacing car parking to the Margaret Road and Wharton Road near to the school will make car parking worse. These roads are also rat-runs between London Road, Wood Farm and beyond with cars already travelling much too fast for a small road and with parking present on both sides of the road. There needs to be at least one more speed hump 	Comments noted.

		<p>on Wharton Road.</p> <ul style="list-style-type: none"> The eastbound cycle path going into Headington is awful and dangerous and, because it's there, bus drivers get mad with you for using the bus lane. 	
236	Web page (York Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> The Advanced Stop Line (ASL) at the Slade traffic lights is inaccessible to cyclists if there is a single stationary car there (because of the narrowness of the road and the sweep of bus no 10 coming into Old Rd from Windmill Rd). A shared pavement pedestrian and cycle lane on the south side of this section of Old Road would allow cyclists to filter safely into the ASL box in front of stationary cars (as long as these cars are not already in the ASL box). 	Comments noted.
237	Web page (Langley Close)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> I welcome the changes to improve access for cyclists particularly at junctions. Concerned about the removal of car parking from Windmill Road as this currently acts as a natural traffic calming measure. If parking is removed then the speed should be reduced to 20 mph to prevent accidents. The pavement on the Margaret Road side of Windmill Road needs widening if traffic flow is to increase otherwise it is likely to be extremely unsafe, especially for children. Because speeding up traffic will make crossing 	Proposals now retain some parking on Windmill Road.

		<p>more difficult, it will be safer to have an extra crossing between Bateman Street and St Leonard's Road in addition to the one proposed between Gathorne Road and Rock Edge. This will also help access to Windmill Road by bike by residents on side roads like Langley Close particularly those wanting to cross traffic and turn right. At the moment the parked cars gives us gaps in the traffic flow to access the road.</p>	
238	<p>Web page (Dunstan Road)</p>	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • No details were provided of any traffic survey carried out to determine the factors responsible for the poor traffic flow through Headington. • Buses are a major cause of the problem in St Clements and on London Road and the vast majority of the very large local buses are totally underused. • There are also a significant number of London and airport buses that stop off in Headington with limited bays for waiting and this frequently causes road blockage. The Park & Ride buses also use the same route. • Non-local buses, all from the bus station in central Oxford, could start and terminate at the Park & Ride access being provided by the Park & Ride service from the city centre. • Large buses with minimal, or no passengers, does not justify road usage. • There was no indication as to the effect of the expensive relatively minor changes on the traffic 	<p>Comments noted.</p>

		flow.	
239	Web page (Langley Close)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Concerned about the removal of car parking from Windmill Road as this currently acts as a natural traffic calming measure. If parking is removed then the speed of traffic is likely to increase. The speed limit along this section of Windmill Road should be reduced to 20 mph to prevent accidents and to ease crossing. • If traffic flow is to increase, I believe that the pavement on the Margaret Road side of Windmill Road should be widened. Without this, the road will be very unsafe, especially for children. • Speeding traffic will make crossing more difficult, so it will be safer to have an extra crossing between Bateman Street and St Leonard's Road in addition to the one proposed between Gathorne Road and Rock Edge. This will also help access to Windmill Road by bike by residents on side roads like Langley Close, particularly for those wanting to cross traffic and turn right. At the moment the parked cars gives us gaps in the traffic flow to access the road. 	Proposals now retain some parking along Windmill Road.
240	Web page (Ramsay Road)	<p>No objection, but has the following comments:</p> <ul style="list-style-type: none"> • Concerns that the scheme creates little incentive for pedestrians. • Need an additional crossing on the London Road near to the Bury Knowle Health Centre. 	Raised side-road treatments will benefit cyclists along with new pedestrian crossings.

		<ul style="list-style-type: none"> • Need for a crossing on London Road, near the Bateman Street junction. • Does not want the Zebra crossing on Old Road, near to the junction with Stapleton Road, to be moved. • Should be looking to improve the network of local footpaths for access to the nearby institutions. • Welcomes the review of timing of pedestrian lights throughout the area but only if it is aimed at greater convenience for pedestrians. • Disappointed that the diagonal crossing at the traffic lights in central Headington is no longer being pursued. At the very least, the timing of the pedestrian phase of the lights needs to be reviewed to be sure that there is time for less-able pedestrians to cross diagonally. 	
241	Web page (St Anne's Road)	<p>Objection for the following reason:</p> <ul style="list-style-type: none"> • Proposed new parking spaces in St Anne's Road would block access to driveways. 	Comment noted.
242	Web page (Oxford Road)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • The speed of traffic on Windmill Rd. • The addition of more parking around Windmill School. 	Proposals now retain some parking along Windmill Road.
243	Web page (Old Road)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • The removal of parking from Windmill Road, 	Proposals now include some on street parking along Windmill Road.

		<p>especially the section from the junction with Old Road up to about Mattocks Close.</p> <ul style="list-style-type: none"> The provision of parking in unsafe places and in places that show a lack of local knowledge, including driving through bollards put in place to prevent access. 	
244	General email (Address not provided)	<p>Objection for the following reason:</p> <ul style="list-style-type: none"> The removal of on-street parking. 	Proposals now retain some on-street parking along Windmill Road and Headley Way.
245	General email (Windmill Road)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> The only way to improve traffic flow in Headington is to improve the traffic light controls on the London Road and the traffic light controls on Windmill Road. Why improve Windmill Road for cyclists when it is not a natural cyclists' through-route? The pavements in the central area are not wide enough for a disabled vehicle or double-buggy to pass a person, let alone have a cycle lane as well. The new bus stops, just around the corner from the main London Road traffic lights, will stop traffic flows and are very dangerously-sited. Removing all parking from Windmill Road. OCC ought to be looking at Hollow Way. This is the busiest of the roads, the narrowest by far and always congested. 	<p>Proposals to remove parking are to also to accommodate continuous cycle lanes, as set out in the Oxford Transport Strategy. The objective is to increase the number of trips undertaken by sustainable modes, so including cycling, to ensure jobs and housing growth doesn't lead to more traffic. Improvements are required on all main roads to make cycling more attractive and because this is where most trips are carried out.</p> <p>Proposals to relocate the bus stop on Windmill Road have been assessed to confirm that a vehicle can pass a parked bus.</p> <p>Proposals for Hollow Way are</p>

			included within the wider Oxford Transport Strategy, but implementation of these is subject to further funding.
246	Traffic consult email (Address not provided)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • Impact on parking, particularly the removal of parking bays along the length of Windmill Road. • Suggest the council drop its planned removal of parking spaces on Windmill Road, add to the number of parking bays in Headington, adopt a presumption of automatic exclusion from entitlement to the residents parking scheme for all planning applications. 	Proposals now retain some parking along Windmill Road.
247	General email (Windmill Road)	Asked to see the Headington plans.	
248	Traffic consult email (Linden Court)	<p>No objection for the following reason:</p> <ul style="list-style-type: none"> • The proposal to move the bus stop in Windmill Road to one with a bay and also creating cycle lanes to encourage people to cycle more instead of using their cars. 	Comments noted.
249	Traffic consult email (Oxfordshire Transport & Access Group)	<p>Neither for or against but have the following comments:</p> <ul style="list-style-type: none"> • Cycleways/footways must be of sufficient width at the crossings for non-crossing cyclists to pass people waiting to cross (including mobility-scooter 	In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns

		<p>users) comfortably. This is important because the JR hospital is within range of scooters and electric wheelchairs using the junctions at each end of Headley Way.</p> <ul style="list-style-type: none"> • On Cherwell Drive, the existing section of footway north of the crossing (leading to the junction with Oxford Road north arm, which gives access to Old Marston Village) should be signed as a designated shared-use route. • In the junction splay the footway is split into two routes. For the route adjacent to the kerb, widening will be needed. For the route adjacent to the frontage wall, weed-killing and resurfacing will be needed. • On Windmill Road, for the displaced parking, there would only be enough spaces if almost all drivers parked very carefully in order to fulfil the assumption of 5.7 metres per parked vehicle. • The demand for parking spaces in the side-streets would not be evenly distributed and, consequently, some people might not be able to park in the nearest side-street. • Question the need for cycle lanes on Windmill Road when there are other routes on quieter roads that cyclists can take. • A disabled person will not be able have a Disabled Person's Parking Place on Headley Way if there is a mandatory cycle lane along the edge of the carriageway, and no parking layby, unless the cycle lane is advisory for a considerable distance. 	<p>etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m).</p> <p>Proposals now include the retention of parking along Headley Way and Windmill Road.</p>
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250	Traffic consult email (Address not provided)	<p>Neither for or against.</p> <ul style="list-style-type: none"> • Asked where they could see some clearer Headington plans, particularly the section for Headley Way from Woodlands Road to the London Road junction. 	Comment noted.
251	Traffic consult email (Kennett Road))	<p>Objection – due to the following reasons</p> <ul style="list-style-type: none"> • Make the long awaited alterations to parking in Kennett Rd i.e. parking bays are too large and could be made smaller to accommodate more cars • Change the disabled parking bay opposite 55 back to 2 normal spaces as it is never available to any other person • I think a crossing at the end of Bateman Street would be useful. 	Comments noted, but outside the scope of this project.
252	Traffic Consult Email (Stapleton Road)	<p>Objection – due to the following reasons</p> <ul style="list-style-type: none"> • The capacity improvements are welcome, but will accommodate more traffic, further congestion and impact air quality further. • Encouraging a healthier life-style, creating more joined-up facilities for cycling and walking is welcome, but this is hardly likely to reduce the volume of cars entering Headington from the approach roads. A policy has to be devised to discourage non-essential traffic from entering the area; this suggests more P and R provision, buses 	Comments noted.

		<p>that run to schedule and are not held up (Churchill Drive) by private cars, and probably means a congestion charge.</p> <ul style="list-style-type: none"> • Proposed hospital access/ exit improvements for bus priority: excellent, but could Roosevelt Drive cope with the extra traffic exiting there, and could Old Rd absorb it at that point • Windmill Rd, The Slade and Headley Way: is it really feasible to provide sufficient parking in the side-streets? How long will cars be touring the area (extra pollution) in search of an available space? • Old Rd grass verges; it is visually a travesty to remove these as they are a feature of this road (as noted in the Neighbourhood Plan), quite apart from the negative impact of their removal on wildlife and drainage. • Off-road shared pedestrian and cycle paths: these are not popular. If we have to have them, repeater symbols must be much more frequent, and better arrangements are required where cyclists pass through bus stop areas. • Old Rd bus stops near Valentia Rd: this would be the ideal time to re-position so that the bus stops are not opposite one another, and create a Toucan crossing here where it would allow safe crossing of the road for all concerned (bus passengers, Cheney children, Little Oxford residents). It would also spare ORC cyclists the dangerous incline further up the hill. • Setting back of hedge (mainly ivy propped up by over-mature hawthorn) on S side of Old Rd and clearance of vegetation and composted leaves 	
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		<p>obscuring the footpath, to create cycling provision: excellent.</p> <ul style="list-style-type: none"> • Moving the newly-installed and much-used zebra at Stapleton Rd, making a Toucan 10m east of Bickerton Rd seems a waste of money, regardless of who is paying. If this is necessary due to widening of the entrance to the temporary Triangle Nursery, making it too close to the zebra, the gateway should have been widened on the eastern side. • Given half a chance, pedestrians will cross at the desire line, as evidenced by cyclists arriving from the west and crossing the road into the ORC gateway part-way up the Old Rd slope. If, as we were told, most of the nursery users are to approach on foot, the Toucan in the proposed position will be of little use to them. • The zebra was designed to slow down traffic. Now we are told that the Toucan is designed to speed up traffic. At peak times, the volume of traffic means it is bumper-to-bumper, and it is hard to envisage how the Toucan could relieve this. At all other times, speeding is the problem that has to be addressed. • Proposed east-bound cycle provision between Gipsy Lane and Valentia Rd. Currently this stretch is eminently safe for cyclists, and the footpath is safe for the Cheney children who converge at this point. Combining cyclists (probably proceeding west-bound (to avoid a tricky R turn into Gipsy Lane) as well as the intended east-bound, with the school children who walk along four or more 	
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		<p>abreast, is not sensible. Furthermore, the path is swampy due to cars driving over the grass to park on hard-standing in front of the houses.</p> <ul style="list-style-type: none"> • Entry treatment to side roads. This has proved unsatisfactory where implemented to date, so why repeat the policy? We are told that ambiguity creates caution, but experience of this system is that inability to exit the side roads without encroaching on the paved area for visibility is extremely dangerous when pedestrians and cyclists approach expecting to have priority. The potential for even nastier accidents presents itself when vehicles are forced to pause on the main road, at risk of being shunted by heavy vehicles, while pedestrians and cyclists exercise their assumed right to cross the side road. 	
253	Traffic Consult Email (The Slade)	<p>No Objection – but raises the following comments</p> <ul style="list-style-type: none"> • The Churchill Drive near Lime Walk and the Nuffield Drive on Windmill Road are difficult to cross on foot. Management of road surfaces like Frideswide Square might help. <p>The Slade east of Wood Farm Road</p> <ul style="list-style-type: none"> • A shared footpath works well mostly on the north pavement as long as scooter drivers and cyclists respect pedestrians, especially at crossings and bus stops. • Parking on the south side of this part of the Slade 	Comments noted.

		<p>is essential to the community. There are a number of multi-car properties with no front garden parking. In addition parking is essential for visitors, tradesmen, workmen, people using the shops and post box.</p> <ul style="list-style-type: none"> • The wait at the pedestrian lights near Cinnaminta Road is now too long except in light traffic. Previously they changed much more quickly. 	
254	Traffic Consult Email (Apsley Road)	No Objection	
255	Traffic Consult Email (Margaret Road)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • Parked vehicles on Windmill Road help to reduce vehicle speeds on a long straight stretch between 2 busy junctions. • The volume of traffic at the Headington crossroads is the major problem. Measures taken on Windmill Road will not affect this and are therefore a waste of money. • Creating a parking space opposite the vehicle entrance to Headington Middle School, will obstruct entry into the school for large vehicles, in particular the refuse lorries which already have difficulty in gaining entry. • Please note that there is already a huge amount of illegal parking on the double yellow lines outside my house. I have rarely seen a traffic warden in the vicinity. 	Proposals now retain some parking along Windmill Road.

256	Traffic Consult Email (Headington Resident)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • Programme too long, needs to be shorted to reduce impact on local residents. • The biggest issue with the proposals is the loss of parking in the central Headington CPZ, most notably on Windmill Road. The parking surveys conducted, were undertaken 4 days apart and not representative. • I am perfectly happy to have better cycle provision, but not at the expense of residents' parking. Consider joint cycle and pedestrian use on the Windmill Road pavement. Another solution would be to direct cyclists down residential streets either side of Windmill Road to avoid the heavy traffic and buses on that street. Please note: I wish to be notified of the council's consideration of these suggestions along with provision of any policies taken into account. • As stated in my previous objection below, the council must meet all legal requirements both for the consultation and the loss of amenity to local residents. I propose reviewing the final plans in detail to ensure this is the case and to bring any legal inconsistencies to the council's attention. • Overall, it is entirely clear that the council intends to go ahead with this scheme irrespective of local residents' strong objections. If the council has available funds they should be spent on Oxfordshire's roads which are in a shocking state of disrepair. 	Proposals now include the retention of some parking along Windmill Road.
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257	E-mail (Chair; St Anne's Road, Gathorne Road, Rock Edge & Margaret Road Resident's Association Chair; Headington & Marston Neighbourhood Action Group)	<p>Objection</p> <ul style="list-style-type: none"> • The project budget should be spent elsewhere e.g. Elderly Care, Libraries, or even filling in pot holes which currently causing accidents to cyclists and damage to cars for which the Council is responsible. • People who live in Headington will tell you that there is little congestion on the Windmill Road itself. Some of the parking occasionally holds up larger vehicles but only for a couple of minutes and there is not an extensive tailback. • Congestion is frequently caused at the traffic lights at Old Road and Headington intersections with Windmill Road where the problem is due to the high traffic volumes • Increasing the speed of traffic will prove more hazardous to both pedestrians and cyclists. Analysis of the accident statistics for Headington indicate that the majority of accidents occur to cyclists at junctions; increased traffic speeds / volumes will increase both the severity and number of accidents • Cyclists frequently use the pavements now illegally and faster traffic will increase this problem to the detriment of the pedestrians. Complaints have already been made frequently to the police but they do not have the resources to prioritise this issue. • Clearing the Windmill Road of car parking will 	<p>Funding for the project cannot be spent on anything else as it has either come from the Department for Transport specifically for these transport improvements or collected from developers specifically to fund transport schemes such as this.</p> <p>Proposals now retain some parking along Windmill Road, which addresses the concerns raised.</p>
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		<p>cause multiple problems in providing an adequate number of alternative parking spaces.</p> <ul style="list-style-type: none"> • The expansion of Windmill School will add to the requirements for daytime and temporary parking whilst traffic congestion in the area will cause residents access problems and additional safety issues for children going to and from the school. • Should the works proceed, despite the numerous objections, I assume that there will be extensive disruption to the current traffic flows whilst the works were carried out; what proposals are in place to minimise disruption during the contract period? • In the event of our objections being ignored, will the 20mph limits in Headington (presumably instigated because of potential excessive speed!) be re-classified as 30mph? • Will the ludicrous hazard (installed to reduce speed?) of the insert by the Bus Stop on the Slade (on the east side) be removed? This is a hazard to cyclists who use the road rather than the pavement. 	
258	Email (Address not provided)	<p>Objection</p> <ul style="list-style-type: none"> • Concerns about Windmill Road scheme regarding traffic speeds, noise and air pollution. <ul style="list-style-type: none"> ▪ One signal crossing is insufficient and needs a speed camera 	Proposals now retain some parking along Windmill Road and wider cycle lanes should help to visually narrow the road to help keep vehicles speeds at appropriate levels.

259	Email (Address not provided)	<p>Objection:</p> <ul style="list-style-type: none"> ▪ Parking survey doesn't take into account current pressures on Snowdon Mead. ▪ Concerned that removal of parking bays on Headley Road will displace parking to Snowden Mead which is restrictive in its width and may result in access issues and safety concerns for emergency service access. 	Proposals now retain some parking on Headley Way, which addresses some of the concerns raised.
260	Email (Address not provided)	<p>Objection</p> <ul style="list-style-type: none"> ▪ Additional parking on Stile Road and on corner of St Leonards Road will be problematic for Co-op delivery, school children crossing the road and access for carers and fire and emergency vehicles. 	Comments noted.
261	E-mail (Schools Forum Governor Representative)	<p>No Objection – but raises the following comments</p> <ul style="list-style-type: none"> • London Road/Brookside: removal of street furniture (traffic signals pole) needs to be removed or moved to allow westbound cyclists on the off-road cycle lane to access the crossing across Brookside when flowing traffic prevents access to the on-road cycle lane • Windmill/Old High Street: No eastbound on-road cycle approach lane on London Road eastbound • Encouraging cycle use in place of private cars and removal of parking on Windmill Road and Headley 	Comments noted.

		<p>Way (with the exception of disabled drivers)</p> <ul style="list-style-type: none"> Better cycle provision at The Slade/Windmill Road/Old Road junction 	
262	E-mail (Schools Forum Governor Representative)	<p>No Objection – but raises the following comments</p> <ul style="list-style-type: none"> London Road/Brookside: removal of street furniture (traffic signals pole) needs to be removed or moved to allow westbound cyclists on the off-road cycle lane to access the crossing across Brookside when flowing traffic prevents access to the on-road cycle lane Windmill/Old High Street: No eastbound on-road cycle approach lane on London Road eastbound Encouraging cycle use in place of private cars and removal of parking on Windmill Road and Headley Way (with the exception of disabled drivers) Better cycle provision at The Slade/Windmill Road/Old Road junction 	Comments noted.
263	E-mail (Hampshire & Thames Valley Joint Operations Roads Policing Specialist Unit)	No objection to the proposed measures.	Noted.
264	Email (Address not provided)	<p>Objection</p> <ul style="list-style-type: none"> No traffic problem on Windmill Road. Removal of parking will create issues for residents. 	Proposals now include the retention of some parking along Windmill Road.

		<ul style="list-style-type: none"> ▪ Traffic problems at Headington Shopping Centre are caused by traffic calming and other measures ▪ Traffic problems at the Old Road/Windmill Road/Slade traffic lights during the peak hours would be resolved by improving the junction 	Proposals are to improve signal junctions.
265	Email (St Anne's Road)	<p>Objection</p> <ul style="list-style-type: none"> ▪ There is currently little congestion on Windmill Road, except at junctions at either end. Creating a faster flow of traffic on the road will not improve movement overall. ▪ The main congestion is on Old Road, and The Slade in the peak hours; the proposals don't seem to address this 	<p>Proposals now include the retention of some parking along Windmill Road.</p> <p>Proposals are to make sustainable modes more attractive and reduce congestion at junctions which should help reduce traffic problems observed in the peak periods.</p>
266	Email (St Anne's Road)	<p>Objection</p> <ul style="list-style-type: none"> ▪ Concerned about increasing speeds on Windmill Road, wouldn't expect plans to prioritise the needs of cyclists and buses over those of residents, particularly pedestrians ▪ The current parking spaces act as a traffic calming feature. ▪ Congestion is at the London Road crossroads; increasing traffic speeds on Windmill Road will exacerbate this. ▪ Cyclists take side streets and do not cycle up Windmill Road. There's no point in creating a safer junction for them if there is no suitable cycle route 	<p>Proposals now retain some parking along Windmill Road, and with wider cycle lanes this should help visually narrow the carriageway and keep vehicle speeds at appropriate levels.</p> <p>Surveys show a modest but still significant number of cyclists using Windmill Road, and objectives are to increase this by encourage more commuters and other road users to cycle and use other more sustainable forms of transport.</p>

		<p>leading to and from the junction.</p> <ul style="list-style-type: none"> ▪ Concerned about the proposed extra parking on St Anne's Road which will have a detrimental impact on amenity, safety and convenience for residents. 	
267	Email (Address not provided)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • Only the top end of Windmill Road has issues that need to be addressed. • Proposals won't reduce traffic on Windmill Road 	Comments noted.
269	Post (Headley Way)	<p>Objection for the following reason:</p> <ul style="list-style-type: none"> • Toucan crossing on Headley Way and all toucan crossings in general as they encourage cyclists to press the button when there is hardly any motor traffic. 	Comment noted.
270	Post (Cherwell Drive)	<p>Neither for or against but have the following comments:</p> <ul style="list-style-type: none"> • Concerns about the proposed changes to Cherwell Drive - how much grass verge would be adopted for the proposed cycle/pedestrian route and, if so, which of the area of the route is raised and which is not? Will street lighting remain it is present position? • Reversing flow of traffic through Headley Way/Cherwell Drive shops is not practicable as traffic coming into Oxford is likely to use the road as a cut through road to Copse Lane and Headley Way. Would have to take a u-turn on any road 	There is no reason why traffic would use the service road as once traffic has passed the Marsh Lane traffic signals they should get progression through the junction.

		between Cherwell Drive and the A40 to gain access, cause an increase in carbon emissions and, in some cases, would be dangerous and slow the flow of traffic.	
271	Post (Oxford Road)	<p>Neither for or against but have the following comments:</p> <ul style="list-style-type: none"> • Much of the traffic chaos along Headley Way is a result of the staff, patients and supplies heading for the JR every day. • Incoming traffic in the morning clogs up Marsh Lane for hours. • Some drivers travel through Marston Village where Oxford Road becomes a crawl. 	Comments noted.
272	General email (Address not provided)	<p>Neither for or against but have the following comments:</p> <ul style="list-style-type: none"> • Traffic humps from side roads should be cycle-friendly. • Air quality should be monitored and results published. 	Comments noted.
273	Web page (Ouseley Close)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • The traffic light system in Marston will cause delays and hold-ups. • The cycle lanes at the bottom of Headley Way do not allow cyclists a right of way. • The traffic lights will make Marston look unattractive, there are far too many of them and it will look fussy, busy and visually unappealing. 	<p>See main report for reasons why signal junctions are proposed.</p> <p>See main report for details about tree loss and replacement.</p>

		<ul style="list-style-type: none"> • Why are there split pedestrian crossings? Surely the roads aren't wide or busy enough to warrant this? It won't even be straight forward to cross the road. • Why reverse the flow of one-way traffic along the Cherwell Drive shops. This will create a rat run for JR Hospital workers cutting through to Marsh Lane. • The loss of grass verges and mature trees will be lost to concrete and traffic lights which will completely ruin the appearance of Marston. 	
274	Web page (Windmill Road)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • Removal of home owner's parking bays. • Why there is a 30mph speed limit on Windmill Rd, yet all other roads are 20mph? • To improve traffic flow why not replace the lights at both ends with small roundabouts, like the ones installed in central Oxford, next to the Said Business School and railway station on the Botley Rd. • Traffic flow, pedestrian and cyclist's safety would be improved if inconsiderate drivers stopped parking on the pavements at the top end of Windmill Rd and London Rd. 	<p>Proposals now retain some parking along Windmill Road.</p> <p>The current extent of the 20mph in Windmill Road (as elsewhere) reflects the outcome of extensive consultation ahead of the implementation of the limit in 2009. If a 20mph was to be introduced then other supporting measures would also be required to ensure vehicle speeds kept to the limit.</p>
275	Web page (Nursery close)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • We have had enough road works locally. • We need a proper free Park & Ride for hospital staff. 	Comments noted.

276	Web page (Stansfield Close)	<p>No objection for the following reason:</p> <ul style="list-style-type: none"> • Bus and bike progress on these through routes should be safer, easier and quicker and it might discourage car commuters from using rat-runs as there will be more parked cars on side streets. 	Comments noted.
277	Email and web page (Headley Way)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • Removal of parking on the lower slopes of Headley Way and Windmill Road. 	Some parking is now proposed to be retained.
278	Web page (Rau Court)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • Traffic signal installed on Churchill Drive to assist buses exiting from Roosevelt Drive and manage traffic flow along Churchill Drive to junction with Old Road will have no benefit to buses exiting site. • Peak hour bus gate on Roosevelt Drive near junction with Churchill Drive will only impact University staff exiting ORC onto Roosevelt Drive. NHS staff will continue to exit up Churchill Drive onto Old Road. This seems unreasonable and discriminatory against University staff. Bus transit around site will be probably be delayed further by being caught up in ORC traffic just after entering site. If a bus gate was placed on Churchill Drive just past Roosevelt Drive (i.e. closer to Old Road) this would force all peak traffic other than buses or ambulances to exit via Roosevelt Drive/Gypsy Lane. Only buses/ambulances would be able to exit via Churchill Drive/Old Road at peak times. 	<p>Bus lane and signalisation of Churchill Drive and Old Road will help to give buses priority through the site and help them exit Churchill Drive (including coming from further south within the site).</p> <p>Proposals also include increasing the capacity of the Roosevelt Drive/Old Road junction to help buses and general traffic exit from here without any further delay.</p> <p>Pedestrian and cycle crossings will be coordinated with signal junctions.</p>

		<p>This would mean no traffic signals would be necessary in proximity to this junction. This is comparable to the system in place on both the JR and NOC sites.</p> <ul style="list-style-type: none"> • If the toucan crossings for pedestrians and cyclists (at Roosevelt/Old Road/Warneford Lane/Gypsy Lane and Churchill Drive/Old Road junctions) are pedestrian/cyclist controlled, this will only reduce the rate at which vehicles may exit site at both locations. Although if a bus gate is placed on Churchill Drive then only vehicles exiting at Roosevelt/Old Road/Warneford Lane/Gypsy Lane will be directly impacted. • Repositioning the pedestrian crossing further down the hill should be deferred until the B2/Old Road Campus works are complete. 	
279	Web page (Beaumont Road)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> • Concern that certain roads which provide access to Headington's major places of employment have been excluded from the scheme. Beaumont Road and Quarry High Street are used for a substantial number of car journeys between the eastern bypass and locations such as the Old Road campus, Churchill and Nuffield hospitals and two schools. These are also routes identified by the Highways Authority for cycle access. 	Proposals are to increase the attractiveness of main routes to the hospitals and major employments sites as this is where most travel demands are placed. This and other proposals in the Oxford Transport Strategy will help to reduce traffic using these other, less appropriate routes.
280	Web page (Wharton Road)	<p>Neither for or against but have the following comments:</p> <ul style="list-style-type: none"> • Removing parking from Windmill Road will 	Proposals now retain some parking

		<p>increase the speed of some already fast moving cars, risk accidents and there will be nowhere for residents to park their cars.</p> <ul style="list-style-type: none"> • A crossing is needed across Windmill Road to St Leonard's Road. 	along Windmill Road.
281	Web page (Old Road)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • The JR and Churchill Hospitals continue to attract large volumes of patient traffic despite the provision of hospital bus services. So, consideration should be given to having multi-storey car parking on the two sites. • Headington's part in Oxford's traffic needs should be worked out with radical action considered such as access to the JR and Churchill Hospitals from the by-pass; the removal of one of the major people magnets from Headington, e.g. Brookes University, Churchill Hospital, etc. • The prohibition of parking on Headley Way or Windmill Road, with the consequent relocation of the residents' parked cars to nearby streets, while understandable, are almost certainly unworkable. There is not enough parking available in the nearby side streets. • In every case where an on-pavement cycle path meets a bus stop, the cyclist is faced with the choice of riding through the bus stop or re-joining the road, which has no designated cycle provision. This situation is very unsatisfactory and needs to be rectified. • Entry 'platforms' on side roads. 	<p>See main report for response to alternative points of access for the JR Hospital.</p> <p>Proposals now retain some parking on both Headey Way and Windmill Road.</p> <p>Other comments noted.</p>

		<ul style="list-style-type: none"> • The County Council's contention that more jobs are needed in Headington is wrong. • Removal of the grass verge along Old Road (south side) from the junction with the Slade to Churchill Drive to enable a cycle & pedestrian path to be installed. • Separation of cyclists and pedestrians by pavement marking from Old Road/Windmill Lane junction to NOC is overdue and is essential. • Will the traffic lights to control the exit/entrance to Churchill Drive from Old Road. Consider carrying out a trial to test the proposed system to avoid costly mistakes being made. • The removal of the zebra crossing at the Stapleton/Old Road corner of and its replacement by a toucan crossing east of the Old Road/Bickerton road corner is at the wrong location. There is greater need for this crossing at the Valentia Road bus stops (serving east- and west-bound busses). If located here it would serve ORC users, Cheney School students and residents of the Valentia Road estate, as well as those of 'Little Oxford'. The Churchill Drive crossing will cater for the needs of pedestrians approaching the ORC and Churchill sites along Lime Walk and Stapleton Road. • The current pedestrian entrances to ORC near Valentia Road are a disgrace. • The amount of work needed to make the removal of the on-street cycle lane (north side) from Gipsy Lane/Old Road junction to Valentia Road and off-road cycle & pedestrian track (north side) to be 	
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		<p>installed from Gipsy Lane/Old Road junction to Valentia Road using existing pavement workable.</p> <ul style="list-style-type: none"> • Double kerb to be eliminated by regrading Old Road from Highfield Avenue to Valentia Road (approx.) seems sensible. • Creation of off-road cycle & pedestrian track from Churchill Drive to Gipsy Lane/Old Road junction (south side) is very good news. 	
282	Web page (St Leonards Road)	<p>Objection for the following reason:</p> <ul style="list-style-type: none"> • The parking bays on the east side of Stile Road are unsafe, near to the junction with St Leonards Road and will impede access to the garage of 62 St Leonards Road. 	Comment noted.
283	Web page (Gathorne Road)	<p>Objection for the following reason:</p> <ul style="list-style-type: none"> • The proposal to ban parking at the southern end of Windmill Road, between the junctions with Margaret Road and Rock Edge. 	Proposals now retain some parking here.
284	Web page (Harwell Campus Bicycle Users Group)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • The expectations of a cycle super route have not been encompassed into the design. • Due to the amount of cyclists and speed, a cycle super route is not suitable for shared use paths. There needs to be a physical segregation from pedestrians and segregation or semi segregation from the main carriageway. • The current proposals result in an incoherent 	Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.

		<p>design which will cause confusion for cyclists, pedestrians and drivers.</p> <ul style="list-style-type: none"> • Traffic Regulation Orders should be reviewed and re-designed. 	
285	Web page (Bateman Street)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • If you make it free flowing with no speed restrictions there would be potential for a serious accident. Consider 20mph speed camera not just a sign. • Moving parking bays off windmill you will be putting local residents back up having to fight for the already limited spaces. 	Proposals now retain some parking on Windmill Road and wider cycle lanes will help to visually narrow the road helping to keep vehicles speeds to appropriate levels.
286	Web page (Rolfe Place)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Could do more – timid approach. • Will on-road cycle lanes be dashed white line or whether they will be the fully painted green ones? • Will the cycle lanes be potholed, requiring riders to veer out into the traffic? 	Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.
287	Web page (St Anne's Road)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • No cost/benefit study of the efficacy of these proposals has been presented. • The plans do not join up to any existing transport systems such as the ring road cycle lanes or the 	The main report sets out the benefits of the scheme in terms of cost benefit analysis undertaken.

		<p>new Water Eaton station.</p> <ul style="list-style-type: none"> • No specific plans to discourage car journeys or encourage bus travel just a vague intention to encourage 'residents' to cycle or walk. • Increasing road width, speeding up traffic. • Parking changes show ignorance of CPZ areas and local road layout. • Can't see how plans result in fewer cars and congestion. • No measures to encourage walking. • The changes to Old Road in particular will bring faster traffic and cyclists closer to pedestrians making walking unpleasant. • Speeding traffic in the upper part of Windmill Road. • Improvements for cycling are entirely centred around ensuring that cyclists using the 'rapid transit' roads do not impede the vehicular traffic. They guide cyclists to dangerous junctions and too narrow roads such as Windmill Road. These proposals will not encourage much additional cycling. There are many viable, safer, back routes and I would beg the county to concentrate funds on developing and signposting those routes. • Providing cycle lane access at the top of Windmill Rd seems extremely dangerous. Again cycle lanes down back roads can easily avoid this hazardous junction. • Support jobs growth in health, innovation and education by improving access to major sites such as hospitals and universities • No consideration has been given to the needs of 	<p>Proposals are part of wider plans that are contained within the Oxford Transport Strategy, which show how these and other proposals are joined up.</p> <p>Other comments noted.</p>
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		<p>smaller businesses.</p> <ul style="list-style-type: none"> • More rapid transit may encourage a few more bus journeys, equally they may encourage more car journeys. • No promotion of health and wellbeing by reducing transport's environmental impact. • Removing parking from Windmill Rd to surrounding residential streets is impractical as there are insufficient parking slots available. • County has not realised that where they positioned alternative spaces are in some cases in different CPZ areas or inaccessible from Windmill Rd. • Residents are already reluctant to park in some of the available spaces because of vandalism. These are generally spaces not directly overlooked by houses, such as on Margaret Rd and Rock Edge and have been subject to vandalism and theft. • Windmill Road residents can park in St Leonard's Rd car park. Removing Windmill Road parking will further reduce parking available for visitors to the shops and businesses in Headington. • Since traffic problems are only experienced on Windmill Rd during rush hours the proposal to ban parking 24 hours a day is far too draconian and will badly affect the quality of life for residents. • Traffic already speeds down Windmill Rd but parked cars often serve as traffic calming. Removing parked cars will require additional calming measures. • The upper part of Windmill Rd is too narrow for a dedicated cycle lane plus buses and therefore dangerous. Alternative back road cycle routes 	
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		<p>should be planned and signposted.</p> <ul style="list-style-type: none"> • Windmill Rd pavements are too narrow. At present car parking on this road acts as a traffic calming measure. • Turning Windmill Road into a main 'rapid transit' route could change the whole character and environment of what is at present a residential street housing many families. Lack of parking and increased, faster traffic may mean houses given over to rent as HMOs thus losing community aspect. • None of these plans address the hold ups that occur at the junctions such as London Rd and Old Rd. I am told change of traffic light phasing can resolve these problems if so these should be tested prior to implementing other measures. • If County succeeds in making this 'rapid transit route' effective what will prevent more vehicles using the route as a cut through to avoid the jams on the ring road particularly out of rush hours? At present Headington roads flow well when not occupied by rush hour traffic to the Institutes. The plans seem unlikely to decrease traffic but quite likely to increase traffic. • What measures has the County in place to measure the success of their plans? If as seems likely they merely increase traffic volumes how will this be rectified? 	
288	Web page (St Anne's Road)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> • Potential parking changes in St Anne's Road and 	Comment noted.

		other adjacent roads, has a potential half-footway half roadway parking place located at the driveways.	
289	Web page (Stile Road)	No objection but has the following concerns: <ul style="list-style-type: none"> • Additional parking in Stile Road. • Problems at the junction of Stile Road and London Road. 	Comment noted.
290	Web page (Hastoe Grange)	Neither for or against, but has the following comments: <ul style="list-style-type: none"> • No account taken of the parking restriction in Snowdon Mead. • Concern at the proposed movement of the bus stop on the east side of Headley way to near the Snowdon Mead junction. • Concerns for noise pollution for residents of Hastoe Grange. • Removal of the parking is a good idea as it will improve safety and traffic flow. It will allow width for emergency vehicles to pass down the centre of the road when on emergency call. • There has been no mention in the consultation documents of the required disruption to achieve the results. • There has been no mention in the proposals of the amount of disruptions to residents. 	Proposals now retain some parking along Headley Way. Other comments noted.
291	Webpage (Headington	Objection, for the following reasons <ul style="list-style-type: none"> ▪ Concerns regarding removing the parking bays 	Proposals now retain some parking along Windmill Road. Two separate

	resident)	<p>from Windmill Road as it will encourage people to speed.</p> <ul style="list-style-type: none"> ▪ Extra pressure on surrounding roads which are already quite full parking wise. ▪ Unfair for residents to have their parking removed and be paying for permits to park potentially a few streets away from their homes. 	parking surveys show there is some spare capacity in side roads and additional parking bays are proposed in roads surrounding Windmill Road.
292	Webpage (Headington resident)	<p>Objection, for the following reasons</p> <ul style="list-style-type: none"> ▪ Questions need for parking bay removal and thinks will increase speeds on Windmill Road which is a threat to the safety of Windmill pupils travelling to and from the school. ▪ Concerns about displaced parking on other streets. ▪ Concerns that will increase access for vehicles and will not encourage cycling and public transport ▪ 20mph speed limit should be introduced on Windmill Road and enforced with speed cameras. ▪ A crossing should be installed near the junction of Bateman Street and St Leonards road to make it safer for children crossing the road there. ▪ Other measures identified including barrier at the entrance from the ring road, congestion charging, removing parking charges at Thornhill Park & Ride for staff and users of the hospitals and University campuses, bus shuttle services between the Park & Ride and the hospitals and University campuses for staff and users of the hospitals and Universities 	Proposals now retain some parking along Windmill Road. This and proposed wider cycle lanes will visually narrow the carriageway which will help to keep vehicle speeds to appropriate levels.
293	Webpage	No objection to the proposals	Officers believe that this approach is

	(Witney)	<ul style="list-style-type: none"> ▪ Welcomes the intention to provide cycleways, but considers will have limited appeal because of the heavily trafficked roads. ▪ The plans at present do not meet the standards set for a Cycle Super Route, which should be adhered to. ▪ Welcomes the replacement of roundabout with traffic lights and signal controlled pedestrian and cycle crossings but opportunities are missed to provide fully segregated cycle lanes that act as left-filters, notably at the JR access road into Headley Way southbound; at St Antony's Church corner (Headley Way southbound into the JR access road); from Marsh Lane southbound into the shop access road; ▪ Has the University and the Oxford University Hospitals Trust been involved in these plans. 	<p>the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Other comments noted.</p>
294	Webpage (Windmill Road)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Parking plan unfair to residents ▪ Cycle safety improvement will be offset by greater traffic speeds ▪ New parking spaces on streets off Windmill Road will make it more dangerous for primary school children. Need fewer cars park to make it safer to cross, not more. ▪ Supports Windmill Road residents' action group proposals. 	Proposals now retain some on-street parking along Windmill Road.

295	Webpage (Headley Way)	<p>No objection but has the following comments</p> <ul style="list-style-type: none"> ▪ Pleased that the trees and grass verge on both sides of Headley Way are to be left untouched ▪ Plans for cycle and pedestrian dual usage further down Headley Way on the hill are not practical. ▪ The service road in front of the shops will be used as a rat run in the mornings. ▪ The crossing on London Road at the end of Osler Road is an excellent idea. ▪ The bus stop on Windmill Road sited into a layby is also an excellent idea, a filter on the traffic lights turning right at the Windmill Road and London Road junction is needed. 	Comments noted.
296	Webpage (New High Street)	<p>Objection, for the following reasons;</p> <ul style="list-style-type: none"> ▪ Removing parking spaces on Windmill Road will increase the speed cars travel. Speed should be reduced to 20mph. ▪ Pedestrian crossings will help reduce the speed – need to be signalised. ▪ Crossing near the junction of Bateman Street and St Leonards road would be highly beneficial for children crossing on the way to school. ▪ Should be no new parking spaces near schools or adjacent areas for safety reasons. 	Proposals now retain some parking along Windmill Road and with wider cycle lanes, both will help to narrow the carriageway helping to keep vehicle speeds to appropriate levels.
297	Webpage	Objection for the following reasons;	Proposals now retain some parking

	(Kennet Road)	<ul style="list-style-type: none"> Disagree with removal of on-road parking from Windmill Road as it will encourage higher vehicle speeds Non-vehicular road users (cyclists and pedestrians) will be at higher risk because of traffic speeds. Additional parking spaces are too far from existing Proposals will encourage people to drive in through Headington to go to one of the hospital sites – 	along Windmill Road and with wider cycle lanes, both will help to narrow the carriageway helping to keep vehicle speeds to appropriate levels.
298	Webpage (Headington)	<p>Objection, for the following reasons;</p> <ul style="list-style-type: none"> Removal of all on street parking in Windmill Road will result in increased speeds 'Speed creep' that occurs when roads are viewed as more the preserve of drivers than residents Shared use for cyclists and pedestrians –is the provision wide enough. Should be delineated and be clearly signed where the sharing ends - particularly important in the central shopping area of Headington where cycling on the pavement seems to be ever more common. Concern that cyclist will consider all pavements as shared. 	Proposals now retain some parking along Windmill Road and with wider cycle lanes, both will help to narrow the carriageway helping to keep vehicle speeds to appropriate levels.
299	Webpage (Old Marston)	<p>Objection, for the following reasons</p> <ul style="list-style-type: none"> Questions rationale of changing roundabouts to 	See main report for response to signalling junctions.

		<p>signals</p> <ul style="list-style-type: none"> ▪ Doesn't agree with changes of traffic flow past the shops ▪ junction change in Marston is not taking consideration of local issues and hospital traffic 	
300	Email and webpage (Headington)	<p>Objection for the following reasons;</p> <ul style="list-style-type: none"> ▪ Removal of parking on Windmill Road will force the residents there to park on other streets ▪ Traffic speeds will increase ▪ Cyclists and pedestrians will be discouraged from using the road ▪ Resident parking should be retained on one side where the road is wider up at the Nuffield/Old Road end. ▪ Resident only spaces should be provided ▪ Parking enforcement needed ▪ Small business will be affected. 	Proposals now retain some parking along Windmill Road and with wider cycle lanes, both will help to narrow the carriageway helping to keep vehicle speeds to appropriate levels.
301	Webpage (Kirk Close)	Suggestion to add a new stop for Bus #700 on Roosevelt Drive just before turning to the Churchill Hospital to benefit university staff	Comment noted.
302	Webpage (Unknown)	<p>Objection for the following reasons;</p> <ul style="list-style-type: none"> • Doesn't support the removal of parking bays on Windmill Road from the Nuffield Orthopaedic Centre entrance to Bateman Street as they act as 	Proposals now retain some parking along Windmill Road and with wider cycle lanes, both will help to narrow the carriageway helping to keep vehicle speeds to appropriate levels.

		a form of traffic calming and pose no hazard to cyclists.	
303	Webpage (Kidlington)	<p>Objection for the following reasons;</p> <ul style="list-style-type: none"> Concerned that resident will not have a disabled parking bay near enough to property. 	Proposals now include some on-street parking along both Headley Way and Windmill Road.
304	Webpage (Unknown)	<p>Objections to proposed changes to Old Rd,</p> <ul style="list-style-type: none"> Shared-use pavements will have increased risk at junctions and side roads. Plans don't show shared use at bus stops The shifting of cycle facilities seems to be a way of finding room for vehicular traffic. The Roosevelt Drive / Old Rd / Warneford Lane / Gypsy Lane junction - the switch to on-pavement routes for cyclists on Old Rd is going to make the junction even more complicated current proposals fall short of the standard expected from Cycle Premium Routes 	Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.
305	Webpage (Unknown)	<p>Objection for the following reasons;</p> <ul style="list-style-type: none"> Proposals will attract more vehicular traffic Not appropriate for cyclists to be on pavement for any cyclist travelling over 10 mph. 	Comments noted.
306	Webpage	Objection for the following reasons;	Proposals now retain some on-street

	(Copse Lane)	<ul style="list-style-type: none"> ▪ The proposals should accommodate a limited amount of disabled-only parking on Headley Way. 	parking along Headley Way.
307	Webpage (Unknown)	<p>Objection for the following reasons;</p> <ul style="list-style-type: none"> • Residents of the "Lakes" side streets will find it difficult to enter and exit Headley Way. ▪ Disagrees with removal of parking spaces on Headley Way as it will have a detrimental impact on streets in the area. ▪ Information on parking survey is required 	Proposals now retain some parking along Headley Way.
308	Webpage (Unknown)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of parking from Windmill Road will have a negative impact on the availability of parking in and around Gathorne Road and will affect the road safety for children and elderly residents who live there, the character of the road and the level of traffic and road noise in the road. ▪ Removal of parked cars will encourage speeding 	Proposals now retain some parking along Windmill Road, and wider cycle lanes will help to narrow the carriageway and keep vehicle speeds at appropriate levels.
309	Webpage (Unknown)	<p>Comments on the Cherwell Drive-Marsh Lane-Headley Way-Marston Road junction:</p> <ul style="list-style-type: none"> ▪ Unnecessary to have a parallel cycle track on the service road past the shops – easterly track could be replaced by a cycle lane in the middle of the carriageway ▪ Concerned that cyclists going from Cherwell Drive 	<p>Off-road cycle track for those cyclists that are not confident to cycle in the middle of the road and also mean they can bypass the traffic lights.</p> <p>Other comments noted.</p>

		<p>to the shops will be cut up by vehicles turning into Marsh Road.</p> <ul style="list-style-type: none"> ▪ Concerned about staggered cycle pedestrian crossings because of delay ▪ Query about appropriate width of sheep pen central refuges 	
310	Webpage (Unknown)	<p>Objection for the following reasons;</p> <ul style="list-style-type: none"> • Objection to additional parking bays on east side of Stile Road as the street is too narrow particularly for lorries ▪ Suggest reinstating the parking bays outside the co-op to be available to permit holders as well. Request to have the yellow box junction reinstated at the junction of Stile road and the London road. 	Comments noted.
311	Webpage (Unknown)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of parking on Headley Way will mean having to parking on another street which will be difficult with children and shopping, and side streets have insufficient capacity. ▪ Pedestrian crossing will result in zig zags directly outside house, thereby restricting unloading and the crossing will be noisy ▪ Parking removal will have an impact on disabled residents and visitors ▪ Removal of roundabout will prevent being able to u turn 	<p>Proposals retain some parking on Headley Way.</p> <p>Other comments noted.</p>

312	Webpage (Unknown)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • Pleased to see more provision for cyclists but does think scheme will achieve objectives to increase walking and cycling because of traffic speeds ▪ Need for better signalled junctions / crossings ▪ Need for segregated or semi-segregated cycle routes. ▪ Concerned about displacement of parking ▪ Concerned about narrow pavements ▪ Clarity on cycle provision needed, e.g. at bus stops and pinch points 	Comments noted.
313	Webpage (Oxford Pedestrians Association)	<p>Neither welcomed nor objected to the proposals. Made the following comments;</p> <ul style="list-style-type: none"> ▪ Concerned about provision for pedestrians, e.g. Copse Lane staggered crossing not ideal, and prioritises traffic flow over ease of walking. ▪ London Road crossing near the junction with Osler Road is supported as is the new Tiger crossing of Windmill Road. ▪ Need for a further crossing of London Road nearer to central Headington, near the Bateman Street junction ▪ Concerned about removal of Zebra crossing of Old Road near Stapleton Road ▪ Review of the timing of pedestrian lights throughout the area is needed with an emphasis on greater convenience for pedestrians rather than improving traffic flow. ▪ Disappointed about removal of proposed diagonal 	<p>In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m).</p> <p>Other comments noted.</p>

		<p>crossing at the traffic lights in central Headington.</p> <ul style="list-style-type: none"> ▪ Raised Crossings have no legal standing and not recognised by many drivers – could be Zebra crossings ▪ Not in favour of off-road cycle routes constructed by painting a line down a pavement because creates a danger for pedestrians and encourages cyclists to use pavements elsewhere. 	
314	Webpage (Unknown)	<p>Neither welcomed nor objected to the proposals. Made the following comments;</p> <ul style="list-style-type: none"> ▪ Shared cycle and pedestrian provision is not ideal for either user. ▪ Should be segregated ▪ Lack of clarity on how continuity will be maintained certain areas. 	<p>In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m).</p>
315	Webpage, (Sandfield Road)	<p>Objection – due to following reason:</p> <ul style="list-style-type: none"> ▪ Structures are of no benefit to cyclists ▪ Provision of alternative parking has not been thought through – use of previous double yellow lines (now considered safe) ▪ No point in ASLs if not accessible by advisory cycle lane ▪ Cycle lanes on pavements need to be clear of obstacles – currently drives cyclists onto road ▪ Concerns of new traffic light at entrance to JR will 	<p>Comments noted.</p>

		<p>affect existing toucan crossing on Staunton Road/Headley Way</p> <ul style="list-style-type: none"> ▪ Thoughts to be given on replacing threatened trees with native species 	
316	Webpage (Langley Close)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Concerns of safety of peds and school children – plans to consider: ▪ A 20mph speed limit on Windmill Road (removing parking increases speeds), ▪ A new crossing nr Bateman Street ▪ No new parking bays near Windmill School 	<p>The current extent of the 20mph in Windmill Road (as elsewhere) reflects the outcome of extensive consultation ahead of the implementation of the limit in 2009. If a 20mph was to be introduced then other supporting measures would also be required to ensure vehicle speeds kept to the limit.</p>
317	Webpage (Windmill Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Strongly disapproves of parking removal – not enough spaces ▪ Removal will cause pressure on side roads, increase vehicle speeds, ▪ Cyclists should use quieter sides 	<p>Proposals now retain some parking along Windmill Road.</p>
318	Webpage (Headley Way)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of on-street parking ▪ Questions cycle lane proposals heading to Cherwell Drive from JR 	<p>Proposals now retain some parking along Windmill Road.</p>

319	Webpage (Headington Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Would like to see removal of parking on Margaret Rd from BJ Garage to Windmill Rd 	Comment noted.
320	Webpage (Stile Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Concerns of safety of proposed on-footway parking spaces on Stile Road ▪ Proximity of new spaces to St Leonards narrows road space for cyclists 	Comments noted.
321	Webpage (Sandfield Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Supports cycle infrastructure spending ▪ Too much shared space with pedestrians – conflicts ▪ Supports removal of parking on Headley Way 	Comments noted.
322	Webpage (New High Street)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Removal of parking will increase vehicle speeds 	Proposals now retain some on-street parking and wider cycle lanes will help to visually narrow the road which will help to keep vehicle speeds at appropriate levels.
323	Webpage (on behalf of St	No objection but has following comments:	The current extent of the 20mph in Windmill Road (as elsewhere) reflects

	Andrew's CE School)	<ul style="list-style-type: none"> ▪ If parking removed on Windmill – 20mph should be imposed ▪ Removal of parking will increase vehicle speeds ▪ Would like to see new crossing between Bateman and St Leonards 	the outcome of extensive consultation ahead of the implementation of the limit in 2009. If a 20mph was to be introduced then other supporting measures would also be required to ensure vehicle speeds kept to the limit.
324	Webpage (Chequers Place)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Widening of roads at the expense of footways and parking – destroys character and invites accidents ▪ Removal of trees 	Comments noted.
325	Webpage (Coniston Ave – Windmill School Association)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Objects to removal of parking bays on Windmill Road ▪ Would like to see new crossing between Bateman and St Leonards ▪ Would like to see widening of footway on Windmill Road 	<p>Proposals now retain some parking along Windmill Road.</p> <p>Narrow footways on Windmill Road mean finding a suitable location for a new pedestrian crossing near Bateman Street is difficult. Furthermore, from on-site observation it is not clear where the main desire line would be – currently there is significant demand to/from Margaret Road which already has a pedestrian crossing.</p>
326	Webpage	No objection but has following comments:	In most instances shared paths will

	(Oxfordshire Cycling Network)	<ul style="list-style-type: none"> • Shared use paths not preferable for cyclists • Removal of parking supported • Strong desire for more cycle friendly provision (i.e. 1.8m cycle lanes/more segregation/more ASLs/cycle early starts) 	have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m).
327	Webpage (Stile Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Strongly opposes new parking spaces on Stile Road (25 & 25A) ▪ Incompatible with current use of Stile Road 	Comment noted.
328	Webpage (Windmill Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Surrounding streets accommodating displaced/removed parking not fit for purpose ▪ Parking moving into unsafe areas ▪ Removal on bays on Windmill Road increases vehicle speeds ▪ Focus should be on reduction of cars and promoting alternatives not removing amenities 	Proposals now retain some parking along Windmill Road. Surveys also confirm there is some spare capacity on side roads and an additional 26 spaces are proposed to be installed on road surrounding Windmill Road.
329	Webpage (Windmill Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Removal of parking on Windmill Road does not achieve improvement to traffic flow – will increase 	Proposals now retain some parking along Windmill Road.

		<p>risk and accidents</p> <ul style="list-style-type: none"> ▪ Residents forced to park elsewhere and increase congestion on surrounding roads ▪ Supports bicycle infrastructure however Windmill Rd encourages high speed vehicles and bikes 	
330	Webpage (Windmill Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Windmill Rd not wide enough to accommodate cycles lanes ▪ Removal of parking ▪ Proposals detrimental to quality of life on Windmill Rd 	Proposals now include the retention of some parking along Windmill Road.
331	Webpage (Quarry High Street)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Proposals should include for better provision segregating cycle paths in order to encourage cycling 	Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.
332	Webpage (Windmill Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Increased vehicle speeds – increased hazards to pedestrians and cyclists ▪ Insufficient road space on Windmill Road for two cycle lanes 	Proposals now retain some parking along Windmill Road and include wider cycle lanes. Both will help to keep vehicle speeds at appropriate levels.

333	Webpage (Windmill Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of parking – increase vehicle speeds ▪ Removing parking has benefits to reducing congestion ▪ Windmill Road should be 20mph 	<p>Proposals now retain some parking along Windmill Road and include wider cycle lanes. Both will help to keep vehicle speeds at appropriate levels.</p> <p>The current extent of the 20mph in Windmill Road (as elsewhere) reflects the outcome of extensive consultation ahead of the implementation of the limit in 2009. If a 20mph was to be introduced then other supporting measures would also be required to ensure vehicle speeds kept to the limit.</p>
334	Webpage (Weyland Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Plans detrimental to School area ▪ Objects to car park at Margaret Road/Quarry High St. – not safe. Difficult junction to navigate with school children 	Comments noted.
335	Webpage (Quarry High Street)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Needs of roads put before residents ▪ Removal of parking bays on Windmill Road – increase traffic speeds 	Proposals now retain some parking along Windmill Road and include wider cycle lanes. Both will help to keep vehicle speeds at appropriate levels.

		<ul style="list-style-type: none"> Increases in pollution by making Windmill Road more attractive for motorists 	
336	Webpage (Langley Close)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> Removal of parking bays on Windmill Road – increase traffic speeds Scheme should include 20mph and more pedestrian crossing points Extra parking in side streets – impact on school children safety 	<p>Proposals now retain some parking along Windmill Road and include wider cycle lanes. Both will help to keep vehicle speeds at appropriate levels.</p> <p>The current extent of the 20mph in Windmill Road (as elsewhere) reflects the outcome of extensive consultation ahead of the implementation of the limit in 2009. If a 20mph was to be introduced then other supporting measures would also be required to ensure vehicle speeds kept to the limit.</p>
337	Webpage (Hugh Allen Crescent)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> All main roads should get fully segregated cycle lanes in both directions 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p>
338	Webpage	Objection – due to following reasons:	In most instances shared paths will

	(The Slade)	<ul style="list-style-type: none"> ▪ Shared-use footways backward step – increases risk at side roads, conflict with pedestrians ▪ Switching between on-road and off-road provision poorly designed e.g. Valentia Road ▪ No proposals for cyclists at Roosevelt Drive / Old Rd / Warneford Lane /Gypsy Lane junction ▪ Designs are pro-motorist 	have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m).
339	Webpage (Windmill Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Off-road cycle paths – increased conflict with pedestrians ▪ Removal of parking on Windmill Road – increase in traffic speeds 	In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m).
340	Webpage (Jack Straw's Lane)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ No obvious places for drop-off at Surgery on Service Road/Marsh Lane ▪ Supports improvements to cycle lanes – concerns of conflicts at shared-use footways 	In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m).

341	Webpage (Gathorne Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Strongly opposes removal of parking on Windmill Road – fracture community, increase traffic speeds ▪ Proposals to use sustainable modes of transport (bus) to Hospitals and university will not work. Commuters travel too far from outside. Options are expensive and over-subscribed. 	<p>Proposals now retain some parking along Windmill Road.</p> <p>Proposals are part of a wider strategy (Oxford Transport Strategy) which includes proposals to introduce a Workplace Parking Levy and other demand management measures to help to reduce demand for travel by car.</p>
342	Webpage (Cranmer Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Welcomes use of cycle lanes and no bus lane on Cherwell Drive ▪ Removal of parking is however detrimental to area and side roads and increases traffic speeds ▪ Concerns over traffic lights in close proximity on Marsh road/Headley way ▪ Concerns that there will be 3 lanes of traffic created at the bottom of Headley Way ▪ Additional crossings must be put in place along Windmill Road 	<p>Proposals now retain some parking along Windmill Road.</p> <p>Other comments noted.</p>
343	Webpage (Windmill Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Concerns over loss of parking on Windmill Road ▪ Increase of vehicle speeds on Windmill Road ▪ Concerns over road safety issues 	<p>Proposals now retain some parking along Windmill Road.</p>

		<ul style="list-style-type: none"> No congestion issues on Windmill Road 	
344	Webpage (Gathorne Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> Concerns over assumptions from parking survey Conducted own parking surveys Requests council do overnight survey for couples of nights a week 	<p>Proposals now retain some parking along Windmill Road.</p> <p>Overnight surveys (4am) were undertaken over a number of nights.</p>
345	Webpage (Stile Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> Concerns over removal of parking on Windmill Road and impact on side roads – safety issues Suggests switching on-street parking from north side of St Leonards to south side. Concerns of traffic speeds 	<p>Proposals now retain some parking along Windmill Road.</p>
346	Webpage (Dene Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> Concerns over shared-space cycle paths – conflict with pedestrians Proposals put motorists needs above pedestrian/cyclists 	<p>In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m).</p>
347	Webpage (Charlbury Road)	<p>No objection but has following comments:</p>	<p>Comments noted.</p>

		<ul style="list-style-type: none"> ▪ Supports proposals ▪ Cycle lanes should be mandatory not advisory ▪ New parking spaces should be reserved for car club vehicles ▪ Proposed Footway parking obstructs pedestrians ▪ Right turn should be prohibited at Copse Lane end of Service Road ▪ Cycle proposals are of poor quality – does not match specification in LTP4 ▪ Provision is discontinuous and shared ▪ Southside cycle lane beside Old Road should be fully segregated along its whole length, not shared with pedestrians ▪ Northside cycle lane between the Vicarage and the Windmill Road signals should be entirely off-road and not shared with pedestrians ▪ Routes to avoid the B4495 and B420 have been completely neglected 	
348	Webpage (Burdell Avenue)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Object to proposals from St Leonards Road south to Old Road ▪ Concerns for parking on Margaret Road ▪ Removal of parking will increase traffic speeds ▪ Road safety issues at school crossing ▪ Congestion around school due to displaced parking ▪ Requests 20mph limit ▪ Requests no parking at end of York Road ▪ Requests pedestrian crossing between St 	Comments noted.

		<p>Leonards/Bateman St.</p> <ul style="list-style-type: none"> ▪ Eastside footway widening between St Leonards/Margaret Road 	
349	Webpage (London Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Proposals weigh in favour of bus companies ▪ Widening of roads encourages speeding ▪ Cycle lanes channel into bus lanes, nr bus stops and crossings – safety issues 	Comments noted.
350	Webpage (Cyclox)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Some cycle routes standards have not been met – LTP4 ▪ Downgrading Cycle Super Route is discouraging sets poor example ▪ Shared cycle paths create conflict – segregated better ▪ Concerns over continuity of cycle provision ▪ Support removal of parking bays on Windmill Road and Headley Way ▪ Windmill Road should be 20 mph ▪ Supports traffic signals in place of roundabouts – would like to see 5 second advanced cycle phase ▪ Proposals miss opportunities for cycling and off-road walking on B4495 and Old Road ▪ Designs for raised entry side roads not clear – hazardous for cyclists ▪ Welcome lane markings for cyclists 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Other comments noted.</p>

351	Email and Webpage (Oxford Civic Society)	<p>No objection but has following concerns:</p> <ul style="list-style-type: none"> • Headley Way retail area changes to traffic circulation/parking as local shops are an essential amenity 	Comments noted.
352	Webpage (Edgeway Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Supports raised entries to side roads ▪ Concerns over loss of on-street parking Headley Way 	Comments noted.
353	Webpage (Divinity Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Poor cycle designs – better to fix existing routes ▪ How do cyclists re-join carriageways from off-road paths – Windmill/Warneford Lane ▪ Cyclists turning right from Cherwell Drive to Marston Road have to cross traffic lanes ▪ Continuity of cycle provision e.g. Valentia Road 	Comments noted.
354	Webpage (Nuffield Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Supports changes on Windmill Road ▪ Concerns regarding changes to Old Road – difficult for cyclists to turn right ▪ Shared-use footways create conflict ▪ Would prefer to see segregated cycle lanes 	In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams)

			are designed to fit through a standard door size of approx. 0.79m). Other comments noted.
355	Webpage (Coniston Avenue)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of parking bays on Headley Way – increase in traffic speeds ▪ Overflow of parking on side roads compromised ▪ Removal of green spaces on Headley Way 	Proposals now retain some parking along Windmill Road.
356	Webpage (The Slade)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Money better spent on other schemes in Oxford – will always be traffic ▪ Bus lanes will not help. ▪ Cycle lanes would be of better use on footways 	Comments noted.
357	Webpage (Bateman Street)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Proposals detrimental to area. Will change feel and pollution – health of residents ▪ Speeding on Windmill Road – already an issue ▪ Concerns over accident waiting to happen to school children in area ▪ Increases in air pollution 	Comments noted.
358	Webpage (Bateman Street)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Not enough parking on Bateman Street 	Comments noted.

		<ul style="list-style-type: none"> Windsor Street already full – simply not enough bays for residents 	
359	Webpage (Chalfont Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> Opposes loss of parking on Headley Way The Lakes cannot absorb additional parking Removal of parking – increases traffic speeds Cherwell Drive/Martson Lane traffic lights will cause congestion Issue is peak travel time around JR – scheme does not address real reasons for congestion Cost of scheme too high 	Proposals now retain some parking along Headley Way.
360	Webpage (Margaret Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> Proposals are for motorists/commuters not local residents Plans will bring faster traffic – accidents People with reduced mobility lose parking spaces 	Proposals include improvements for cyclists, pedestrians and public transport.
361	Webpage (The Slade)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> Proposals for The Slade are unwarranted 	Parking restrictions are to accommodate wider footway and cycle lanes.
362	Webpage (New High Street)	No objection but has following comments:	Proposals now include some parking along Windmill Road.

		<ul style="list-style-type: none"> ▪ Removal of parking on Windmill Road – will increase traffic speeds therefore raise the likelihood of accidents ▪ Windmill Road should be 20mph – School in area ▪ Parking in front of school makes crossing more risky for children 	
363	Email (Unknown)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of on-street parking on Windmill Road ▪ Quality of life of residents (elderly) – parking ▪ Advisory cycle lanes on Windmill not safe enough – should be mandatory ▪ Excess speed is main problem on Windmill Road not congestion ▪ Requests keeping 27 bays on south side of Windmill Road, traffic camera, speed humps. 	Proposals now include some parking retained along Windmill Road.
364	Webpage (Linden Court)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Concerns that shared-use footways do not work – conflict with cyclists ▪ Dangerous at road junctions – who has priority 	In most instances shared paths will have a total width of 3 to 4m, segregated with a white line. Some localised narrowing is required in places to avoid trees, lamp columns etc., but there will be ample space to share with prams (e.g. double prams are designed to fit through a standard door size of approx. 0.79m). Other comments noted.

365	Webpage (Langley Close)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Removal of spaces on Windmill Road will be detrimental to Langley Close ▪ Proposals for removing parking neglect Windmill road is a residential road, families, shopping, unloading cars etc. ▪ Removal of parking spaces – increase traffic speeds – safety issue for children walking to school 	Proposals now include the retention of some parking along Windmill Road.
366	Webpage (New Cross Road)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Opposes use of shared-use footways ▪ The Slade/Horspath Driftway crossing – dog-leg kinks in. Hems in ped/cyclists in with traffic and requires them to travel further ▪ Requests London Rd/Windmill Road has a diagonal crossing 	Comments noted.
367	Webpage (Gardiner Street)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Removal of Windmill Road spaces – increase traffic speeds 	Proposals now include the retention of some parking along Windmill Road.
368	Webpage (London Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Failure to give thought to bus/coach speeds in 	Comment noted.

		20mph zones <ul style="list-style-type: none"> Failure to consider 20mph advisory signs on London Road 	
369	Postal response, (Stile Road)	Objection – due to following reasons: <ul style="list-style-type: none"> Concerns over parking proposals for Stile Road – not wanted here 	Comment noted.
370	Traffic consult email (Gathorne Road)	Objection – due to following reasons: <ul style="list-style-type: none"> Value for money – cost effectiveness No provision for restricting traffic into Headington Little protection for cyclists (Headley Way, The Slade, Windmill Road) Few planned changes give priority to buses 	Comment noted.
371	Email (Secretary for Friends of Old Headington)	No objection but has following concerns: <ul style="list-style-type: none"> Headley Way retail area service road being used as short cut to access Copse Lane or encouragement to feed 'rat running' traffic in to Northway estate and on to Old Headington Ask that measures are taken to discourage rat-running through residential areas during construction 	There is no reason to believe that vehicles will short cut to Copse Lane – once a vehicle passes the Marsh Lane traffic signals they will have progression through the junction.
372	Email	Objection – due to following issues along Old Road:	This is to align with proposals to

	(Highfield Residents Association Committee)	<ul style="list-style-type: none"> • Removal of the zebra crossing at the Stapleton Rd/Old Road corner • Toucan crossing 10 metres east of the Old Road/Bickerton corner should be further west to better serve residents of the Little Oxford and the Valentia road estates and pupils of Cheney School • Valentia Road to Gipsy Lane: measures to accommodate cyclists & pedestrians off road due to number of school children using this footpath 	provide additional points of access to the Old Road Campus.
373	Traffic consult email (Unknown)	<p>No objection but has following comments:</p> <ul style="list-style-type: none"> ▪ Disapproves with removal of parking spaces on Windmill Road – nowhere for displaced spaces to go. ▪ Concerns over road safety and children with people searching for spaces on St Anne's Rd and Margaret Road 	Proposals now retain some parking along Windmill Road.
374	Traffic consult email (Gathorne Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Traffic flows on Windmill Road – area cannot cope with capacity ▪ Route from Summertown – Northern Bypass not desirable or likely ▪ Removal of Windmill Road parking spaces – increase in traffic speeds ▪ Gathorne Road parking comprised as a result of Windmill Road space removal ▪ New parking woefully inadequate – long distances, 	<p>Proposals now retain some parking along Windmill Road.</p> <p>Other comments noted.</p>

		bad areas, dangerous <ul style="list-style-type: none"> ▪ A lot of money on no clear improvements 	
375	Traffic consult email (Headington Neighbourhood Forum)	No objection but has following comments: <ul style="list-style-type: none"> ▪ Concerns over green spaces, trees and verges ▪ Concerns of removal of Windmill Road parking – puts pressure elsewhere 	See main report for comments on loss and replacement of trees. Proposals now retain some parking along Windmill Road.
376	Traffic consult email (Business owner, Windmill Road)	Objection – due to following reasons: <ul style="list-style-type: none"> • moving bus stop at top end of Windmill Road 	Comment noted.
377	Traffic consult email (Gathorne Road)	Objection – due to following reasons: <ul style="list-style-type: none"> ▪ No evidence to back up claim that traffic in Headington is increasing ▪ Pedestrian crossing near Churchill Hospital prevents traffic flow ▪ Poor value for money ▪ Removing parking on Windmill Road will not reduce environmental impacts 	Comments noted.
378	Traffic consultant email (Old Road)	Objection – due to following reasons: <ul style="list-style-type: none"> ▪ Removal of grass verges on south side of Old Road; ▪ Need bollards to protect road-side grass verge; ▪ On road cycle path should be retained. 	Required to accommodate cycle lanes. Other comments noted.

		<p>Comments as follows:</p> <ul style="list-style-type: none"> ▪ Only way to manage volumes of traffic is to eliminate through traffic; ▪ Close Old Road between Lime Walk and Churchill Drive (except for cyclists and pedestrians), re-route buses along Roosevelt Drive with a bus gate; ▪ All on-road cycle lanes should be strongly contrasting road surface colour, all markings should be maintained; ▪ Prefer on-road cycle lanes to shared cycle/pedestrian facilities; ▪ All junctions should have ASLs; ▪ All signal controlled pedestrian crossings should be called immediately as push button is used; ▪ Low traffic cycle route should be created from Barton and Risinghurst to the old Road hospitals. ▪ Creation of 1.2m on-road cycle lanes (along Windmill Road and elsewhere), however road surface must also be improved. 	
379	Traffic consultant email (Stile Road)	<p>Objection – due to following reasons:</p> <ul style="list-style-type: none"> ▪ Will obstruct access to driveways, road will be narrower, co-op/bin lorries will not be able to get through; ▪ Object to new parking bays proposed on east side of Stile Road and has the following comments: ▪ Stile Road is one way, cars will ignore this and travel fast in the opposing direction to avoid being caught; 	Comments noted.

		<ul style="list-style-type: none"> ▪ Visibility will be reduced with more cars, especially close to St. Leonards end, accidents will increase; ▪ Unacceptable to offset loss of parking on Windmill Road by increasing parking on Stile Road; ▪ Parking on pavements should not be allowed. 	
380	Traffic consultant email (Peat Moors)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> ▪ Likes new pedestrian crossings, especially on The Slade; ▪ Concerned removal of parking along The Slade will encourage parking on already congested side roads, especially Peat Moors, Dene Road area; ▪ Does not like the use of shared pedestrian/cycle lanes. Clear signage should be used to distinguish and alert other road users of cyclists movements; ▪ No need to mark cycle lanes on roads and they are entitled to use the road as much as cars; ▪ Need to clearly mark where cyclists are turning right from Horspath Driftway into cycle lane. Currently cyclists indications are misinterpreted as turning into Currys/Homebase or onto the ring road. 	Comments noted.
381	Traffic consultant email (Unknown)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> • In favour of plans. As a resident who cycles to school with children, they are really pleased with the extent of segregated cycle/pedestrian lanes. Changes will make the Marston Road interchange 	Comments noted.

		more attractive. Hopes as much green can be preserved, reinstated and introduced.	
382	Traffic consultant email (Norton Close)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> ▪ Removing parking along Windmill Road will encourage higher vehicle speeds; ▪ Reduce speed restrictions along Windmill Road to 20mph, certainly between Margaret Road and London Road; ▪ Widen and raise the footway from St. Leonard's Road to Margaret Road on the western side; ▪ Retain parking on NOC side of Windmill Road. Houses have been purchased on the premise of close parking bays; ▪ Proposed parking bays are not practical, other side of bollards. May be more preferable space along Bateman Street; ▪ Not clear that providing two new parking spaces on York Road will alleviate congestion for Windmill School traffic; ▪ One or two parking bays along Margaret Road close to the junction with Windmill Road, should be removed; ▪ Additional pedestrian crossings required along Windmill Road, tiger crossing should be provided between where Bateman Street and St. Leonards Road join Windmill Road. 	Proposals now retain some parking along Windmill Road. Other comments noted.
383	Traffic consultant email (Stapleton Road)	<p>No objection but had the following suggestions:</p> <ul style="list-style-type: none"> ▪ Headley Way/London Road should be marked as a box junction to discourage cars to block 	Comments noted.

		bus lane (a recurring issue in peak hour); <ul style="list-style-type: none"> ▪ May be possible to monitor traffic on crossing and adjust signal timing. 	
384	Traffic consultant email (Unknown)	Objection – due to following reasons: <ul style="list-style-type: none"> ▪ The traffic congestion occurs only during the peak hour; ▪ Main reason for congestion is that cars cannot get out of London Road from Windmill Road, this problem needs to be addressed first; ▪ At present it is not unusual to have 3-4 buses stopping at London Road by Windmill Road junction, blocking traffic and causing queues. ▪ Pedestrian crossing further down causes traffic delays along London Road; ▪ All above issues should be considered before removing parking; ▪ Current cycle provision works well, and road is wide enough to accommodate both cyclists and cars; ▪ Cyclists will take shortest routes i.e. Lime Walk. They are unlikely to cycle up to the Windmill Road junction; ▪ Higher vehicle speed will be encouraged with no parking bays, cyclists will avoid high speed routes; ▪ Retain parking bays on NOC side of the carriageway to help disabled/elderly; ▪ Proposed parking bays along Windmill Road cannot be access from two of the side streets, causing inconvenience. 	Comments noted.

385	Traffic consultant email (Margaret Road)	<p>Objects to plans on various grounds. Those are as follows:</p> <ul style="list-style-type: none"> ▪ Removing parking spaces along Windmill Road will encourage higher vehicle speeds; ▪ The issue of drivers using mobile phones will worsen; ▪ With faster vehicle speeds the narrow, low kerbs along Margaret Road towards Headington shops will be more dangerous for pedestrians; ▪ Shift from cars to buses is hypothetical, taxpayers are funding a scheme to benefit bus companies; ▪ Scheme designed solely for commuters is unacceptable; ▪ Whole scheme is a demonstration of bad value for money. 	Proposals now retain some parking along Windmill Road.
386	Traffic consultant email (Windmill Road)	<p>Objects to current plans to remove on-street parking on Windmill Road. Comments as follows:</p> <ul style="list-style-type: none"> ▪ Can change in traffic restrictions be shared between Lime Walk and Windmill Road residents; ▪ Feels council and highway departments are looking at cheap solutions to the traffic problem; ▪ Suggests parking bays on one side of Margaret Road and Rock Edge nature reserve; ▪ Asks to reconsider current plans and keep the Old Road end of Windmill Road with on road parking. 	Comments noted.

387	Traffic consultant email	<p>Objects to plans on various grounds. Re-iterates the points made in response reference 325, namely;</p> <ul style="list-style-type: none"> ▪ Objects to removal of parking bays on Windmill Road ▪ Would like to see new crossing between Bateman and St Leonards ▪ Would like to see widening of footway on Windmill Road 	Proposals now retain some parking along Windmill Road.
388	Traffic consultant email (Business owner, Windmill Road)	<p>Objection - for the reason stated below</p> <ul style="list-style-type: none"> • Moving bus stop at top end of Windmill Road 	Comment noted.
389	Traffic consultant email On behalf of CTC (Cyclists Touring Club)	<p>Nether welcomes nor objects to the proposals. Has the following suggestions:</p> <ul style="list-style-type: none"> • Keeping it a Cycle Super Route • Cycle lanes marked across junctions • Raised entry crossings of side roads 	Comments noted.
390	Traffic consultant email (Oxford City Councillor & Chair of Governors at St Joseph's Catholic	<p>Objection - for the reason stated below;</p> <ul style="list-style-type: none"> • Permanent removal of residents' parking disproportionate to a problem which only exists at certain times. • Significant room for improvement still considered for some cycle facilities 	Some parking now retained.

	Primary School)		
391	Traffic consultant email (Windmill Road Residents Action Group (WRRAG))	<p>Objection - for the reason stated below;</p> <ul style="list-style-type: none"> • Objects to changes (loss of parking, crossing and cycle facilities) along Windmill Road. View is that cyclists need safe routes not cycle lanes of limited quality 	Proposals now retain some parking along Windmill Road.
392	Traffic consultant email (City Councillor for Headington)	Comments regarding the proposed energy pipe connecting the Churchill Hospital and John Radcliffe Hospital	Comments noted.
393	Traffic consultant email (CycloX)	<p>No objection but had the following suggestions:</p> <ul style="list-style-type: none"> • Meeting the aspirations of LTP4 • Continuity of cycle routes • Raised crossings at side roads and reduced corner radii • Cycle lanes marked across junctions • marked cycle lane passing filling station on Cherwell Drive • Better cycle provision at all junctions • Off road shared use paths along Old Road not preferable to on road provision • Better signage to quieter routes 	Comments noted.

394	Traffic consultant email (Headington Heritage)	<p>Objection due to:</p> <ul style="list-style-type: none"> • Scheme concentrates almost exclusively on the needs of the car owner and cyclist to the detriment of the resident and pedestrian • Cycle routes are inconsistent so pointless • Maintenance should address a lot of the issues • Removal of parking will turn roads to race tracks • Removal of parking at destinations (i.e. hospitals/university) need to be addressed to reduce cars 	Comments noted.
395	Traffic consultant email (County Councillor for Headington & Quarry, City Councillors for Headington)	<p>Objection due to:</p> <ul style="list-style-type: none"> • Proposed change of traffic direction in front of the shops (will be used as a shortcut to Northway estate to bypass congestion by drivers coming from Summertown and Marsh Lane) • Relocation of crossing along Old Road from Stapleton Road to Bickerton Road in short term • Side road entry treatments on this basis of cost • Relocation of no. 10 bus stop on Windmill Road (considered to lead to more problems than it solves) • Removal of parking at Headley Way and Windmill Road, not proportionate to the level of congested which is seen for up to 4 hours a day weekdays only • Some spaces proposed on side streets adjacent to Windmill Road are considered inappropriate 	Comments note and responded to above.

		<p>Have the following general comments:</p> <ul style="list-style-type: none"> • Pedestrian count downs at junctions • More cycle pre signals • Co-ordination of construction projects to reduce impact on local businesses 	
396	Traffic consultant email (Oxford City Council)	<p>No objection but had the following suggestions:</p> <ul style="list-style-type: none"> • Signalisation where it is proposed throughout the scheme • Corroboration of modelling results for proposed junction improvements would be useful • Removal of diagonal crossing at Windmill Rd/London Rd junction • The need for painted yellow boxes at various junctions is unsightly and should be avoided if possible 	Comments noted.
397	Traffic consultant email (University of Oxford)	<p>No objection with the following comments:</p> <ul style="list-style-type: none"> • Support use of Urban Traffic Control measures at some junctions • Support side road entry treatments with caveat that they are maintained better than existing facilities • Strongly welcomes proposals to increase junction capacity at Roosevelt Dr/Old Road junction • Strongly welcomes proposal for bus gate arrangement at Roosevelt Dr/Churchill Drive and stresses the importance of the County leading 	Comments noted.

		<p>discussions with the bus operators to secure routes to use this facility</p> <ul style="list-style-type: none"> • Welcomes relocation of crossing on Old Road to tie in with Old Road Campus proposals, but not until 2018 when development is proposed to come forward 	
398	<p>Traffic consultant email</p> <p>(Oxford University Hospitals NHS Foundation Trust)</p>	<p>No objection with the following comments:</p> <ul style="list-style-type: none"> • Supportive of proposals to signalise JR hospital access junction, incorporating urban traffic control systems • Supportive of proposals to signalise Churchill Drive/Old Road hospital access junction, incorporating a part time (PM peak period) bus gate at Roosevelt Drive all incorporating urban traffic control systems • Modelled traffic flows required and further clarification/discussion welcomed • Requests close liaison with OCC as part of CEF scheme and prior to scheme construction to minimise delays to hospital access and opportunity to review other potential temporary access points 	Comments noted.
COMMENTS FROM SIDE ROAD ENTRY TREATMENT (SRET) CONSULTATION			
399	<p>Webpage (Sandfield Road)</p>	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> • Asks what is the evidence that these treatments provide any significant benefit for cyclists? 	The Transport Research Laboratory have carried out a number of studies which side road entry treatments have a number of benefits.

		<ul style="list-style-type: none"> • They don't confer right of way on a cyclist crossing the side road on a shared pavement cycle lane • They present an extra hazard/obstacle for cyclists entering the side road from the main road or leaving the side road. • Concerned about maintenance costs • They are not level they are prone to degradation under the weight of the traffic making it uncomfortable ride for cyclists and motorists. 	
400	Webpage (Margaret Road)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> • Supports improvements for pedestrians and cyclists • Concerned about residents who are being prevented from parking directly outside their houses. • Does not support the restrictions on residents' parking Windmill Rd and Cherwell Drive due to the inconvenience and safety issues • Would like to see traffic speed remain low • Would like to see the council engage with the local hospitals and Brookes University on discouraging driving to site. • Suggests moving the JR site's central bus gate to the entrance on Osler Road • Suggests changing hospital rosters or University lectures so they don't coincide with School drop-offs 	Comments noted.
401	Webpage	Objection for the following reasons:	Proposals do mean that there will be

	(Jack Straws Lane)	<ul style="list-style-type: none"> • JR entrance – traffic exiting Staunton Road will be unable to access Headington via Headley Way, because U-turns around the current roundabout will no longer be possible. • Asks how will Jack Straw's Lane/ Staunton Road residents access Headington by car? • Concerned that Jack Straws Lane South and Pullens Lane will become even more of a rat-run shortcut 	some inconvenience caused and vehicles will not be able to u-turn at this junction. However, this is considered to be outweighed by the benefits to traffic congestion and cycle improvements that can be accommodated with a signal junction.
402	Webpage (Unknown)	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> • Raised platforms in Headington have NOT worked. • They are confusing to pedestrians and motorists. • They are too high (Margaret road / Wharton road) and damaging to cars and dangerous to cyclists • Cyclists don't use the new cycle lanes along London road due to the ambiguity at road junctions. 	Side road entry treatments have been implemented across the city and are considered to work well, with many pedestrians and cyclists supporting them.
403	Webpage (Oxford Road)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> • Marston cycle path running parallel to the Marston Ferry Road – potential to continue the path along Cherwell Drive south side by improving the crossing of Oxford Road to add a raised table and cycle/pedestrian priority. • This would improve safety children crossing Oxford Road to get to St Nicholas Primary School. 	Comments noted.

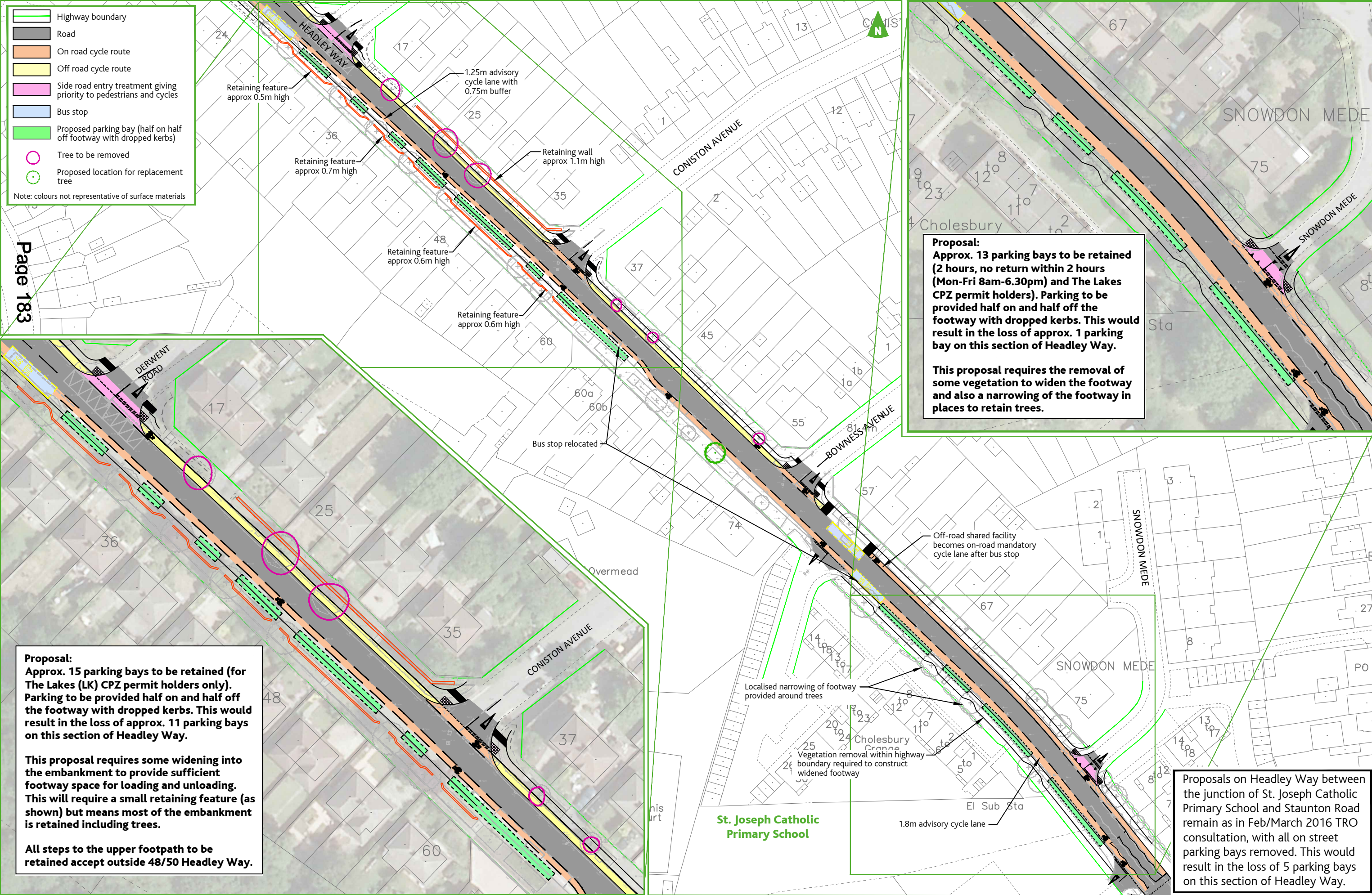
		<ul style="list-style-type: none"> • This would slow down and discourage additional traffic on Oxford Road • Proposed plans will cause cars rat-running between Marston Road and Cherwell Drive to avoid the double set of traffic lights proposed in front of the Marston shops. <p>Additional comment:</p> <ul style="list-style-type: none"> • SRET plans - Cherwell Drive and Oxford Road wrongly labelled on the OCC consultation website as 'Churchill Drive and Oxford Road' 	
404	Webpage (Hugh Allen Crescent, Marston)	<p>No objection but has the following comment:</p> <ul style="list-style-type: none"> • It's not clear from drawings if pedestrians and cyclists will be able to cross side streets in a straight line. • Corners should be steeper to slow turning motor traffic. 	Comments noted.
405	Webpage (The Slade)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Drawings do not give specific junction dimension. • It is important that when cyclists meet a raised entry crossing, they meet the crossing at the flat raised central section with a flush kerb. • Suggests a guiding line for guiding cyclists into the central raised/flush kerb section of the crossing, preferable with the line continuing across the raised 	Comments noted.

		<p>section across the road.</p> <ul style="list-style-type: none"> • The raised entry treatment across the side roads should be wide enough to accommodate a cyclists and pedestrian as a minimum. • As this is meant to be a continuous cycle facility, priority should be maintained across all side turnings. 	
406	Webpage (Stanley Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Supports having SRET on all proposed roads. • It will make cars slow down when turning, and gives pedestrians confidence to cross side roads. • Suggests a guiding line for guiding cyclists into the central raised/flush kerb section of the crossing, preferable with the line continuing across the raised section across the road. 	Comments noted.
407	Webpage (Apsley Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Finds individual drawings difficult to interpret given the differing dimensions at different junctions. • As this is meant to be a continuous cycle facility, priority should be maintained across all side turnings. • Supports the continuous facility, and not to have the stop lines at junctions. • The road markings must be painted in such a way that it clear that other road users understand that people will be cycling across the junction without 	Comments noted.

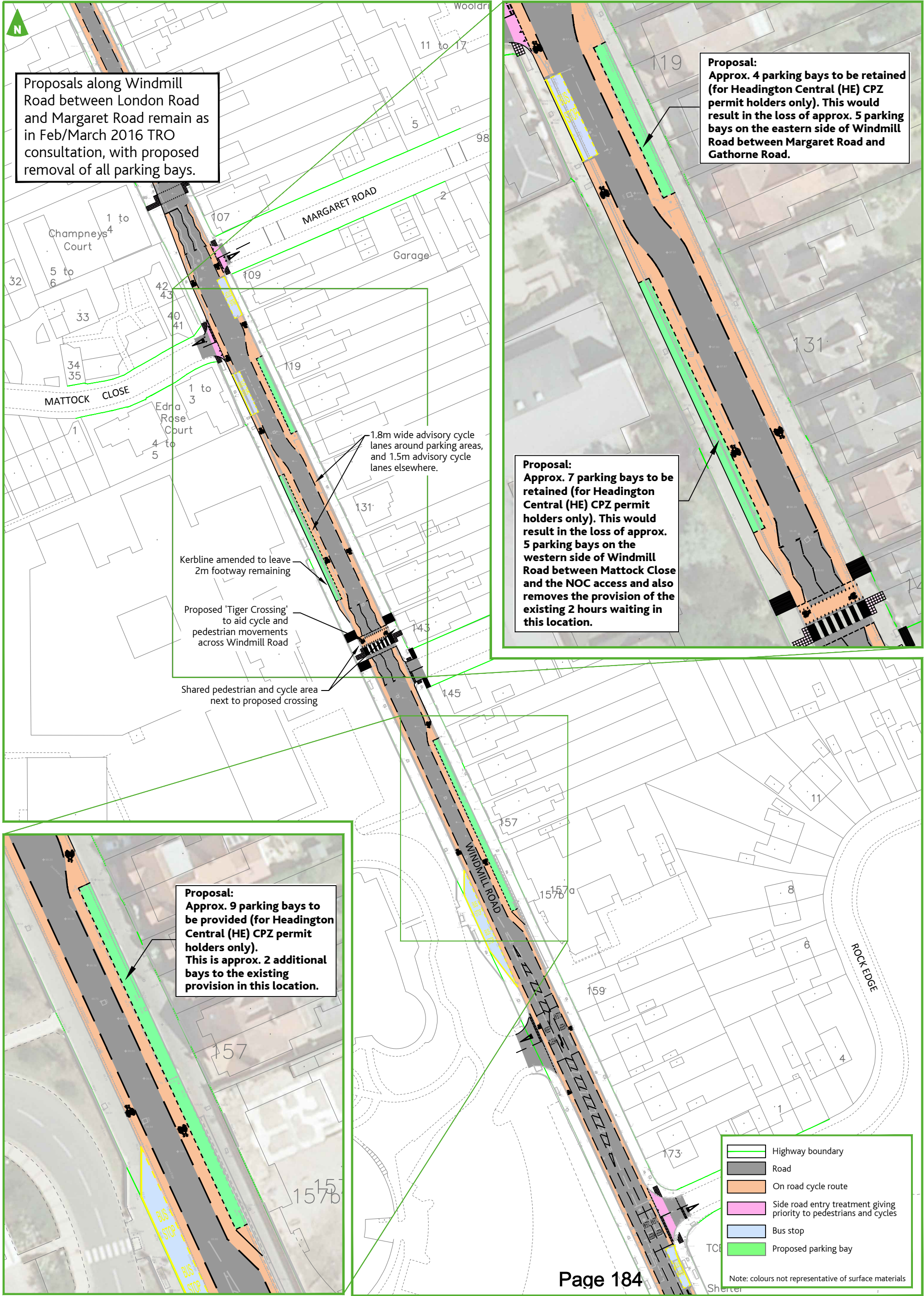
		<p>stopping.</p> <ul style="list-style-type: none"> • There should be no Double Yellow Lines crossing a cycling provision, or a pedestrian provision, whether dropped kerb or raised crossing. • The raised entry treatment across the side roads should be wide enough to accommodate a cyclist and pedestrian as a minimum. • It is important that when cyclists meet a raised entry crossing, they meet the crossing at the flat raised central section with a flush kerb • Suggests a guiding line for guiding cyclists into the central raised/flush kerb section of the crossing, preferable with the line continuing across the raised section across the road. • Would like to see side road junction kerb radii tight, and reduced to as near right-angles as possible. Reducing flaring reduces the problem of the stepped kerbs, as well as slowing down turning traffic. 	
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Headley Way - design proposals retaining some parking



Windmill Road - design proposals retaining some parking



ANNEX 6 - COMMENTS FROM PARKING RETENTION CONSULTATION
(Thursday 28 April to Monday 23 May 2016)

Reference	RESPONDENT	SUMMARISED COMMENTS RELATED TO TROs	OCC RESPONSE
408	Email response (Headington resident)	<p>Objection due to the following reasons:</p> <ul style="list-style-type: none"> • Requests council reviews the other streets in the Headington CPZ that it has not reviewed as part of these plans, for their potential for creating additional parking spaces. • Does not appear to have considered joint cycle and pedestrian use on the Windmill Road pavement, despite the pavement width allowing this on the stretch between Bateman Street and Old Road where most of the parking would be lost. • Possible as a minimum to implement this approach on one side of the road thereby only losing parking on one side of Windmill Road. • Another solution would be to direct cyclists down residential streets either side of Windmill Road to avoid the heavy traffic and buses on that street. • Plans do not indicate benefits to local residents but instead to commuters who are not residents. 	<p>The footway is not wide enough for a shared path between Mattock Close and Bateman Street, so a shared path from Old Road is possible up to Bateman Street only. Further consideration would also have to be given to how cyclists deal with the NOC access and bus stop. On carriageway provision however means cyclists have priority here and it also means the provision along Windmill Road is more consistent.</p> <p>Other comments noted.</p>
409	Email response (Unknown)	<p>Objection due to the following reasons:</p> <ul style="list-style-type: none"> • Feels scheme contradicts itself as it states it supports new housing and job but without attracting more traffic. • Opposes the removal of Windmill Road parking for cycle lanes which will not reduce cyclist's journey time. 	Comments noted.

	Email response (Windmill Road Residents' Action Group (WRRAG))	<p>Neither welcome nor object to the proposals – has the following comments:</p> <ul style="list-style-type: none"> • Retention of 20 parking spaces along Windmill Road welcomed cautiously by most residents • Generally welcome retention of tiger crossing on Windmill Road • Urge OCC to go ahead with addition of parking bays in streets adjacent to Windmill Road (especially along St Anne's Road and Rock Edge) • Ask OCC to review opportunity to introduce some tree planting at the ends of the new bays proposed south of Margaret Road • Ask OCC to trial of electric vehicle charging points on street in Windmill Road • Request that if works go ahead: <ul style="list-style-type: none"> ○ Advanced liaison with residents as to the scheduling of works to minimize any day to day disruption ○ New parking bays in side streets (detailed in previous draft traffic orders) are constructed prior to works on Windmill Road to provide additional capacity while works progress 	Comments noted.
411	Email response (Cherwell Drive)	<p>Objection due to the following reasons:</p> <ul style="list-style-type: none"> • Tree removal will reduce habitat for wildlife and remove character from the area. • Cannot see the benefits as a resident considering the cost and disruption. 	Comments noted – see main report for response regarding tree loss and access to Cherwell Drive shops.

		<ul style="list-style-type: none"> • Opposes change to direction at the service roads. Asks what provision is going to be made for Co-op delivery vans? • Lives in a flat on Cherwell Drive and access to the flat will get blocked if the lorries have to turn in at the bottom and then park straight away on the left to make their deliveries. 	
<div>Page 187</div> <div>412</div>	Email response (County Councillor for Headington & Quarry, City Councillors for Headington)	<p>Neither support nor object to the proposals</p> <p>Windmill Road:</p> <ul style="list-style-type: none"> • Welcome revised proposals generally, but remain very concerned about safety aspects relating to some of the alternative proposed parking bays in adjacent streets • Objection from two residents about proposed location of tiger crossing, preference for it to be moved further south. Other residents welcome the proposed location • Request for crossing at junction with Bateman St • Request for introduction of 20mph limit along Windmill Road, with introduction of solar powered speed signs • Request that repeater bike symbols are used in advisory cycle lanes and cycle lanes are visibly delineated with physical features <p>Headley Way:</p> <ul style="list-style-type: none"> • Share residents' concerns about the materials used for the retaining walls and whether the materials chosen can have sound-proofing properties • Width of footways on northbound side of Headley Way will be unable to accommodate mobility scooters and double buggies with these proposals 	<p>Narrow footways on Windmill Road mean finding a suitable location for a new pedestrian crossing near Bateman Street is difficult. Furthermore, from on-site observation it is not clear where the main desire line would be – currently there is significant demand to/from Margaret Road which already has a pedestrian crossing.</p> <p>The current extent of the 20mph in Windmill Road (as elsewhere) reflects the outcome of extensive consultation ahead of the implementation of the limit in 2009. If a 20mph was to be introduced then other supporting measures would also be required to ensure vehicle speeds kept to the limit.</p> <p>Trialling traffic signals at junctions is not considered necessary and it would still require the junction to be constructed as designed, otherwise it</p>

		<ul style="list-style-type: none">• There are local concerns about surface water drainage as residents are aware of an underground spring. The water is currently taken up by trees which are due to be removed, so we believe it may be expedient to investigate this further before the June cabinet member decision meeting• Concern about the repositioning of bus stops to be staggered (if queued vehicles try to edge out behind parked buses when two buses arrive at the same time).• Continuing concern about the change in direction of traffic outside the shops on Headley Way from residents and businesses.• Request that traffic flows be measured more accurately at different times of the day if temporary trial traffic lights be installed	<p>would not operate as efficiently nor would it be safe. A significant amount of modelling work has been undertaken to assess and understand the potential impacts of the proposal, which have been designed by experienced engineers. The county council would not be putting forward a design unless it was confident that it would work and be beneficial.</p> <p>The designs have been developed with the county council's drainage team and based on detailed drainage surveys.</p> <p>Proposals with half-on/half-off pavement parking mean that the narrowest point of the lower footway on the western side of Headley Way (downhill) would be 0.65m. This is still sufficient to accommodate a 240L wheelie (0.58m width) which is the most common type. An upper footway, which has level access, is also available and has a width between 1-1.2m – DfT guidance suggests an absolute minimum of 1m. Proposals are to resurface the upper footway, but because of the space constraints it cannot be widened without compromising the project budget.</p>
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			Other comments noted.
413 Page 189	Email response (Oxford Civic Society)	<p>Objection due to the following reasons:</p> <p>Headley Way, would urge adherence to the earlier proposals due to following reasons:</p> <ul style="list-style-type: none"> • 1.25m cycle lane is inadequate on downhill section, as is narrowed footway for half on half off parking • Proposals compromise safety and are a retrograde step to encouragement of shift to active travel modes • Narrowed footways represent an impediment to pedestrians, and most particularly to the disabled and users of mobility scooters • Consider provision of cycle lane behind parking to provide separation 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Cycle lanes behind parking would require more space, and on Headley Way that would mean cutting further into the embankment and a more significant retaining structure would therefore be required. Not only would this result in all trees needing to be removed, but the cost is likely to be significant and so could outweigh any benefit and/or other parts of the project could not be delivered.</p>
414	Email response (Chair of St Anne's Road, Gathorne Road, Rock & Margaret Road Residents Association)	<p>Neither support nor object to the proposals</p> <ul style="list-style-type: none"> • If the general comment on whole scheme being a waste of money is ignored the updated solution is far better than the original 	<p>The main report confirms that the project overall provides significant benefits (estimated at £3.88 for every £1 spent in the business case submitted to the DfT).</p>

415	Email response (Windmill Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Would prefer no change in the area but the revised proposals appear to be a good compromise between the needs of residents and the wish of the County Council to install bike lanes. • Supports the retention of a reasonable number of parking places. 	Comments noted.
416 Page 190	Email response (St Annes Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Supports plans to retain some parking on Windmill Road. • Grateful the time has been taken to listen to residents. • Supports the new proposals as oppose to the original ones. 	Comments noted.
417	Email response (Windmill Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Agrees in principle to the new plans. • Concerned about dangerous speeding of traffic up and down Windmill Road. • Supports the introduction of chicanes and the installation of an additional for the new crossing just north of Gathorne Road. • Would like to see a few illuminated 'Slow Down' warning signs that light up when someone is speeding 	Comments noted.

		<ul style="list-style-type: none"> • Supports cycle lanes from Margaret Road towards London Road in order to get speeding cyclists and others off the pavements. • Would like to see monitoring and fines enforced for cyclists on the pavement. 	
418	Online Consultation (St Annes Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Feels planners ignore concerns of local residents • Keeping residents parking on the current spaces provides a brake on speeding traffic and gives residents the right and ability to park outside their house or flat. 	Proposals have been amended a number of times to address concerns made by local residents. Latest proposals provide some parking on Windmill Road which are considered to overcome concerns regarding speeding.
419	Online Consultation (Windmill Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Updated plans for Windmill Road retention of parking are an improvement. • Chicane after the first 4 bays (heading south) is a good idea for traffic calming. • Concerned about speeding in off peak times. Hopes this can be monitored and action taken if necessary. 	Comments noted.
420	Online Consultation (Windmill Road)	No objections to the updated plans.	Noted.
421	Online Consultation (Windmill Road)	Objects due to the following reasons:	Parking surveys undertaken clearly show some capacity is available in side

		<ul style="list-style-type: none"> • All parking spaces on Windmill Road need to be kept to reduce speed of traffic with a balance of quality of life for residents. • The spaces are full to capacity most of the day and night. No acceptable alternative has been planned. 	roads. Furthermore, some additional spaces are to be provided within side roads and proposals to retain some parking will be the potential for overspill parking is reduced.
422	Online Consultation (Valentia Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Hopes there is consideration for disabled people in wheelchairs who need a wider pavement & blind people, • Parking halfway on the pavement is a real obstacle & shared cycle pedestrian areas are difficult to navigate when you can't see the white dividing line. • Feels it is a shame to lose mature trees, replacing them with saplings isn't the answer they take years to grow. 	Proposals with half-on/half-off pavement parking mean that the narrowest point of the lower footway on the western side of Headley Way (downhill) would be 0.65m. This is still sufficient to accommodate a 240L wheelie (0.58m width) which is the most common type. An upper footway, which has level access, is also available and has a width between 1-1.2m – DfT guidance suggests an absolute minimum of 1m. Proposals are to resurface the upper footway, but because of the space constraints it cannot be widened without compromising the project budget.
423	Online Consultation (Coniston Avenue)	<p>No objections but has the following comments;</p> <ul style="list-style-type: none"> • Would like to understand why it is not possible for JR traffic to access the site from the bypass. An access road from the bypass was promised to residents when the hospital was built and we are still waiting. 	See main report regarding alternative access to JR Hospital.

424	Online Consultation (Windmill Road)	<p>No objections but has the following comments;</p> <ul style="list-style-type: none"> • Disappointed that the new proposals will mean the loss of 5 parking bays between Margaret Road and Gathorne Road • Pleased that provision will be made for permit parking on the western side of Windmill Road between Mattock Close and the NOC access, and a further 9 parking bays provided for opposite the NOC. • Welcomes the proposed "Tiger Crossing". • Overall welcomes the plans • Asks perhaps there could be provision for some appropriate trees planted? 	<p>Proposals mean 29 trees will be lost, but replaced with 31 as close to the removed tree as is possible.</p> <p>Other comments noted.</p>
425	Online Consultation (Windmill Road)	<p>Objections due to the following reasons:</p> <ul style="list-style-type: none"> • The removal of any parking spaces is an outrage to the residents who have invested serious amounts of money in their house purchase. • Residents will pave over front gardens to park. This is bad for the environment. • Confused as to why Windmill road is not set to 20mph with a number of schools and a hospital entrance on the road. • Concerned the plans will only speed traffic up. 	<p>Proposals to remove parking have been amended, with some parking now retained. This is to accommodate cycle lanes which are required to support growth in jobs and housing and ensure this does not lead to additional traffic but more people using sustainable modes.</p> <p>The current extent of the 20mph in Windmill Road (as elsewhere) reflects the outcome of extensive consultation ahead of the implementation of the limit in 2009. If a 20mph was to be introduced then other supporting measures would also be required to</p>

			ensure vehicle speeds kept to the limit.
426	Online Consultation (Gathorne Road)	<p>No objections but has the following comments;</p> <ul style="list-style-type: none"> • Welcomes the retentions of 20 parking spaces on Windmill Road. • The loss of 18 spaces will not be compensated for. 	Proposals include the provision of approx. 26 additional parking spaces in side roads off Windmill Road.
<div>Page 194</div> <div>427</div>	Online Consultation (Cherwell Drive)	<p>Objections due to the following reasons:</p> <p>Headley Way:</p> <ul style="list-style-type: none"> • Prefers the initial proposal of not retaining those parking bays, as I don't believe there is sufficient space • Segregated off-road cycle path uphill is excellent. However, the advisory cycle path downhill is very worrying, providing narrow car lane and insufficient cycle lane width which will lead to safety issues • Moving the cycle lane between the parking and the vegetation would be preferable 	<p>Cycle lanes behind parking would require more space, and on Headley Way that would mean cutting further into the embankment and a more significant retaining structure would therefore be required. Not only would this result in all trees needing to be removed, but the cost is likely to be significant and so could outweigh any benefit and/or other parts of the project could not be delivered.</p> <p>Other comments noted.</p>
428	Online Consultation (Stile Road)	<p>Objections due to the following reasons:</p> <ul style="list-style-type: none"> • Proposed additional parking on the east side of Stile Road is dangerous. • Access to driveways at 25, 25A and 34 Stile Road will be restricted making it more likely that their residents will park on the road, defeating the purpose of adding additional and unwanted parking bays. • Feels the argument put forward by residents in the first 	Beyond scope of this specific consultation regarding proposals to retain some parking on Headley Way and Windmill Road, but comments noted.

		round of consultation have not been listened to.	
429	Online Consultation (Windmill Road)	<p>Objections due to the following reasons:</p> <ul style="list-style-type: none"> • Car parking, which they need for their family near their flat, will be removed. • Does not have a permit so will not be able to park near their property. • Will pursue legal action if a permit is not allocated to flat due to infringement of human rights. 	Parking on Windmill Road already requires a parking permit so if parking without a permit this is not allowed.
430	Online Consultation (Staunton Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Traffic may flow more easily going down/up Headley Way but it still has to stop at the roundabouts the top and bottom of the road, therefore asks what advantage is this part of the proposal? • Asks how will residents parking on Headley Way all fit in as all bays are used by residents at the moment? • Half-on half-off parking restricts access to pedestrians • Parking on the road slows traffic down. 	<p>Testing of the proposed signal junctions confirm there will be significant benefit in terms of reducing delay and congestion.</p> <p>Proposals with half-on/half-off pavement parking mean that the narrowest point of the lower footway on the western side of Headley Way (downhill) would be 0.65m. This is still sufficient to accommodate a 240L wheelie (0.58m width) which is the most common type. An upper footway, which has level access, is also available and has a width between 1-1.2m – DfT guidance suggests an absolute minimum of 1m. Proposals are to resurface the upper footway, but because of the space constraints it</p>

			cannot be widened without compromising the project budget.
431	Online Consultation (Headley Way)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Suggests that general access to the JRH site (staff, patients, visitors) be increased to include access via the new roundabout under construction on the by-pass. • This would reduce the volume of traffic entering the JRH via Marston and Headley Way and probably avoid the traffic queues currently encountered in Headley Way. • This would also have health benefits for Headley Way residents in terms of reduced pollution from car fumes. 	Beyond scope of this specific consultation regarding proposals to retain some parking on Headley Way and Windmill Road, but comments noted.
432	Online Consultation (Stagecoach Oxfordshire)	<p>No objection but has the following comments:</p> <p>Headley Way:</p> <ul style="list-style-type: none"> • Recognise that total elimination of on-street parking is likely to have unintended and unhelpful consequences and support the revised proposals in the main, to retain as much parking as if feasible while still securing the objectives of the scheme • Essential that 2 buses can pass each other on Headley Way, thus clear carriageway of 6.2m is essential and preferably 6.5m (this is not achievable by retaining parking in short section) • There will be an over-proliferation of stops in a short section northbound on Headley Way. Rather than move the stop from outside 60a southwards it is effectively redundant and can be deleted as an alternative is available very close by to the south. Gap between the two remaining stops is 	Comments noted, but beyond scope of this specific consultation.

		<p>still within what is appropriate in an urban environment.</p> <ul style="list-style-type: none"> • Southbound off-carriageway cycle facility on Headley Way conflicts with boarding and alighting bus pax at stop o/s 59 Headley Way. This is a safety issue, especially given the fact that cyclists will be needing to read a very complex and unconventional situation, with multiple hazards within just 60m: junction, bus stop and merge to carriageway in very rapid succession. Cycle facility should transition onto carriageway just west of Bowness Ave junction. Kerblines to be realigned to allow cyclists and general traffic to pass stationary bus with less deflection. Given the proliferation of side roads, and very high permeability of streets here, do we seek to see Bowness Ave stopped up and used only for pedestrian access? Bellmouth could then be used for the bus stop? <p>Windmill Rd S/B:</p> <ul style="list-style-type: none"> • Strongly welcome new parking restrictions in favour of residents and where applicable 2 hour off-peak as proposed • RH turns to Old Road and the NOC are a serious issue • Configuration of the shadow RH turn ghost islands needs to be looked at to maximise stacking capacity for those seeking a RH turn to Old Road in particular. Combining the central RH turn lane for both NOC and Old Road (by deleting chevrons) would assist at no cost. We still urge that the NOC eastern access is relocated northwards to opposite 125-127 Windmill Road, and/or is converted to left-in only. • Moving existing s/b bus stop northwards to the area between 159-173 has been suggested as this brings the stop away from the junction and ought to assist with 	
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		<p>general traffic flow at the Old Rd junction, granted that residential amenity would be an issue with the stop now outside residential properties. We nevertheless ask that this is looked at</p> <ul style="list-style-type: none"> • Replacement of signals with SCOOT/MOVA on old Road/Windmill Road junction is assumed, or alternatively some kind of bus detector loop on the eastern arm of the junction. The current phasing causes serious delays in the am peak in particular, exiting Old Road from the east. • Off-carriageway parking on the Old Road eastern arm approach would also be highly beneficial as currently two buses cannot pass on this section of Old Road when cars are parked. This can cause the old Road crossroads to become blocked 	
43	Online Consultation (Norton Close)	<p>Objections due to the following reasons:</p> <ul style="list-style-type: none"> • The impact of removing any parking on Windmill Road will create more pressure on surrounding roads and public car parks. • Norton Close already has cars parked on grass verges and double yellow lines. • The Council makes pressure worse by allowing new developments and permits. • The Shopping district needs sufficient parking. • Removing parking on Windmill Road will speed up traffic; currently parked vehicles act as chicanes. • Cyclists will be cycling on the pavements because they don't feel safe with fast moving traffic on a relatively narrow very busy road. • Feels the scheme improves access at the expense of 	<p>Proposals include the provision of approx. 26 additional parking spaces in side roads off Windmill Road. Two separate surveys also confirm there is also some spare capacity in side roads.</p> <p>Proposals to increase the width of cycles lanes to 1.5m, and 1.8m where there is parking, will make some cyclists feel safer and confirm to drivers that cyclists have greater priority.</p>

		locals.	
435	Online Consultation (Norton Close)	<p>Objections due to the following reasons:</p> <ul style="list-style-type: none"> • Removal of any parking space on Windmill Road and replacing it onto side roads will put unacceptable pressure on those surrounding roads which are used as rat runs particularly St Leonard's, Holyoake and Stile roads. • Large vehicles access the coop - it would be highly dangerous to place more parking bays close to junctions such as those proposed at Stile and St Leonard's and will reduce visibility for pedestrians and cyclists. • Proposals will speed up traffic on Windmill Road. It will remove the chicane effect that parked vehicles create. This will make it more dangerous for pedestrians and cyclist with a primary school close by in Margaret Road 	<p>Proposals include the provision of approx. 26 additional parking spaces in side roads off Windmill Road. Two separate surveys also confirm there is also some spare capacity in side roads.</p> <p>Proposals to increase the width of cycles lanes to 1.5m, and 1.8m where there is parking, will also visually narrow the road and help reduce vehicle speeds, as well making some cyclists feel safer and confirm to drivers that cyclists have greater priority.</p>
436	Online Consultation (Inott Furze)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Proposals are not a good use of money while Oxford's roads need urgent repair. • Would like to see all car parking removed on Windmill Road. Adding cycling and retaining parking will be dangerous. 	<p>The main report confirms that the project overall provides significant benefits (estimated at £3.88 for every £1 spent in the business case submitted to the DfT).</p> <p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision and working with limited available carriageway</p>

			widths.
437	Online Consultation (Cumberland Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> Please do not remove any more parking from Windmill Road. 	Comment noted.
438	Online Consultation (Marcham Road, Abingdon)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> We need proper, decent and continuous cycle lanes. Cars are coming before pedestrians. Should be reversed. 	Continuous cycle lanes are provided, with lane widths widened to 1.5m, and 1.8m where there is parking. Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision and working with limited available carriageway widths.
439	Online Consultation (Christ Church, St Aldates)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> Asks could you please provide a continuous cycle path between City Centre and Headington and Summertown and Headington? Cycle paths end unexpectedly and are sometimes being replaced with a parking space. If a cyclist does not know the route they end up being directed by the cycle path in to a parked car's boot. Laybys for buses should be provided so cyclists do not have to overtake them up hill. 	Outside scope of this specific consultation, but comments noted.
440	Online Consultation	Objects due to the following reasons:	Trialling traffic signals at junctions is

	(Headley Way)	<ul style="list-style-type: none"> • Glad to see retention of parking. • Asks why there are spaces between the parking bays and is this necessary? • Concerned about the proposed removal of trees. • Opposes to the proposed removal of the trees outside the shops and the widening of the road seems unnecessary. • Concerned about changing the direction of traffic in the service road in front of the shops. Asks how can this help? • Would welcome a trial run of using traffic lights with a temporary set up for a few weeks before making this a permanent feature. • Lights will just cause the traffic to back up at busy times and hold it up at quiet times (while roundabouts offer a free flow at such times.) • Worried about all the upheaval this will cause while the works are in progress and that there will be little improvement. 	<p>not considered necessary and it would still require the junction to be constructed as designed, otherwise it would not operate as efficiently nor would it be safe. A significant amount of modelling work has been undertaken to assess and understand the potential impacts of the proposal, which have been designed by experienced engineers. The county council would not be putting forward a design unless it was confident that it would work and be beneficial.</p> <p>For comments about removal of trees and signalisation of junctions see main report.</p>
441	Online Consultation (Old Road Campus, Headington)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Leaving the Kennedy Institute at Old Road Campus due to transport as a principle reason for leaving. • Old Road Campus has been allowed to be overdeveloped. • Things will be easier for cyclists to the detriment of car drivers and safety of pensioners on the pavement. • The plans will slow down the buses which get people 	Comment noted.

		<p>who cannot afford to live in Oxford into work.</p> <ul style="list-style-type: none"> To ease traffic in Headington stop the London Buses picking up in the street bus stops. The other buses cannot get past and are therefore continuously delayed. 	
442	Online Consultation (County Councillor for Barton, Sandhills & Risinghurst)	<p>Objects due to the following reasons:</p> <p>Windmill Road:</p> <ul style="list-style-type: none"> Please reconsider the proposal to create additional parking spaces outside 25 and 25A and east side of Stile Road as these will not work. 	Outside scope of this specific consultation, but comments noted.
443	Online Consultation (St Annes Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> Asks now that some parking provision has been reinstated on Windmill Road, would you please delete the proposed new parking bay outside No.21 St Anne's Rd? The proposed bay would remove a bee-friendly tree 	Comment noted.
444	Online Consultation (Old Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> Strongly supports the revised plans for Windmill Road between Old Road and Mattocks Close. Gives plenty of space for traffic flows without making the road too wide. Allows people who live on that segment of Windmill Road to park reasonably conveniently 	Comments noted.

445	Online Consultation (St Annes Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> Please think hard about maintaining trees along the road on St Anne's or replacing them if needs be. 	There is no proposal to remove any trees along St Anne's Road.
446	Online Consultation (Bowness Avenue)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> Fewer parking spaces for residents Increased volumes and speeds of traffic which will increase risk of accident. Poorer pedestrian access due to half on/half off parking, especially for buggies, wheelchairs and children travelling to school. Removal of 6 trees with only one replacement. 	<p>Proposals now retain some parking along Headley Way, and two separate surveys also confirm there is also some spare capacity in side roads.</p> <p>Proposals with half-on/half-off pavement parking mean that the narrowest point of the lower footway on the western side of Headley Way (downhill) would be 0.65m. This is still sufficient to accommodate a 240L wheelie (0.58m width) which is the most common type. An upper footway, which has level access, is also available and has a width between 1-1.2m – DfT guidance suggests an absolute minimum of 1m. Proposals are to resurface the upper footway, but because of the space constraints it cannot be widened without compromising the project budget.</p> <p>29 trees would be removed, but replaced with 31 trees as close to the removed trees as possible.</p>

447	Online Consultation (Staunton Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Headley Way and Windmill Road designated Super Cycle Routes (SCR) fail to live up to standards. • SCRs should be continuous, segregated as much as absolutely possible, with priority at side junctions and "a minimum width of 1.5m, with 2m the default for the busiest sections". • Parked cars are inherently dangerous for cyclists. • Make the cycle lanes as safer by running the cycle lanes inside the parking spaces. 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Revised proposals for cycle lanes increase the width to 1.5m, and 1.8m where there is parking. On the downhill section of Headley Way the lane width is 1.25m plus a 0.75m buffer because the concern of increased risks due to higher cycle speeds.</p>
448	Online Consultation (St Annes Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Asks now that some parking provision has been reinstated on Windmill Road, would you please delete the proposed new parking bay outside No.21 St Anne's Rd? • The proposed bay would remove a bee-friendly tree 	<p>There is no proposal to remove any trees along St Anne's Road.</p>
449	Online Consultation (Farmer Place)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Strongly supports the plan to make a full cycle path along Headley way, as this road is widely used for many 	<p>Comment noted.</p>

		cyclists that commute to work and school everyday.	
450	Online Consultation (St Annes Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Asks now that some parking provision has been reinstated on Windmill Road, would you please delete the proposed new parking bay outside No.21 St Anne's Rd? • The proposed bay would remove a bee-friendly tree 	There is no proposal to remove any trees along St Anne's Road.
451	Online Consultation (Ramsay Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Disappointed that the original proposal to remove car parking from Windmill Road and Headley Way has been reverted. • Car owners are being prioritised above cyclists. • As a cyclist hates cycling past parked cars. Feels it destroys the point of having a cycle lane in the first place. • Installation of premium and super cycle routes as described in the LTP are now dashed. 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Revised proposals for cycle lanes increase the width to 1.5m, and 1.8m where there is parking. On the downhill section of Headley Way the lane width is 1.25m plus a 0.75m buffer because of the concern of increased risks due to higher cycle speeds.</p>
452	Online Consultation (Kennett Road)	Objects due to the following reasons:	Officers believe that this approach is the best compromise between the

		<ul style="list-style-type: none"> • Believes the original proposals, which involved removing car parking from Windmill Road, should remain. • The notion that each resident has a right to place a car on the public highway is not tenable for the city as a whole. • Windmill Road is particularly hazardous for cyclists, since the presence of parked cars means that the bicycle lane is continually invaded by cars. 	<p>safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Revised proposals for cycle lanes increase the width to 1.5m, and 1.8m where there is parking. On the downhill section of Headley Way the lane width is 1.25m plus a 0.75m buffer because the concern of increased risks due to higher cycle speeds.</p>
453	Online Consultation (Windmill Road)	<p>Objects to the proposed Tiger Crossing immediately outside their property:</p> <ul style="list-style-type: none"> • Suggests a much more suitable location would be further towards the Old Road junction, where the houses are elevated away from the roadway. <p>Additional comments</p> <ul style="list-style-type: none"> • Broadly in favour of the principles behind the proposed changes to Windmill Road • Proposes extend the proposed parking spaces north of Gathorne Road by two cars, move the crossing to outside 149 Windmill Road, and reduce the parking spaces south of Gathorne Road by two cars. • Does not believe a new crossing is required on Old Road. 	<p>The Tiger crossing cannot be relocated to the south because of access to driveways and because the footway is elevated.</p> <p>Other comments noted.</p>

		<ul style="list-style-type: none"> • We're concerned that cyclists will use the crossing to swing across the road with little warning to other road users, leading to an increased risk to the cyclist • Asks why do you believe that people want to cross the road at this point? Your proposal provides cycle lanes along the length of Windmill Road, connecting the existing crossing. Not clear why cyclists would wish to cross the road here. 	
454	Online Consultation (Langley Close)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Great to see the plans, looks fantastic. • Asks will the improved measures lead to traffic travelling faster along a very narrow road? • Resident has 4 children who walk daily on this route so would be keen to see some traffic calming measures or an extension to the 20mph limit to further along the road. 	<p>The current extent of the 20mph in Windmill Road (as elsewhere) reflects the outcome of extensive consultation ahead of the implementation of the limit in 2009. If a 20mph was to be introduced then other supporting measures would also be required to ensure vehicle speeds kept to the limit.</p> <p>Retaining parking and wider cycle lanes will help to keep vehicles speeds down, visually narrow carriageway and raise profile of cycling along Windmill Road.</p>
455	Online Consultation (Windmill Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Plans are contradictory to your stated aim of "Promote health and wellbeing by reducing transport's environmental impact". • These plans will only increase the impact of motor 	<p>Retaining parking and wider cycle lanes will help to keep vehicles speeds down, visually narrow carriageway and raise profile of cycling along Windmill Road.</p>

		<p>vehicles on the local community when the largest primary school in the county is being developed round the corner in Margaret Road.</p> <ul style="list-style-type: none"> • The road is too narrow and too straight, so no parked vehicles along Windmill Road will make it extremely easy for vehicles to drive at excess speed along the road, without making much difference to actual transit time during peak periods. • Suggests enforce the loading time rules in force already in Windmill Road, i.e. 8am-9:30am and 4:30pm-6pm there is no loading. • If it was no parking on Windmill Road at those times, but off-peak parking was still allowed, the disruption to the local community would be minimal and you could still implement the basic intentions of your plan. 	Other comments noted.
458	Online Consultation (Gardiner Street)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Plans retreat from the forward-looking strategic vision of continuous mandatory cycle lanes in Windmill Road and Headley Way • Evidence suggests there is little substantiated demand for existing on-street parking in most of the WR and HW sectors proposed. • Enabling cars to access on-street parking bays has required cycle lanes to be demoted from the mandatory designation to advisory status. • Cycle lanes added on both sides of the roads, seem to leave too little road width for buses to pass each other easily without slowing and/or pulling in. This situation will lead to vehicle invasion of the (now advisory) cycle 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Revised proposals for cycle lanes increase the width to 1.5m, and 1.8m where there is parking. On the downhill section of Headley Way the lane width is 1.25m plus a 0.75m buffer because the concern of increased risks due to</p>

		<p>lanes, putting cyclists at greater risk.</p> <ul style="list-style-type: none"> • New cycle routes do not adhere to Super Cycle Route criteria. 	higher cycle speeds.
457	Online Consultation (Windmill Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Welcome new proposals but they do not address the problem on Margaret Road. At present the parked cars act as a chicane and slow the traffic down. Without the parking bays cars will speed unless other measures are put in place. • Asks could the whole of the road be designated a 20 mph zone? Could a sign that lights up be put up to remind drivers of the speed limit? Could pedestrian lights be installed near Bateman Street? • Proposed parking bays in Gardiner Street and Windsor Street are inaccessible from Windmill Road unless the bollards are removed in Bateman Street. Will the bollards be removed? • Are road humps necessary across the side roads? Unclear who has priority. 	<p>The current extent of the 20mph in Windmill Road (as elsewhere) reflects the outcome of extensive consultation ahead of the implementation of the limit in 2009. If a 20mph was to be introduced then other supporting measures would also be required to ensure vehicle speeds kept to the limit.</p> <p>Retaining parking and wider cycle lanes will help to keep vehicles speeds down, visually narrow carriageway and raise profile of cycling along Windmill Road.</p> <p>No bollards will not be removed.</p>
458	Online Consultation (Windmill Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • The inclusion of a tiger crossing and cycle lane at or wider than 1.5m along Windmill Road from Margaret Road to Rock Edge is very welcome. • Fails to address hazardous situation for pedestrians and cyclists along east side of Windmill Road where there is a lack of elevated pavement. 	Comments noted.

		<ul style="list-style-type: none"> Worried that planned humps for side roads will make it easier for drivers wishing to speed down the full length of Windmill road, thereby causing more harm than the current situation. 	
459	Online Consultation (Lonsdale Road)	Separate report sent due to lack of capacity in response box online.	
460	Online Consultation (Windmill Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> Revised TROs proposed for Windmill Road offer some improvements on the previous proposal Clearer cycle lanes, and some on-street parking retained and used to create a chicane to slow down the traffic. The proposed crossings should improve some of the routes for cyclists, and enable safer road crossing, as well as slowing traffic which will also improve safety. Concerned over speeding traffic towards western end of Windmill Road increasing the risk of an accident and damage to their property. reduced parking will still move more cars owned by Windmill Road residents into the surrounding side streets, increasing car crime and neighbour disputes, and presenting a risk to personal safety when walking a distance late at night or in the dark Removing U-turns from Windmill Road will increase traffic flow in the side streets. Requests Windmill road a 20mph limit to reflect the residential nature of the entire road 	Comments noted.

		<ul style="list-style-type: none"> • Requests the parking bays retained on Windmill Road reflect the maximum possible 'per car' length for every space, so that parallel parking can be done quickly and safely • Ensure that as many additional parking spaces as are safe/practical are created in the surrounding side roads so that people can park as close as possible to their houses • Improve the streetscape with plantings and street furniture and road markings that make it clear that Windmill Road is a residential road; • Facilitate the installation of dropped kerbs for houses with no adjacent on-street parking, particularly in view of the increasing future reliance on electric vehicles and the need to access charging points, which currently can only be done with off-street on-property parking. 	
46	Online Consultation (Gathorne Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • The revised plans are a significant improvement on the original proposals, but there would remain fewer parking spaces than currently exist. • Raised platforms are confusing and dangerous as pedestrians attempt to cross around and in front of vehicles. • Raised platforms are unpleasant to cross, especially problematic for people being transported by ambulance. • Feels the scheme is expensive and sees little benefit to improve access. • Opposes the loss of trees on Headley Way 	<p>Side road entry treatments have been implemented across the city and generally work well, and give pedestrians and cyclists more priority. Other comments noted.</p>

462	Online Consultation (New High Street)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Please do not create additional car parking in Stile Road to provide parking spaces for cars unable to park on Windmill Road. • There isn't the room for cars to manoeuvre into their drives opposite No 25 and No 25A and residents will then park on the road which will defeat the object of creating additional spaces. • Delivery lorries also have to access this road to get to the Co-Op and this will be impossible if there is car parking on both sides of this narrow road. • Yellow box should be reinstated at the top of the road. 	Comments noted, but outside scope of this specific consultation regarding retention of parking on Headley Way and Windmill Road.
463	Online Consultation (New High Street)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Parking spaces would be incompatible with the current use of Stile Road and would render the use of driveways at numbers 25 and 25A difficult and hazardous. • Reducing carriageway on Stile Road will not allow Co-op lorries to pass through. • Map on the parking plan is out of date by more than two decades – number 25 now contains two semi-detached houses. Access would be compromised by the plans. • Visibility will be reduced by half on/half off parking bays. • Yellow box should be reinstated at the top of the road. 	Comments noted, but outside scope of this specific consultation regarding retention of parking on Headley Way and Windmill Road.
464	Online Consultation	No objection but has the following comments:	Proposals include the resurfacing of

	(Headley Way)	<ul style="list-style-type: none"> • Pleased that revised plans have kept some parking on lower Headley Way. • Please consider the option of making these remaining spaces on lower Headley Way resident permit holders parking only at all times. • Some areas on the upper footpaths on lower Headley Way are in need of repair. Hopes repairs to the upper footpaths would be considered when work commences on the road and lower footpaths. 	the upper and lower footway. Other comments noted.
465 Page 213	Online Consultation (Stile Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Proposed extra parking in stile road 25 and 25 a and on corner with st Leonard's road on the grounds of safety re delivery lorries, many incidents of cars and bicycle drug in the wrong way down the road • Lack of vision for crossing the road for children going to St. Andrews and. windmill school and quarry foundation stage school 	Comments noted, but outside scope of this specific consultation regarding retention of parking on Headley Way and Windmill Road.
466	Online Consultation (Stile Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Parking spaces would be incompatible with the current use of Stile Road and would render the use of driveways at numbers 25 and 25A difficult and hazardous. • Reducing carriageway on Stile Road will not allow Co-op lorries to pass through. • Map on the parking plan in out of date by more than two 	Comments noted, but outside scope of this specific consultation regarding retention of parking on Headley Way and Windmill Road.

		<p>decades – number 25 now contains two semi-detached houses. Access would be compromised by the plans.</p> <ul style="list-style-type: none"> • Visibility will be reduced by half on/half off parking bays. 	
467	Online Consultation (Trinity Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Reduction of on-street parking. This is reducing the rights of residents in favour of drivers of traffic passing through, particularly heavy vehicles. • Speeding up traffic will only make the road more dangerous for everybody. • The houses have no garages and so the residents need somewhere to park. The addition of more houses by in-filling, multi-occupancy and granting of non-residential use has made the parking shortage worse. • Bus stops are inconveniently placed on narrow pavements where they cause much obstruction. 	<p>Proposals to reduce the amount of parking on Windmill Road are to accommodate cycle lanes and improve traffic flow. These proposals are part of wider strategic ambitions to increase use of more sustainable modes so that additional growth in housing and jobs does not lead to a worsening of traffic conditions.</p> <p>Proposals now include the retention of some parking bays along both Headley Way and Windmill Road. Surveys also confirm that there is spare capacity in side roads, and additional parking bays are proposed off Windmill Road.</p>
468	Online Consultation (Stile Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Stile road is too narrow for proposed parking. • Pavement on Stile Road frequently used by people with pushchairs, reduced mobility and motability buggies and very vulnerable older folk shopping at the Co-Op. Additional parking would cause a danger. • Driveways will have limited access. 	<p>Comments noted, but outside scope of this specific consultation regarding retention of parking on Headley Way and Windmill Road.</p>

469	Online Consultation (Windmill Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Welcomes the proposed changes to the parking provision in Windmill Road and Headley Way. • Section of road around 72 Windmill Road is demonstrably too narrow to permit any parking bays as they seriously affect the flow of traffic. 	Comments noted.
470	Online Consultation (Gathorne Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Inappropriate use of S106 money – they are investigating ways to challenge the use of S106 money to fund A2H. • Local residents have to suffer from reduction in residential parking and increased traffic speed and with this increased risk of accidents and severity. • This is of particular concern as the Margaret Road crossing of Windmill Road is used by children going to Windmill School, and this school is being expanded, so even more children will be using this crossing in the future. • Suggests the crossing of Windmill Road from Margaret Road to Mattock Close should have staggered traffic lights (believes Cyclox made a similar suggestion). • As it stands, cyclists turning right into Mattock Close would have to cross two lanes of faster moving traffic. 	<p>The main report shows the project has significant benefit, with a business case submitted to government estimating that for every £1 spent there would be £3.88 in transport benefits.</p> <p>Proposals now retain some parking and along with wider cycle lanes will help to keep traffic speeds to more appropriate levels. This should increase safety for pedestrians and cyclists.</p>
471	Online Consultation (Stile Road)	Objects due to the following reasons:	Comments noted, but outside scope of this specific consultation regarding

		<ul style="list-style-type: none"> Concerned about additional bays outside 25/25A Stile Road. These extra parked cars will cause a narrowing of the Stile road to a point where it will be very difficult for Co-op delivery lorries to pass by the parked cars safely, and without causing damage. Asks can the bays outside the co-op 1 hour parking, be used for permit holders as well. They used to be available for permit holders a number of years ago. 	retention of parking on Headley Way and Windmill Road.
<p>472</p> <p>Page 216</p>	Online Consultation (Margaret Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> Evidence suggests there is little proven demand for existing on-street parking in most of the WR and HW sectors proposed. Claimed parking demand is not from local residents and the lack of disabled bays cannot justify exceptions. The revised proposals require cycle lanes to be demoted from mandatory to advisory status - clearly not the means to get people out of their cars and onto cycles or fulfilling a primary aim of A2H. Cycle lanes on both sides of the roads appear to leave not sufficient width for buses to pass each other easily without slowing or even pulling in. Cyclists will be put at even greater risk. Providing extra car parking space does not discourage private car ownership and ignores the highly successful car club which has been operating in Headington for a number of years. Private cars should not sit parked on congested publicly owned highways that exist to promote movement. 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Revised proposals for cycle lanes increase the width to 1.5m, and 1.8m where there is parking. On the downhill section of Headley Way the lane width is 1.25m plus a 0.75m buffer because the concern of increased risks due to higher cycle speeds.</p>

473	Online Consultation (London Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Failure to give proper consideration to cycling in this area. • Council continues to have concern only for buses. 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Revised proposals for cycle lanes increase the width to 1.5m, and 1.8m where there is parking. On the downhill section of Headley Way the lane width is 1.25m plus a 0.75m buffer because the concern of increased risks due to higher cycle speeds.</p>
474	Online Consultation (Bateman Street)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Revised proposals for Windmill Road, retaining some parking spaces are an improvement • Believe that the additional spaces proposed on side roads as originally planned should be fully maintained. • Believes the scheme is an unnecessary use of public money which could be much better spent elsewhere. • The scheme will have a practical negative effect on the quality of life for everyone looking to park their car in the evening, whilst having nebulous benefits. • The scheme has no impact on decision-making around 	<p>The main report shows the project has significant benefit, with a business case submitted to government estimating that for every £1 spent there would be £3.88 in transport benefits. Other comments noted.</p>

		<p>jobs provision at the hospitals in Headington.</p> <ul style="list-style-type: none"> • Traffic lights at each end of Windmill Road will still cause traffic build-up at peak times. • Further parking spaces in side roads could and should be made available, and none should be dropped if the revised scheme retaining some spaces on Windmill Road goes ahead. 	
<p>Page 218</p> <p>475</p>	<p>Online Consultation (Oxfordshire Cycling Network)</p>	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Strongly believe that the safety of the many cycle users and other users using the route for travel should outweigh convenience of a small number of residents parking private cars • Request that as an intended Super route, the route is designed to at least be safe (2m should be the minimum here) • If parking is essential, use parked cars as buffer between cycle users and motor traffic • Note increase to 1.5m advisory cycle lanes in some locations, however 1.8m (2.0m in TfL standards) should be minimum 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Revised proposals for cycle lanes increase the width to 1.5m, and 1.8m where there is parking. On the downhill section of Headley Way the lane width is 1.25m plus a 0.75m buffer because the concern of increased risks due to higher cycle speeds.</p> <p>Cycle lanes behind parking would require more space, and on Headley Way that would mean cutting further into the embankment and a more significant retaining structure would therefore be required. Not only would</p>

			this result in all trees needing to be removed, but the cost is likely to be significant and so could outweigh any benefit and/or other parts of the project could not be delivered.
476	Online Consultation (Gathorne Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Scheme does not consider the potential bus route to JR using the bus-only road across the Northern Bypass as part of the Barton Park development. • Bad timing - the road works on the pipeline from the JR to the Churchill are due to start sometime in the summer and take 18 months. • Suggests a reduced scheme of advanced stop lines for cyclists and the replacement of roundabout with traffic lights at Marsh Lane and the bus gate on the Churchill site 	<p>Even if buses are to use the new junction on the A40 other buses will use the B4494, which is designated as a rapid transit route in the Oxford Transport Strategy.</p> <p>Other comments noted.</p>
477	Online Consultation (St Annes Road)	<p>No objection but has the following comments:</p> <ul style="list-style-type: none"> • Welcomes parking retention on Windmill Road. • St Annes Rd additional bays - requests that space is maintained for either a replacement tree (previously knocked down) at the Rock Edge end of St Annes or to retain space for the existing bee farm. • Where parking is stopped on the narrower part of Windmill Rd there should be traffic calming measures. • Ongoing review needed to ensure that parking spaces for shoppers in St Leonards Rd car park are not lost to 	Comments noted.

		resident parking.	
478	Online Consultation (Cyclox)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Headley Way and Windmill Road parking retention is not consistent with the intentions of LTP4 regarding Cycle Super Routes. • The proposals continues to make no provision (i) for those on bikes southbound to cross safely to the entrance to the NOC (ii) for safe traverse between Bateman Street and St Leonard's Road (iii) for a traverse that follows desire lines of pedestrians and people who cycle between Margaret Road and Mattock Close. 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Revised proposals for cycle lanes increase the width to 1.5m, and 1.8m where there is parking. On the downhill section of Headley Way the lane width is 1.25m plus a 0.75m buffer because the concern of increased risks due to higher cycle speeds.</p>
479	Online Consultation (Apsley Road)	<p>Objects due to the following reasons:</p> <ul style="list-style-type: none"> • Disappointed that the cycling provision on Headley Way and Windmill Road do not meet the standards of the Cycle Super or Premium Routes. • The safety of many cycle and other road users is being put at risk through the wishes of a small number of residents requesting retention of parking. • Grateful for increased cycle lane widths on Headley Way and Windmill Road and the buffer space. However, do not meet TfL standards and are merely average 	<p>Officers believe that this approach is the best compromise between the safety of cyclists, keeping some on-street parking provision, working with limited available carriageway widths and a desire to reduce the potential for any further loss of trees and grass verges.</p> <p>Revised proposals for cycle lanes increase the width to 1.5m, and 1.8m</p>

		standards. <ul style="list-style-type: none"> Parked cars create conflict between vehicles and cyclists so will not attract more cyclists via the scheme. 	where there is parking. On the downhill section of Headley Way the lane width is 1.25m plus a 0.75m buffer because the concern of increased risks due to higher cycle speeds.
480	E-mail response (Member of Cycling UK & Cyclox)	Objects due to the following reasons: <ul style="list-style-type: none"> Detailed comment on various design elements of scheme that are felt could be improved specifically for cyclists 	Design issues have been reviewed, but cannot be accommodated in all instances. To maintain consistency and weigh up requirements for all road users the majority of the suggestions will be difficult to accommodate.
481	E-mail response (Headley Way)	Objects due to the following reasons: <ul style="list-style-type: none"> Welcomes parking retention on Windmill Road. Dislikes tree removal. Would appreciate as much retention as possible. Does not feel there is a need for traffic lights at the bottom of Headley Way. Thinks this will only cause congestion. 	See main report for comments on tree removal/replacement and signalisation of junctions.
482	Letter (Headley Way)	Objects due to the following reasons: <ul style="list-style-type: none"> The proposed Toucan on Headley Way Relocation of bus stop Removal of trees 	There is already a crossing on Headley Way and the proposal is to upgrade this to a Toucan (pedestrian and cycle crossing). See main report for officer response regarding removal and replacement of trees.

483	Letter (Old Road)	<p>Supports proposals for the following reasons:</p> <ul style="list-style-type: none"> • Believes this is a better compromise and reflects the fact that parts of Windmill Road, so without some parking vehicle speeds could increase. Believes 1.8m is a good width for a cycle lane. 	Comments noted.
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Division(s): Jericho and Osney; Isis

CABINET MEMBER FOR ENVIRONMENT – 9 JUNE 2016

PROPOSED TRAFFIC MANAGEMENT MEASURES OXFORD WESTGATE CENTRE REDEVELOPMENT

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on proposals to introduce and amend various traffic restrictions and provide new and amended pedestrian crossings, in the vicinity of the Westgate Centre in central Oxford as part of the major redevelopment of the Centre.

Background

2. In 2014 Oxford City Council approved – following very extensive local consultation - a planning application for the redevelopment of the Westgate Centre.
3. The principal effect in respect of traffic movements of the approved plans in the vicinity of the Centre is the construction of a new length of public highway on the west and south sides of the development linking Castle Street and Speedwell Street, and the stopping up of the length of Old Greyfriars between its junction with Castle Street and Turn Again Lane. It is proposed to introduce access restrictions to permit local buses and pedal cycles only to use the new length of highway, together with vehicles requiring access to a loading bay being provided for new residential premises within the development (it is proposed that the latter vehicles will only be permitted to enter the road from its south end, and will be required to exit it at the north end).
4. Access to the retained length of Old Greyfriars Street between its junction with Speedwell Street and Turn Again Lane is proposed to be restricted to pedal cycles, taxis, local buses, and vehicles requiring access to the loading area for the development. Restrictions on turning movements to give effect to the above are also proposed.
5. Additionally new and amended zebra and toucan pedestrian crossings are proposed to be provided on New Road immediately west of Castle Street, on the new extension of Speedwell Street, and on Thames Street; the proposals also include signalled crossing points for pedestrians and cyclists incorporated within new signalled junctions but which are not the subject of statutory consultation.

6. A plan summarising the above proposals is shown at Annex 1. A large-scale version of the plan will be on display at the meeting.

Consultation

7. Following an informal consultation carried out in February 2016, a formal consultation on the proposals was carried out between 21 April and 20 May 2016. This comprised a public notice being published in the Oxford Times on 21 May, and street notices being provided on the highway in the vicinity of the Centre. In addition information was sent by email to statutory consultees, including Thames Valley Police, the Fire and ambulance services, Oxford City Council, Bus Operators, taxi organisations and the local Members; a dedicated page was also added to the County's online consultation portal to allow people to view and respond to the proposals.
8. Seven responses were received, comprising three objections, two expressions of support relating to specific proposals, and two making comments and raising queries on specific aspects of the proposals; the responses are summarised at Annex 2. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.
9. Thames Valley Police had no objection in principle to the proposals, but asked how the proposed restrictions were to be enforced, with particular reference to the access restrictions on the new road between Speedwell Street and Castle Street, and also the turning restrictions at junctions. The Police also asked for confirmation that the design of the proposed new and amended pedestrian crossings complied with national guidance.
10. Arriva (a bus operator) strongly supported the proposed restrictions for the new length of highway linking Castle Street with Speedwell Street limiting its use to local buses and pedal cycles, and excluding taxis and private hire vehicles on the grounds that use by the latter would impede buses and could lead to enforcement issues given that some such vehicles were hard to distinguish from private cars.
11. One objection was received from a member of the public in respect of the proposed amendment to the existing zebra crossing on New Road immediately west of its junction with Castle Street, on the grounds that the existing zebra crossing led to significant delays to buses and that a signalled crossing would be preferable especially with the anticipated larger number of pedestrians that will be crossing here when the enlarged Westgate Centre is open.
12. One objection from a member of the public was received in relation to the planned loading bay for the residential premises on the grounds that buses passing loading vehicles waiting on the carriageway would be in potential conflict with oncoming buses; this objection also cited concerns that the proposed new zebra crossing was poorly sited would result in further delays to buses based on experience of the existing zebra crossing on New Road (as referred to in the above objection).

13. A further objection from two members of the public concerned the removal of the traffic lights at the Thames Street junction with Blackfriars Road on the grounds that safety would be impaired in particular due to limited visibility to the east for vehicles turning right onto Thames Street from Blackfriars Road and such traffic would also experience delays waiting to turn onto Thames Street. The objection also raised strong concerns over the safety of pedestrians and cyclists crossing Thames Street and Speedwell Street with the removal of the pedestrian phases provided in the former signalled junctions.
14. One response in support of the proposed pedestrian crossing provision was received from a member of the public, in particular in respect of the proposed new and amended zebra crossings; it was requested that all the new crossings should be constructed on road humps to help reduce speeds, and that they should be well lit.
15. A local residents association (SENDRA – St Ebbe's New Development Residents' Association) requested further information primarily relating to the proposed crossing provision for pedestrians and cyclists, in particular seeking assurances that this includes signalled crossings across Thames Street and Speedwell Street near the Old Greyfriars Street junction, and across Thames Street near the site of the pelican crossing which it is proposed to remove as part of the construction of a new signalled junction with the access to the new car park. Additionally SENDRA recommended that the traffic flows in the vicinity of the Blackfriars Road junction are monitored closely following the removal of the signals to confirm that the junction operated acceptably (especially in respect of traffic turning to and from Blackfriars Road) , with the option of re-introducing signals being retained should monitoring indicate a need.

Response to objections and concerns

16. Thames Valley Police's comments are noted; the enforcement of the proposed access restrictions will be carried out by cameras (as is the case with the current restrictions), with violations being subject to civil enforcement procedures. The proposed crossings will comply with national regulations.
17. The objections relating to the provision of the amended zebra crossing at New Road and the proposed new zebra crossing are noted. While it is accepted that buses can occasionally spend quite extended times waiting to give way to pedestrians at the existing zebra crossing, these delays are not judged to be excessive and no objections were received from the bus operators to these proposals. While signalled crossings at these locations should be technically feasible and could be considered should there prove to be a need in the future (subject to funding), a zebra crossing will typically provide a better level of service for pedestrians. The siting of the new zebra crossing links to the proposed signalled pedestrian crossing within the new traffic signal junction on Thames Street at the junction with the car park.

18. The objection relating to the proposed loading bay appear to be based on a misunderstanding of the detailed proposal, which is for an off- carriageway bay so that loading vehicles would not be impeding buses.
19. The objection relating to the removal of the signals at the Thames Street / Blackfriars Road junction is noted but the proposed redesign of this junction will improve visibility to the right to address the safety concerns. It is accepted that at times traffic turning from Blackfriars Road may have slightly longer delays than with the present signal control, but overall the traffic movements in the area will be better served by the proposed change to give way control for this junction, which will for example also benefit vehicles travelling into Blackfriars Road. The proposed new signalled crossing immediately east of the Blackfriars Road junction will – in conjunction with a signalled pedestrian phase being provided within the new junction of Speedwell Street and Old Greyfriars Street – maintain a safe route for pedestrians and cyclists crossing to and from the south side of Thames Street to the city centre.
20. The response by SENDRA is noted; the consultants acting on behalf of the developers will respond to their requests for information on aspects of the detailed design. Signalled crossing points across Thames Street (and Speedwell Street in the vicinity of the Old Greyfriars Street junction) will be provided, and the operation of the new highway provision including the revised junction with Blackfriars Road will – if approved - be monitored very closely.
21. The response in support of the proposed crossings is noted; it is however only proposed to construct the new zebra crossing on a road hump. The street lighting provided at the crossings will meet the appropriate standards. Similarly the response in support of the proposed access restrictions is noted.

How the Project supports LTP4 Objectives

22. The proposals would help facilitate the safe and efficient movement of pedestrians, pedal cyclists, local buses and other general traffic in the vicinity of the redeveloped centre.

Financial and Staff Implications (including Revenue)

23. Funding for the proposal is being delivered by the developers of the Westgate Centre; the appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

24. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised.**

MARK KEMP

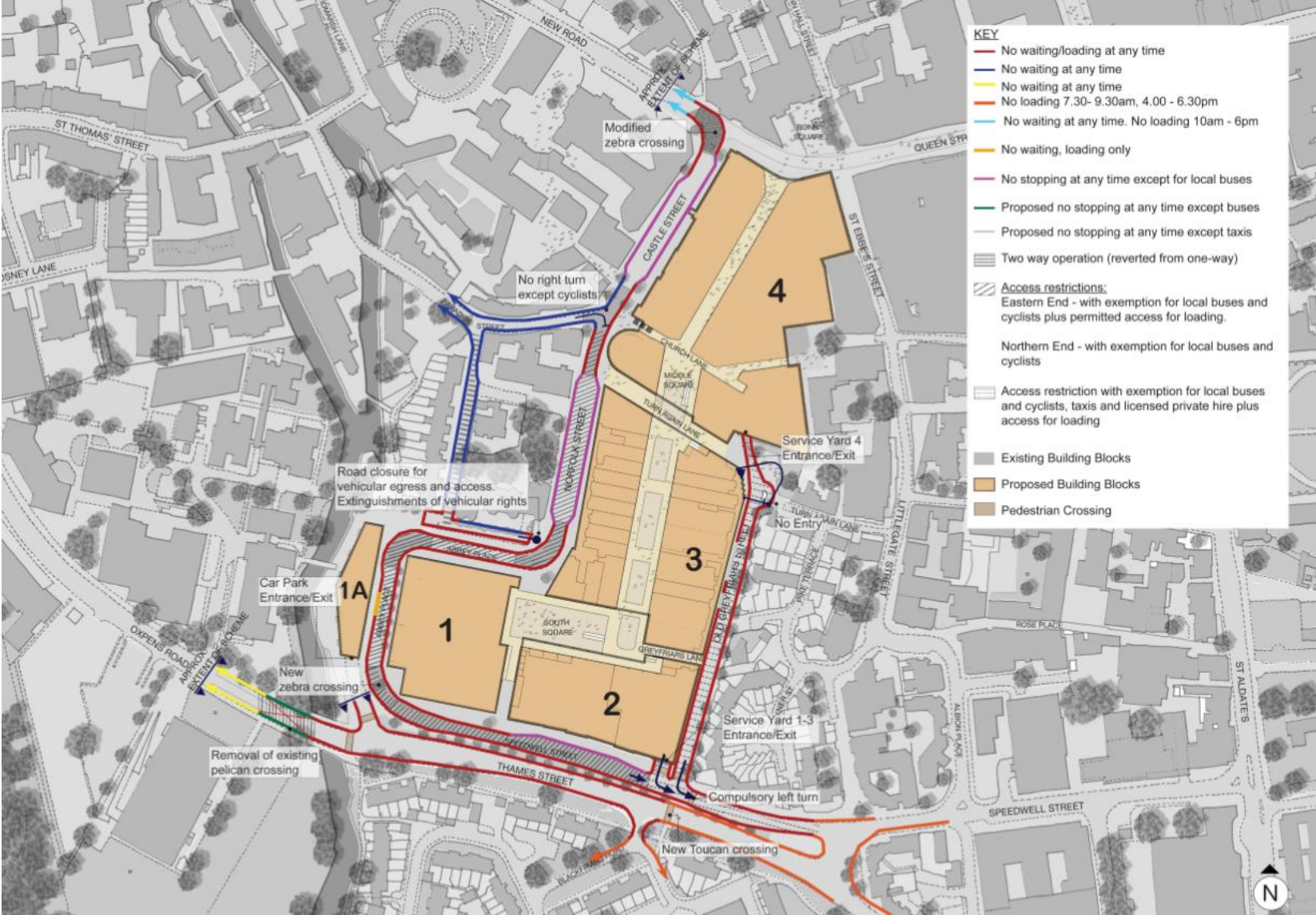
Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation responses

Contact Officers: Owen Jenkins 01865 323304

June 2016

Proposed traffic restrictions and pedestrian crossings



Summary of consultation responses

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection but asked for information on the enforcement of the proposed restrictions, and assurance that the proposed pedestrian crossings are in accordance with national standards.
SENDRA (St Ebbe's New Development Residents' Association)	No objection but requested further information on aspects of the detailed design of the proposed pedestrian and cyclist crossings and junctions, including clarification of crossing facilities being provided at the new signalled junctions. Concerned that the proposed removal of the signals at the Thames Street / Blackfriars Road junction could lead to difficulties for traffic turning right to Blackfriars Road, and for traffic exiting Blackfriars Road and requested that this be monitored closely following implementation with a view to re-instating the signals if required.
Arriva Bus	Strongly supported the proposals in respect of the access restrictions on the link road between Castle Street and Speedwell Street (limiting the use of this road to local buses, pedal cycles and loading vehicles for plot 1A, and excluding taxis and private hire vehicles).
Online response	Objected to the proposed amended zebra crossing on New Road, on the grounds that the current zebra leads to queues of buses waiting for the crossing to be clear of pedestrians, leading to delays for bus passengers (and in particular drew attention to the bus services continuing to the rail station, and therefore the potential wider impact of such delays on public transport users) and considered that the delays will only increase with increased pedestrian activity resulting from the enlarged Westgate Centre. A signalled crossing was suggested as a means of more fairly balancing the needs of pedestrians and bus passengers.

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Online response	Objected to the proposed loading bay adjacent to plot 1 A on the grounds that this would impede buses and requested that the loading bay was moved completely off road. Objected to the proposed new zebra crossing as considered this was poorly located and would lead to congestion for buses.
Local resident (letter signed by two parties)	Objected to the proposed removal of the traffic signals at the Thames Street / Blackfriars Road junction on the grounds that visibility for traffic to the right from Blackfriars Road is limited, and also that the consequent removal of the pedestrian phase at the signals would lead to significant danger and delays to the pedestrians and cyclists crossing here to and from the city centre, and requested the provision of a signalled crossing (both across Thames Street and Speedwell Street)
Online response	Supported the proposed crossings and in particular the zebra crossings, and requested that they are humped to reduce traffic speeds, and well lit.

CABINET MEMBER FOR ENVIRONMENT - 9 JUNE 2016

PROPOSED PARKING RESTRICTIONS ELMS ROAD, THAME

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections received in the course of the statutory consultation on the proposal to introduce no waiting at any times parking restrictions along the majority of Elms Road in Thame.

Background

2. The proposed parking restrictions (double yellow lines) are being proposed as part the planning approval for residential development on the northern side of Elms Road, which will also include the construction of a new junction entry close to the corner of Elms Road & Broadwaters Avenue. The location of the proposals is shown at Annex 1, whilst more details of the exact nature of the proposed restrictions are shown at Annex 2.

Consultation

3. The Formal consultation on the proposals was carried out between 10 March and 8 April 2016. Letters were sent to 83 properties (primarily residential) in the immediate area, whilst street notices were also put up at intervals along the street. A public notice was advertised in the Oxford Times on 10 March, with an email sent to statutory consultees, including: Thames Valley Police, Fire & Rescue Service, Ambulance service, Thame Town Council and local County Councillors. A total of 22 responses were received during the consultation period.
4. Objections were received from the Town Council and a number of local residents, and these - along with other comments received as part of the consultation - are summarised at Annex 3. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objections but were not convinced that the extent of the restriction is justified; they also had concerns about the potential displacement of parking and its effect on surrounding residential areas.
6. Councillor Nick Carter did not specifically object to the proposals but did raise a number of concerns, chiefly regarding the loss of potential parking provision for local residents, many of whom already struggle to find suitable locations to

park. He also felt that dealing with problems in isolation in Thame is not the solution, but rather a more holistic/joined-up approach would be the way forward. In which improvements could be made that would benefit the local people in the surrounding residential streets.

7. Thame Town Council objected to the proposals as they did not see any rational reason for their implementation once construction of the new development is complete. They accept the need for some extra restrictions at the Elms Road/Windmill Road junction to improve safety but do not accept the need for any further permanent restrictions on the north side of Elms Road as the current un-restricted parking facilities on Elms Road is critical for nearby residents, 24 hours a day. The Town Council was concerned that the proposed parking restrictions in Elms Road would have a detrimental effect on the existing reported issue of excessive vehicle speeds, and therefore safety in the area. In addition, they were concerned that the proposed 'solution' appears to have been proposed in isolation – not taking into account existing traffic issues in the wider area – that will be exacerbated during any construction activity. They strongly felt that a better solution could be defined that satisfies the needs of both local residents and the new development.
8. The primary concern from local residents (and others commenting) centred on the potential loss of parking facilities for residents of nearby streets, their visitors as well as visitors to the town centre. Objectors feared that without additional parking facilities being provided as part of the development, the problem would only be pushed onto surrounding streets, which are already under heavy pressure.
9. Road safety was also cited as an issue, with possible increase in speeds due to the removal of unofficial traffic calming provided by parked cars, and the danger this posed to vulnerable users of the road i.e. elderly pedestrians and school children.
10. A number of residents felt that a solution that benefits the whole of southern Thame was required rather than dealing with isolated areas, and that concentrating on individual issues would only have negative impacts on those surrounding areas.

Response to objections and concerns

11. The double yellow lines are being promoted to ensure the visibility splays of the new junction to the housing development to remain free from obstruction. The restrictions are also required opposite the proposed development bell-mouth junction to allow refuse vehicles (and other large goods vehicles) to enter/exit the scheme without obstruction. The proposals retain 50 metres of unrestricted carriageway extended which should accommodate up to 10 cars.
12. The width of Elms Road is approximately 6m and whilst it is to be widened slightly by narrowing the northern footway, if there are no restrictions then parking is likely to take place on both sides of the carriageway which is considered inappropriate given the increased traffic that will arise once the new development is complete and the reduced footway width. The alternative

of narrowing the footway on both sides has been considered but would not allow sufficient carriageway width to allow parking on both sides and adequate space for large vehicles to pass unhindered.

13. The reported injury accident records during the most recent 5 years shows only one road traffic accident involving a pedestrian in Elms Road. There is no reason for Officers to believe that the proposed parking restrictions would necessarily lead to an increase in reported injury accidents, either within Elms Road itself or in the surrounding residential streets.
14. With regards to the wider problem of parking availability, traffic volumes and flow within southern Thame, there is at present no general OCC transport strategy or policy for the town, and the Council is satisfied that the Neighbourhood Plan will lead on both the housing growth and infrastructure provision/policy for the Town.

How the Project supports LTP4 Objectives

15. The proposals would help reduce the risk of road traffic accidents, and facilitate the easier flow of motor traffic in the area

Financial and Staff Implications (including Revenue)

16. Full funding for the proposal has been secured from the local developer undertaking the residential development.
17. The appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

18. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised.**

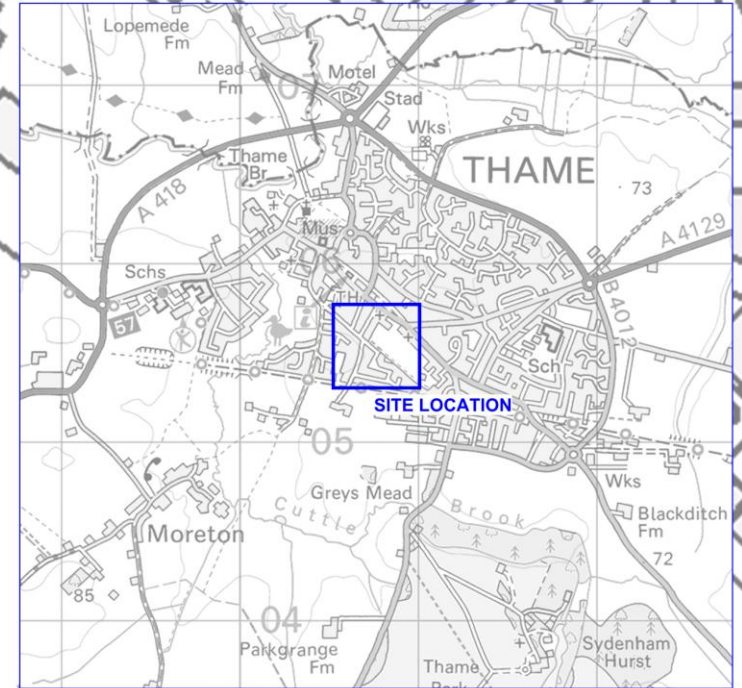
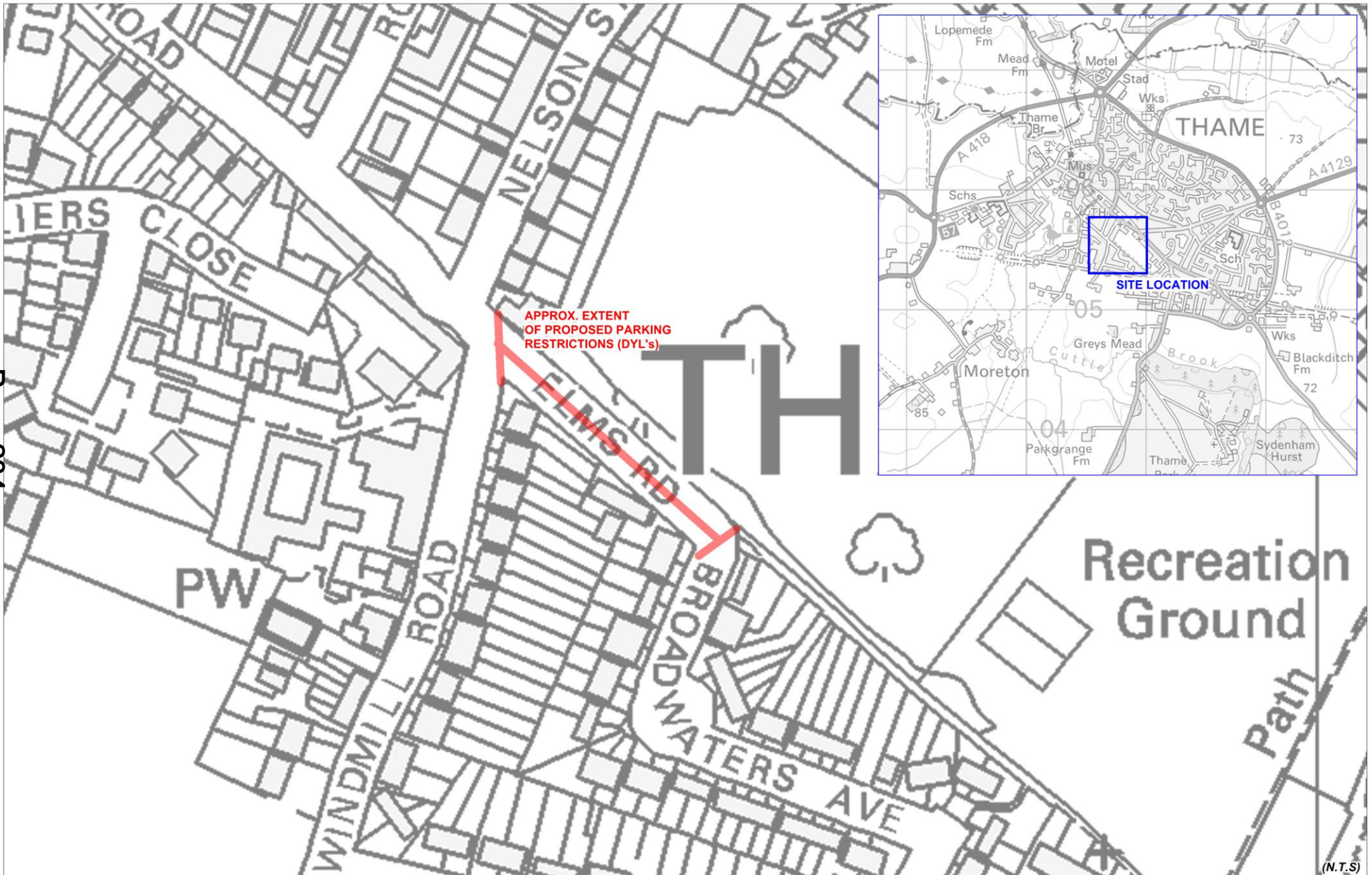
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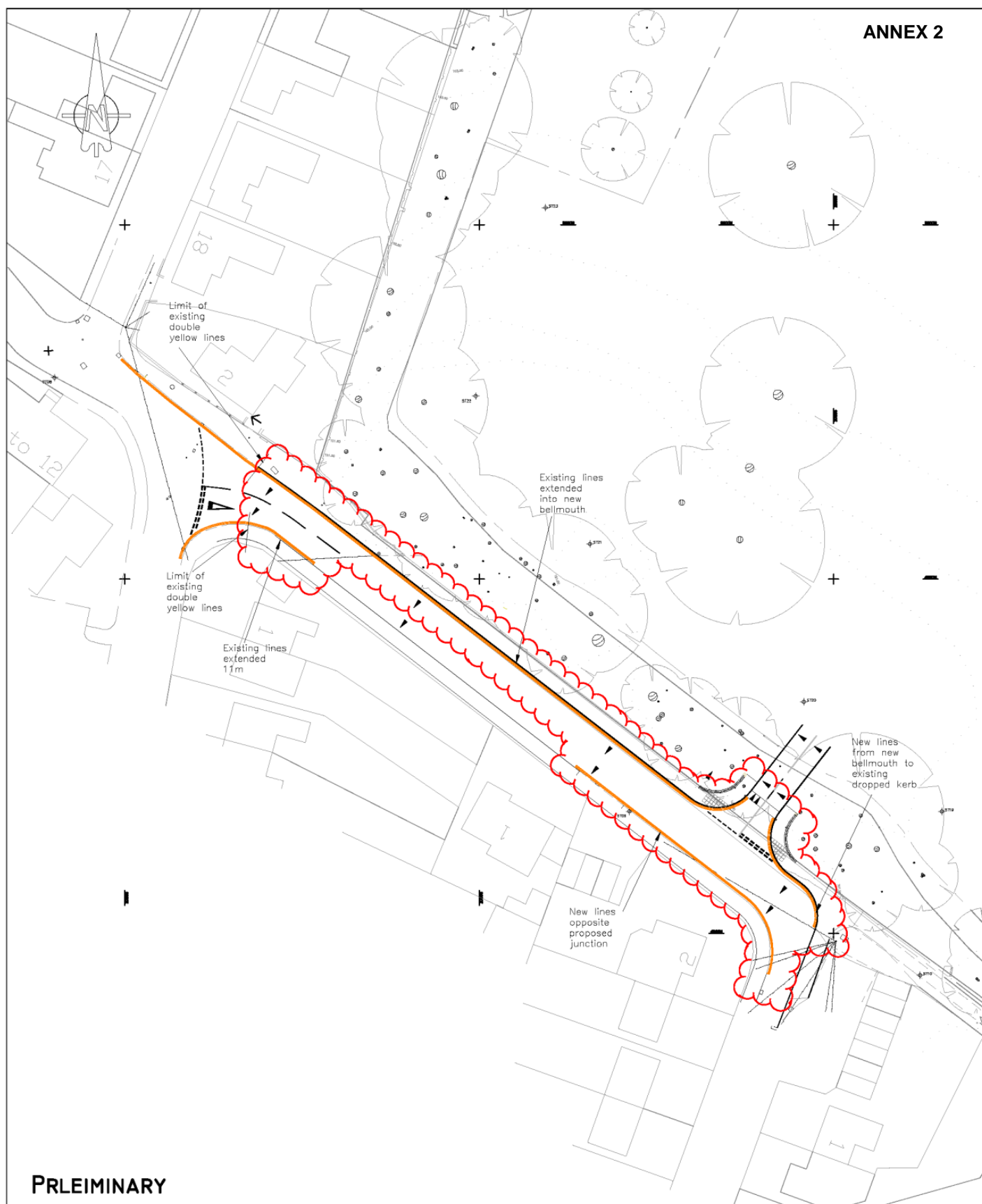
Deputy Director of Environment & Economy (Commercial)

Background papers: Plan(s) of proposed restrictions
 Consultation responses



Contact Officers: Owen Jenkins 01865 323304

June 2016





PRLEIMINARY

REV. No.	DATE	DESCRIPTION	INITIALS
Client			
<div style="display: flex; justify-content: space-between; align-items: center;"> <div>  </div> <div> MJA CONSULTING CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 523226 </div> <div>  </div> </div>			
Project Elms Road, Thame, Oxfordshire			
Title Section 278 Agreement – Traffic Regulation Order			
Scale 1:500@A3		Date Oct 15	Drawing No. 4882:610
Checked		Drawn PPB	Rev A

ANNEX 3

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Not convinced the extent of the restriction is justified, ▪ Concerned about displacement of parking affecting surrounding areas.
Thame Town Council	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Fail to see the rationale for permanent restrictions, as it is felt no need once construction work completed, ▪ Restrictions will have detrimental effect on vehicles speeds in the area, ▪ Solution proposed in isolation, rather than taking into account surrounding area/issues. <p>However they do feel that restrictions may be justified at the Elms Road / Windmill Road junction.</p>
County Cllr Nick Carter	<p>No stated objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ The proposal involves the removal of a number of parking spaces in an area which already suffers from restricted on-street parking, ▪ Local residents' existing difficulties have been exacerbated during recent years by additional parking pressure resulting from other developments in the immediate area, including the one in Windmill Road. It is not acceptable to continue heaping further pressures onto residents in this way. Those living in Nelson Street, for example, can only park along one side of their narrow road, as very few houses have off-street facilities ▪ Solution proposed in isolation, rather than taking into account surrounding area/issues,

	<ul style="list-style-type: none"> ▪ The developer of The Elms should be required to provide parking on the large development site for those residents who currently use Elms Road, ▪ The alternative would be to refuse access to or egress from the site in Elms Road, and instead, use the front of the site on the High Street where the existing entrance can simply be widened.
Resident, (Broadwaters Avenue)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels parking currently utilised by residents will be used by construction workers and those visiting the area.
Online response, (Wheatley)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Will see a reduction in parking for those working in Thame, whilst also pushing traffic further into the residential streets.
Resident, (Hampden Avenue)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels the restrictions will only serve the new development, ▪ Removing spaces for parking will cause more problems for residents & visitors to the Town centre, due to the severe shortage of facilities.
Resident, (Nelson Street)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels there is not enough parking in the surrounding area to cope with both residents & visitors, ▪ Without sufficient allocation/provision for parking, the proposals will only cause additional problems on Elms Road for residents.

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Resident, (Elms Road)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Believes the proposals will remove the ‘unofficial’ traffic calming effect hat parked cars currently provide, and as such will provide conditions for vehicles to exceed the speed limit, ▪ Would like to see additional traffic calming features (road humps) installed as a resolution.
Resident, (Nelson Street)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels there is not enough parking in the surrounding area to cope with both residents & visitors, ▪ Would like to see the introduction of “residents only” parking in Elms Road & the surrounding residential streets, and would support the proposals if this were introduced.
Place of Worship (Windmill Road)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Currently rely on nearby parking for many of our elderly members (some of whom are registered disabled), and also for families with young children, ▪ Thinks that Thame needs more parking for the town, and not for it to be reduced any further. Especially considering the amount of development that is in progress and planned for the future.
Resident, (Nelson Street)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels there is not enough parking in the surrounding area to cope with both residents & visitors, ▪ Would like to see the introduction of “residents only” parking in Elms Road & the surrounding residential streets, ▪ Believes additional parking facilities are required for visitors to the town centre.

Resident, (Nelson Street)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of parking spaces for local residents with no measures to counter this loss, ▪ Possible increase of vehicle speeds on Elms Road & surrounding streets, creating a greater risk to vulnerable pedestrians (school children & elderly), ▪ Feels the proposals will create dangerous parking & turning conditions, as parking will only be available on the south side of the carriageway, ▪ Also feels that construction traffic has not been adequately planned for, resulting in an increase in safety risk during the construction period.
Email response, (Garsington)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of parking spaces for local residents & visitors.
Resident, (Nelson Street)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of parking spaces for local residents with no measures to counter this loss, ▪ Feels alternative provision should be made before the proposed restrictions are considered.
Online response, (unknown location)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of parking spaces for local residents.
Resident, (Nelson Street)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of parking spaces for local residents.

CMDE6

Resident, (Nelson Street)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Possible increase of vehicle speeds on Elms Road & surrounding streets ▪ Loss of parking spaces for local residents, ▪ Solution proposed in isolation, rather than taking into account surrounding area/issues, ▪ Lack of measures to combat potential increase in traffic volume in Elms Road & surrounding area resulting from development.
Online response, (unknown location, <i>possibly Nelson Street</i>)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Possible increase of vehicle speeds on Elms Road & surrounding streets ▪ Loss of parking spaces for local residents, ▪ Solution proposed in isolation, rather than taking into account surrounding area/issues, ▪ Lack of measures to combat potential increase in traffic volume in Elms Road & surrounding area resulting from development.
Resident, (Broadwaters Avenue)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of parking spaces for local residents, putting pressure on surrounding streets.
Resident, (Windmill Road)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels the restrictions to be excessive and will only put further pressure on surrounding streets, ▪ Believes restrictions are only needed in and around the junction for the new development.
Resident, (Windmill Road)	<p>No objection – but has the following comments:</p>

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	<ul style="list-style-type: none"> ▪ Concerned about where those that currently park in Elms Road will park if the restrictions are implemented, ▪ Feels that Windmill Road will be parked on both sides which would restrict the road for emergency & large delivery vehicles, ▪ Would like to see additional restrictions on Windmill Road to help prevent this from occurring.
Resident, (Nelson Street)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of parking spaces for local residents, putting pressure on surrounding streets, ▪ Would like to see the introduction of “residents only” parking in Elms Road & the surrounding residential streets, ▪ Believes the restrictions are only necessary for the duration of the development construction phase to accommodate larger vehicles, could then be removed once works have been completed.

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Divisions: Benson & Cholsey, Wallingford, Thame, Faringdon, Sutton Courtenay & Marcham, Jericho & Osney, Iffley Fields & St Mary's
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CABINET MEMBER FOR ENVIRONMENT– 9 JUNE 2016

PROPOSED DISABLED PERSONS PARKING PLACES SOUTH OXFORDSHIRE, VALE OF WHITE HORSE AND OXFORD CITY

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections received to a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in South Oxfordshire, The Vale, and Oxford.

Background

2. New DPPPs have been requested in Station Road, Cholsey; Meriden Court, Wallingford; Church Street Faringdon; Tyrells Way, Sutton Courtenay; and Becket Street and Magdalen Road, Oxford. One DPPP removal has been requested in Horton Avenue, Thame as it is no longer required. All these locations are shown on the plans at Annex 1. The proposed new bays have been requested by disabled people resident in the above roads. The report considers the outcome of a formal consultation held on the proposals. Other proposals advertised at the same time were unopposed, and have therefore been dealt with under my delegated authority to avoid unnecessary delays to applicants.

Formal Consultation

3. Oxfordshire County Council sent a copy of the draft Traffic Regulation Orders, statement of reasons, and a copy of the public notice appearing in the local press, containing the proposed parking place changes to formal consultees on 31 March 2016. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall, and the South and Vale Council Offices. They were also deposited at local libraries and are available for inspection in the Members' Resource Centre. At the same

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time, the Council wrote to local residents affected by the proposed changes, asking for their comments. Finally, public notices were displayed at each site as appropriate, and in the Oxford Times.

4. Two objections have been received to the proposal in Station Road, Cholsey; one objection has been received in respect of the proposed removal in Horton Avenue, Thame; and 10 objections have been received in respect of the proposal in Meriden Court, Wallingford. Five objections have been received in respect of the proposal in Church Street, Faringdon; and six objections have been received to the proposal in Tyrells Way, Sutton Courtenay. Finally one objection has been received in respect of the proposal in Becket Street, Oxford; and two objections have been received in respect of the proposal in Magdalen Street, Oxford. These are summarised at Annex 2 together with Officer responses; Local County Councillors have indicated their support for all the proposals in their Divisions, except in the case of Becket Street.
5. Having carefully considered the points made by the objectors, and recognising that in locations where parking is congested the disabled are at a greater disadvantage, it is suggested that the proposals proceed as advertised. In the case of Horton Avenue, Thame, it is suggested that the DPPP is removed but the double yellow lines are retained to continue to protect residents' drives.

Financial and Staff Implications (including Revenue)

6. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose.

RECOMMENDATION

12. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed new DPPPs as advertised.**

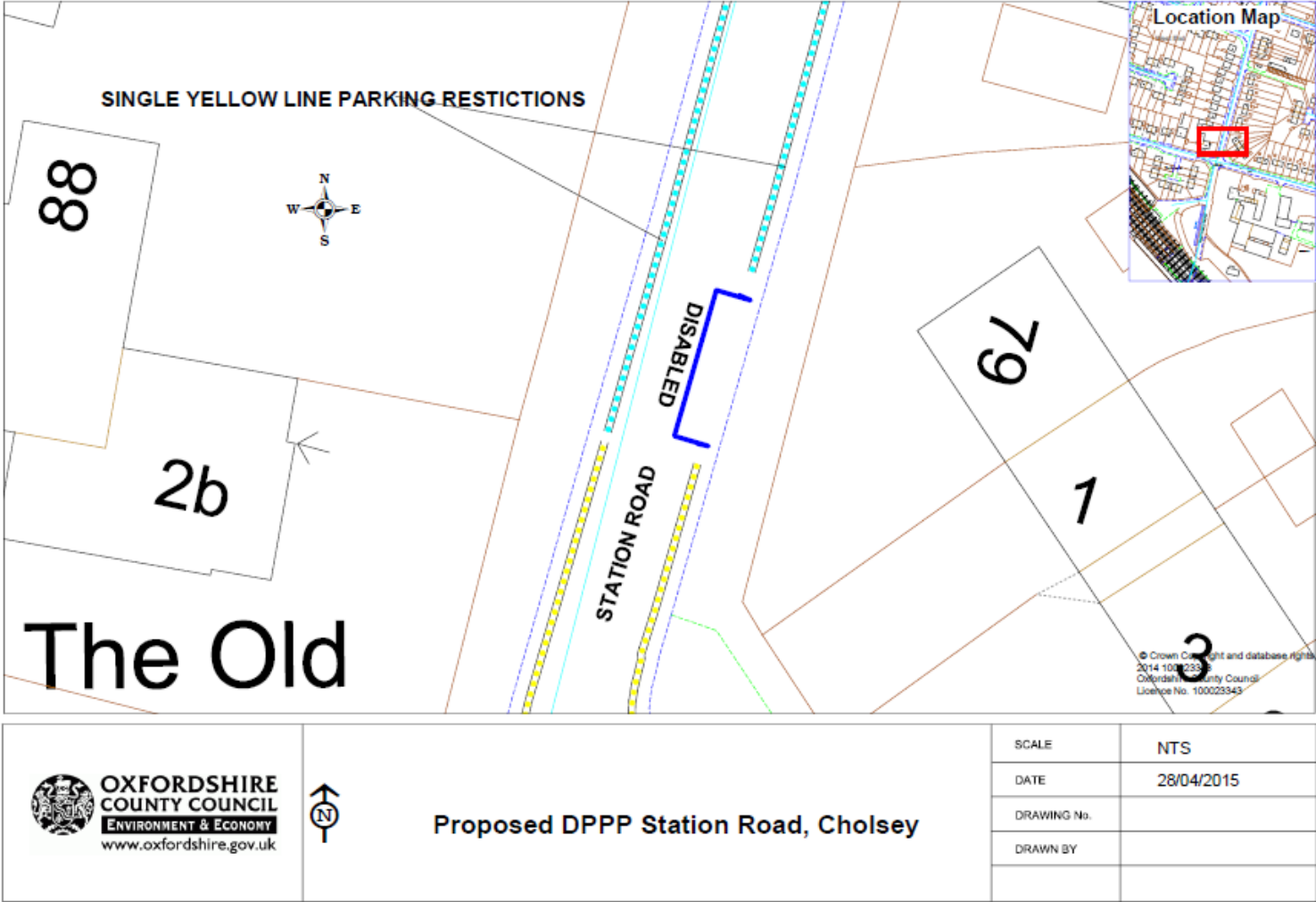
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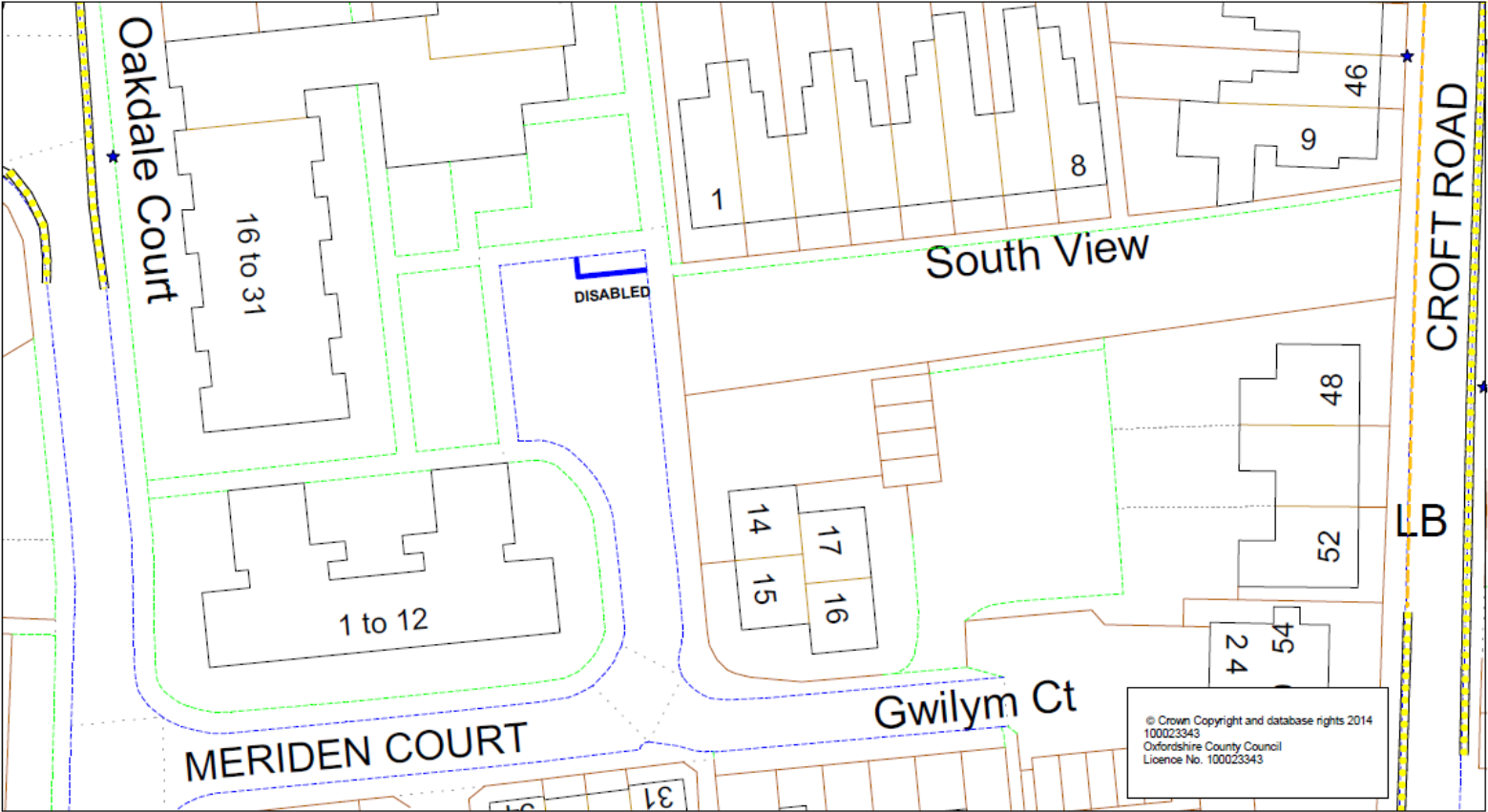
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Owen Jenkins 01865 323304

June 2016



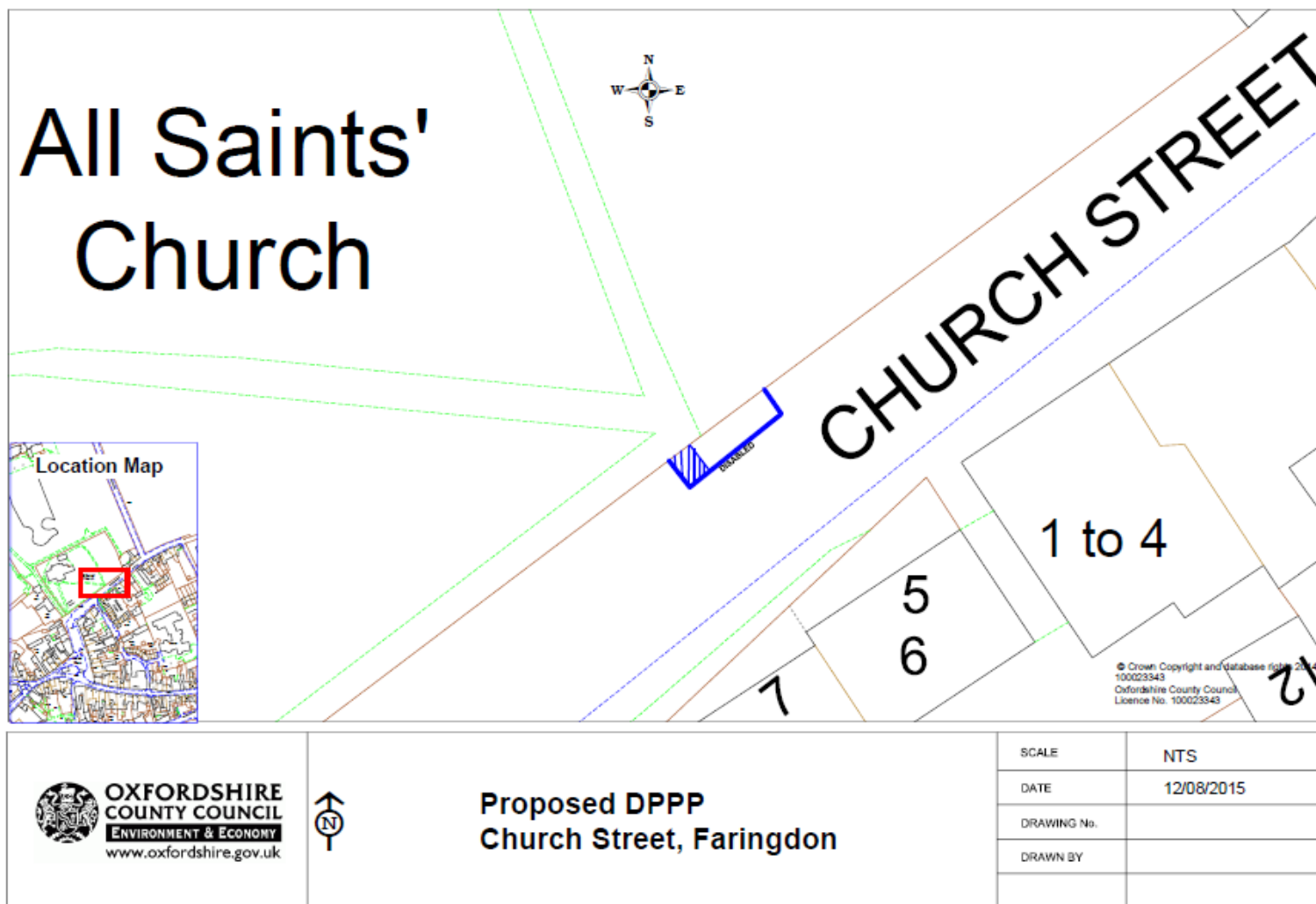


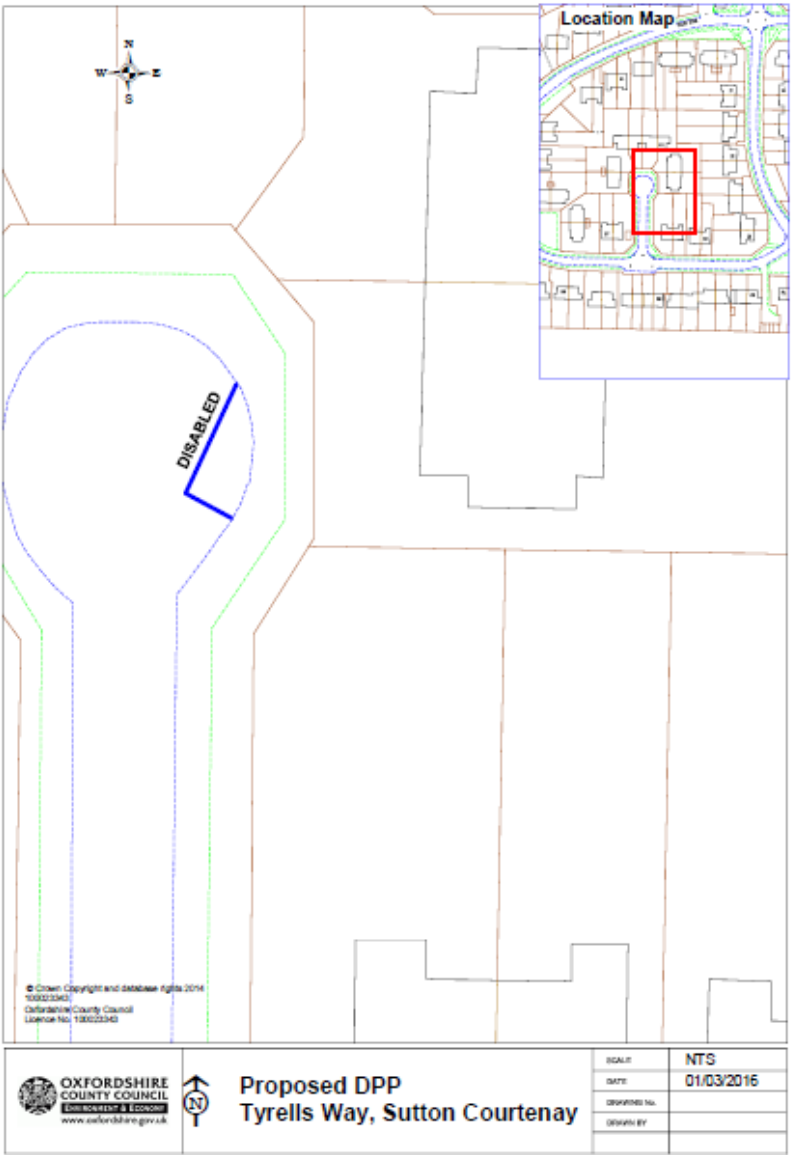
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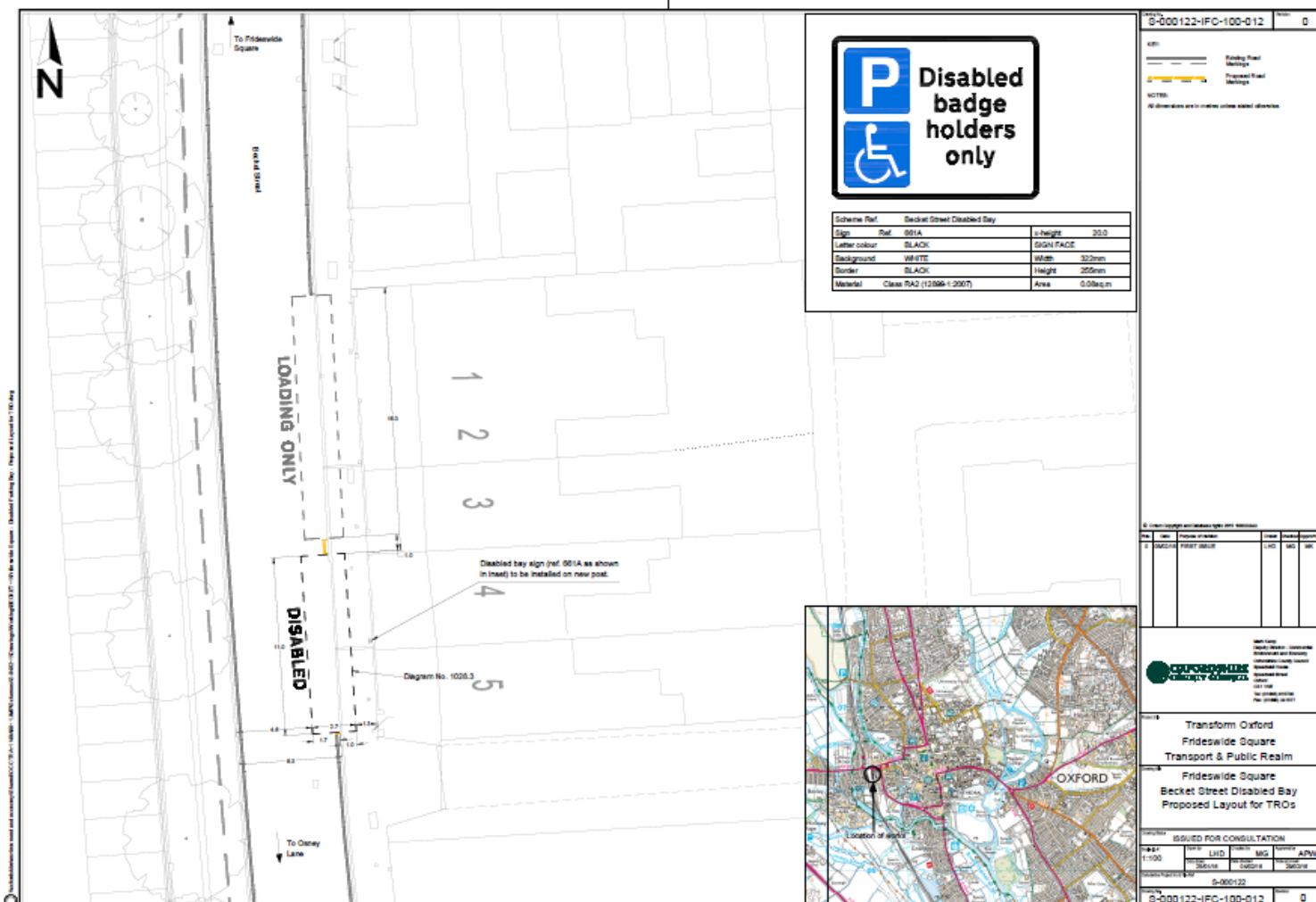


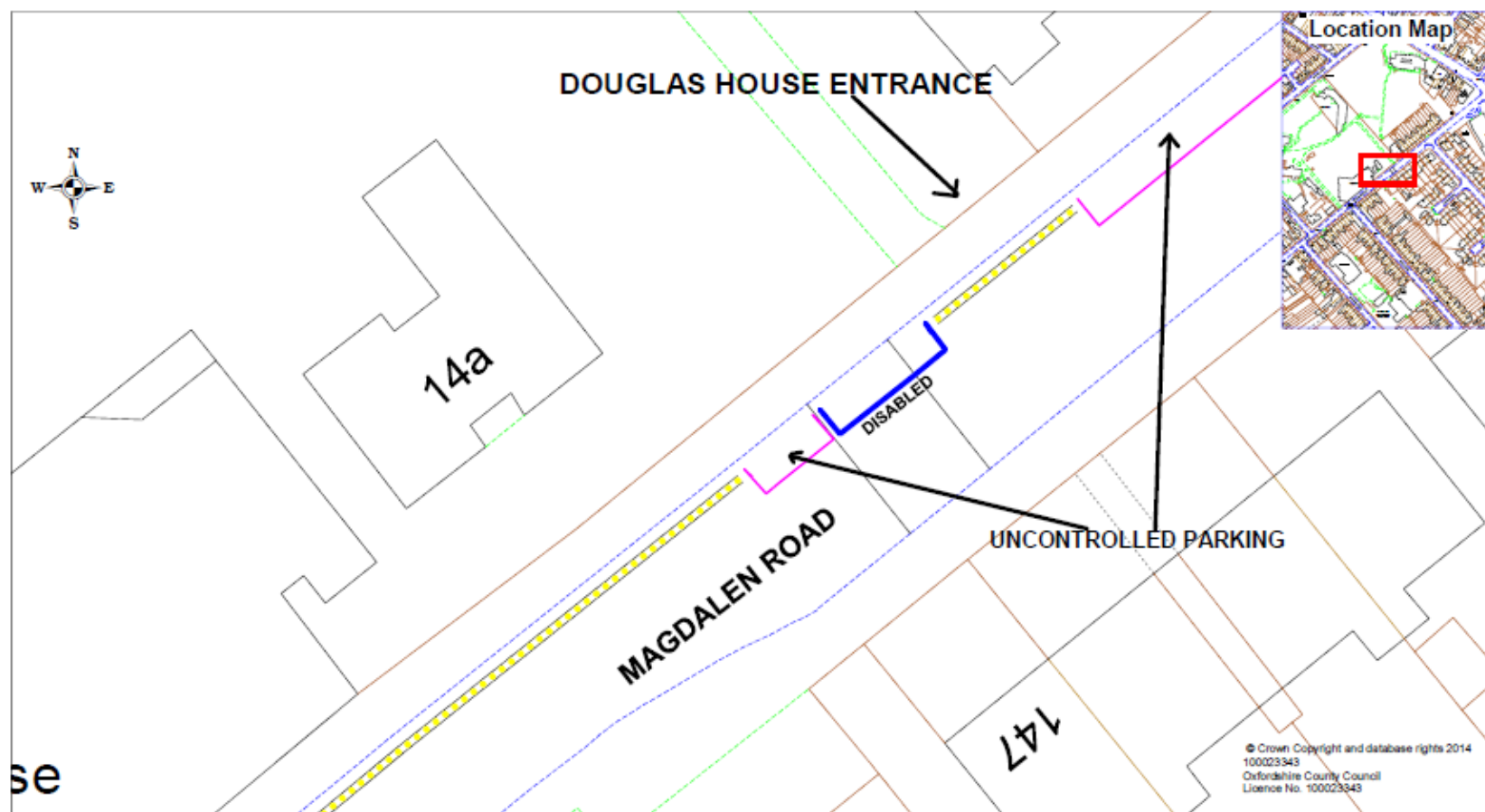
Proposed DPPP Meriden Court, Wallingford

SCALE	1 : 500
DATE	11/2015
DRAWING No.	
DRAWN BY	









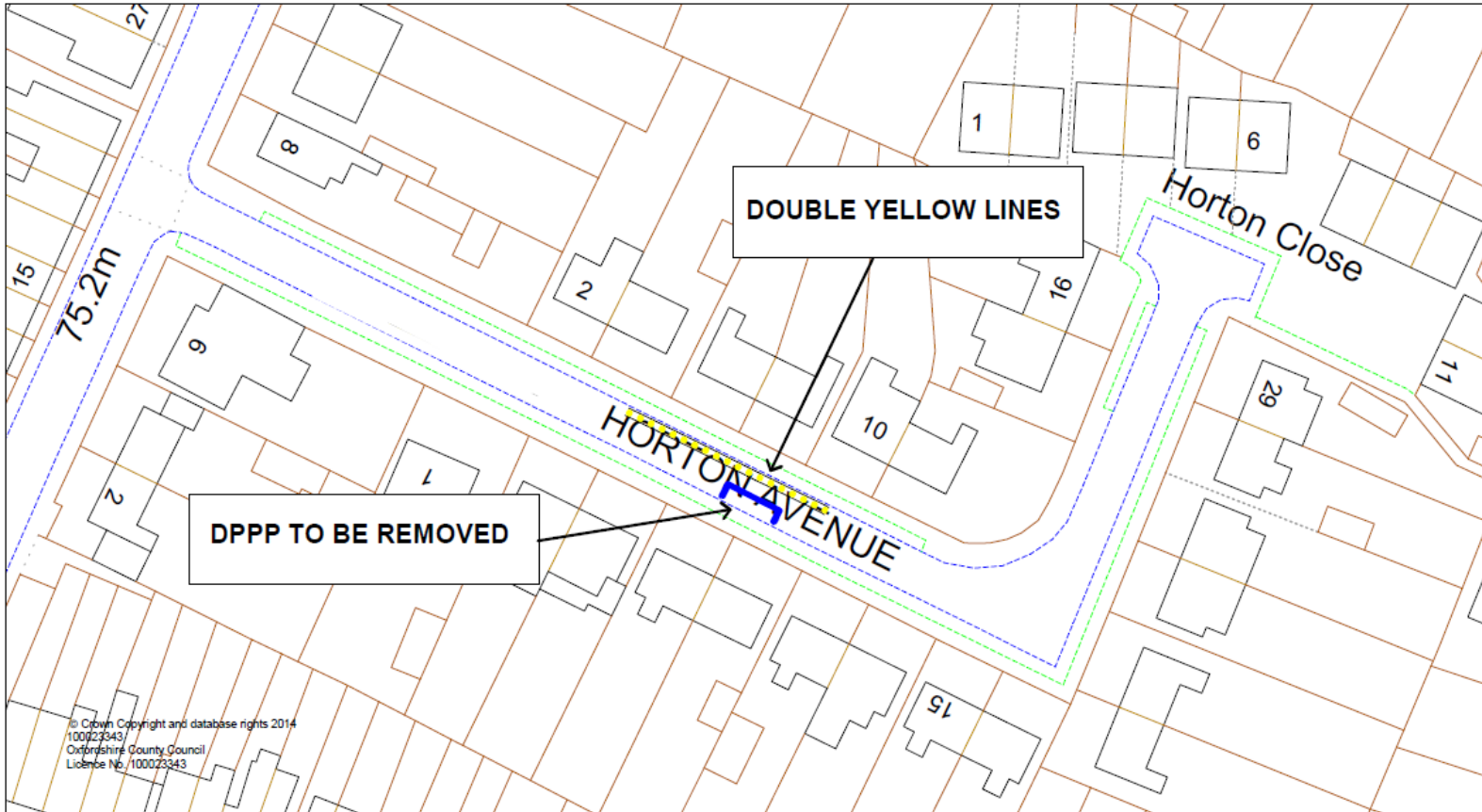
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Proposed DPPP Magdalen Road

SCALE	NTS
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Proposed removal of DPPP Horton Avenue, Thame

SCALE	1 : 500
DATE	11/2015
DRAWING No.	
DRAWN BY	

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Proposed DPPP in Station Road , Cholsey		
A resident, Station Road	Supports the proposal but advises enforcement of existing adjacent yellow lines is virtually non existent with cars parking all day making it difficult for the disabled resident. Would like bay moved slightly more towards Papist Way to allow easier access to drive opposite.	Noted Can do so subject to final approval.
A resident , Papist Way	Believes disabled resident won't be driving much longer and rarely goes out in car now so proposed bay would be a waste of money. Will bay be removed once no longer needed?	OCC policy is to provide these bays where residents qualify for them. DPPPs are removed when no longer required. Disabled residents are often reluctant to go out in their cars in case they can't park when they return.
A resident, Papist Way	Doesn't object to DPPP but wants more detail as to location and size. Including the disabled resident, 7 cars park on street in the area with room for 3 cars outside No 79. Applicant rarely drives his car. Will bay be removed when no longer required?	OCC policy is to provide these bays where residents qualify for them. DPPPs are removed when no longer required. Disabled residents are often reluctant to go out in their cars in case they can't park when they return.
Proposed DPPP in Meriden Court, Wallingford		
Residents, South View	They agree the bay is needed but the proposed location is where all the residents of South View need to load and unload. They suspect a number of businesses use the car taking up at least 8 of the spaces. They would agree to the proposal if these vehicles were removed. They would prefer it if the bay is located in the opposite corner of the car park or in Croft Road.	The proposed site is closest to the applicant's home and where she requested it. The parking of business vehicles on public highway is not an offence under highway law.

Residents, South View	<p>The proposed DPPP is located next to the intersection of 4 footways busy with pedestrians and small children on scooters, cyclists, and a regular mobility scooter user. If a disabled person was unloading a wheelchair from the back of car onto the footway it could cause a safety hazard. They believe there are always spaces during the working day to park in Meriden Court and when there isn't there is space on Croft Road. Another disabled resident and a regular disabled visitor have never expressed the need for a DPPP here. As parents they believe it would be discriminatory to provide a DPPP and not a "parent and child space." More suitable locations for the DPPP would be either the opposite side of the car park, or in Croft Road.</p>	<p>The proposed site is closest to the applicant's home and where she requested it next to footway and to maximise space for the other car park users.</p> <p>"Parent and child" bays are not permitted on the public highway,</p> <p>The option of putting the DPPP in Croft Road was considered but is felt to be too busy.</p>
A resident, South View	<p>The proposed DPPP location is where the other 8 properties in South View need to load and unload and would destroy the community spirit that exists amongst the residents in South View as regards parking. The DPPP would be next to a junction of 4 footways that are heavily used and it could prevent a hazard when a disabled user is leaving or accessing the vehicle. It would difficult for a disabled driver to access the space in its current proposed location. The required width of the DPPP would effectively mean the loss of two spaces on the side closest to South View. The best location for the DPPP would be on the opposite side of the car park opposite the proposed location. In recent months, Housing Association tenants have been parking multiple</p>	<p>As above.</p> <p>The width of the proposed bay is planned to be 2 metres and this should not mean the loss of any spaces, given the applicant already parks in the car park.</p>

	vehicles here and as a community they have taken this up with the Association. If this is resolved, there would be plenty of space to park and there would be no need for a DPPP.	
A resident, South View	Objects to the location of the proposed DPPP as this is the most convenient space for all the terraced houses in South View to load and unload. Could the bay not be sited on the opposite side of the car park or in Croft Road? Parking is difficult here because a taxi business is being run by one of the residents, and this has been reported to the Housing Association.	As above.
A resident, South View	Three individuals run businesses from Housing Association Property and have a number of vehicles. A vehicle recovery business, a taxi company, and a builder/decorator who also uses the car park to sell vehicles. The car park is too small for the number of vehicles which is why the DPPP is needed.	Noted.
Residents, South View	They object to the location of proposed DPPP and believe it should be sited on the opposite side of the car park. Thinks the proposed location is unsuitable for a disabled person as it requires a tight turn to get in and out. They believe the Housing Association plan to bollard of the grassed area which would further limit space. Four busy footpaths merge here and that could cause difficulty for a disabled person, especially with a wheelchair, as well as pedestrians on the footways. The proposed location is where South View residents load and unload their cars, some	As above. It is noted that some residents park on the grass presumably when no other space is available and bollards would prevent that.

	with infants and buggies. They co-operate with each other and a DPPP here would prevent this space from being used by none badge holders and lead to requests for a Parent and Child space. They believe the proposed DPPP should be located on the opposite side of the car park. .	
A resident, Meriden Court	Objects to the proposal. The DPPP would take up 2 spaces. Four other disabled residents could apply for their own DPPPs and park in the proposed space. The proposal would make the car park open to the general public. The car park is owned by Highways and is designated a turning circle and is therefore not authorised for parking. Who would enforce the DPPP since badge holders should only park in these spaces for 3 hours? Suggests the DPPP should be located on Croft Road.	As above. No other badge holder here has asked for a DPPP in the last 10 years and all applicants have to satisfy the eligibility criteria. The car park is public adopted highway and not a designated turning area as such. Badge holders can park in DPPPs for as long as they wish unless the sign plate indicates otherwise. Badge holders can park on double yellow lines for up to 3 hours provided they don't create an obstruction. Croft Road had been considered as a location but as the road is busy. a DPPP would not be suitable there.
A resident, Meriden Court	Objects because parking is congested with vehicles double-parked or on the grass. The proposal would take up two parking spaces. Four other disabled residents could apply for their own DPPPs and park in the proposed space. The proposal would make the car park open to the general public. The car park is owned by Highways and is designated a turning circle and is therefore not authorised for parking. Who would enforce the DPPP since badge holders should only park in these spaces for 3 hours?	As above.
A resident, Meriden Court	As a badge holder, does this mean he could apply for a DPPP? Believes parking should be on a first come first park basis. The car park is	As above.

	congested, with double parking, and parking on the grass, but most residents are able to park. The proposed DPPP would take up 2 spaces.	
A resident, Meriden Court	Would like to object to the proposal. Parking is so bad the resident often has to park elsewhere. The DPPP would take up more than a normal car space. The residents on that side of the car park already park on the grass and footways even though the Housing Association owns these areas.	As above
Proposed DPPP in Church Street, Faringdon		
A resident Church Street	Doesn't object to this proposal but should the DPPP be heavily used, would object to further DPPP provision.	Church Street is heavily parked as parking is only possible on one side. A further DPPP request here would have to be carefully considered on its own merits and be the subject of separate consultation..
A resident, Church Street	Doesn't believe the location is appropriate because there is no footpath on this side of the road for disabled users to use. He is not convinced the road is wide enough in view of DDA regulations. The gap in the stone wall leading to the Cemetery is narrow and uneven. The path to the church is not suitable for disabled users.	A resident, in conjunction with the Church, has specifically requested the DPPP at the entrance to the Cemetery. There is no requirement for a footway to exist with a DPPP. The road has sufficient width to allow a DPPP here in line with the current pattern of informal parking. The access into the cemetery is a matter for the church.
Daughter on behalf of a resident, Church Street	Her mother agrees with the proposal. Because the DPPP will be next to the churchyard wall the bay will need to be wider to allow car doors to be opened and shut on both sides and this will project into the highway.	There is sufficient road width to do this. No waiting 8am until 6pm Mondays to Saturdays restrictions apply opposite.
A resident, Church Street	If the proposed DPPP is intended to facilitate disabled access to the Church, is concerned by the location. The path entrance is narrow, uneven	As above. This side of the street is already heavily parked and the presence of a DPPP would not increase the possibility of traffic accidents here.

	and slippery when wet. It is rarely used by able-bodied people, and unsuitable for a wheelchair or walking stick user. There is no pavement and the road narrows here to one lane. Farm traffic uses the road and 3 collisions have been seen here in 2 years. A better location would be near to the main entrance to the Church.	
A resident, Church Street	Strongly objects to a DPPP on Church Street because there is so little parking already. While a bay would help one resident, it would work against the others. When the DPPP was empty – no other resident could use it. Believes that the resident has found other solutions. There is an existing bay opposite the entrance to the Church so why is another needed?	The bay has also been requested by the Church to allow access to the cemetery. When parking is congested, this affects disabled drivers more than able bodied drivers. There is an existing DPPP on the end of a row of parking bays opposite the entrance to the Church which is intended primarily for shoppers since is over 70 metres way from the Church itself. It is also over 80 metres away from the entrance to the Cemetery so is of limited use to disabled people who wish to go there.
Proposed DPPP in Tyrells Way, Sutton Courtenay		
A resident, Tyrell's Way	Unhappy with the proposal. The applicant walks to the bus stop and has an upstairs flat. If proposal is granted, other residents will ask for DPPPs, and parking is already not very good.	The applicant says she is reluctant to take her car out as there may be no parking spaces left when she returns. When parking is congested, disabled drivers are at more of a disadvantage.
A resident, Tyrell's Way	Objects because the disabled child can easily run around the cul-de-sac, so doesn't need priority. The family are rarely in so the space would be wasted when another 8 cars need to squeeze in.	The proposed DPPP was not requested by that family. The applicant does live in the cul-de-sac and already parks there.
A resident, Tyrell's Way	Would like to object to the proposal. The applicant rarely uses her car but prefers the bus as she had a few minor accidents in her car.	As above. The applicant has confirmed she will use her car more if a DPPP is installed as she will have somewhere to park when she returns.
A resident, Tyrell's Way	Objects to the proposal. The young child that has a badge can run around the cul-de-sac and the	Only one bay is proposed, for an adult. The bay would only use one car space. The applicant is reluctant to use the car often as

	family are there often. The lady who has a badge never drives her car as she has crashed it so many times, and uses the bus. Two disabled bays would take up most of the cul-de-sac when 10 cars need to park here.	she is worried she won't be able to park when she returns.
Four residents, Tyrell's Way	<p>Strongly object because cul-de-sac is increasingly crowded and residents struggle to park. And have to utilize the grass verges. The applicant lives in an upstairs flat and can clearly manage the stairs so why would she need a DPPP? Parking here needs to accommodate all residents so how does the Council suggest this is managed?</p> <p>The applicant does not have a regular parking spot – all residents park on a first come first served basis so the proposed bay will impact on all residents. The proposed DPPP will have to be wider than a car so residents will lose 2 car spaces with even more cars parking on the verges. It will also affect residents' vehicle insurance as they won't be parked outside their homes any longer if the proposal succeeds. Why hold a Consultation when OCC has clearly indicated that the proposal will go ahead regardless? How will the proposed DPPP be enforced and at what cost to tax-payers? Surely it would be more cost effective to lower all the kerbs and take away the grass verges which would make for a nicer surrounding.</p>	<p>The applicant fulfils the eligibility requirements and already parks here so the proposed DPPP should not make parking more difficult.</p> <p>DPPPs are normally sited as near to applicant's homes as possible and where they wish to park when practical. As the proposed DPPP will be next to the kerb, it will be small, and will not affect the ability of other residents to park, other than in this specific place. The purpose of the Consultation is to obtain written comments and respond to them. Where objections are received that cannot be resolved, proposals are taken to a Cabinet for Environment meeting and a decision will be made at that meeting. If the DPPP proposal is successful and it is installed, enforcement will be the responsibility of Thames Valley Police. OCC currently has funds to provide DPPPs for the disabled, because parking congestion affects them much more than able-bodied residents. However, it would cost far more to tarmac grassed areas and drop the kerbs in all areas around the County that need it, to provide general parking.</p>
A resident,	He would like to know whether a DPPP outside a	Any badge holder, or those conveying a badge holder, can park

Tyrell's Way	home can be used by any Blue Badge holder. Another badge holder in the street has said that if the bay is installed, she will also use it. Is this legal? The applicant rarely drives and her car DPPP will be stored in the bay.	in any DPPP provided the badge is correctly displayed in the vehicle. However, able-bodied users can only use the bay to take out or bring back badge holders. The applicant advises she will use her car more if the proposal is successful as she will have more certainty of being able to park when she returns. She accepts her neighbour with the disabled child would also be entitled to park in the DPPP as well.
Proposed DPPP in Becket Street, Oxford		
A resident, Becket Street	Has no issue with the proposal which is outside his home but concerned that it will be abused by customers and staff of the Dominos Pizza house further up the street, since they also abuse the current parking arrangements.	Parking enforcement has recently been stepped up in Becket Street due to this.
City of Oxford Licensed Taxi Association	The proposal would not affect them as they already have a temporary taxi rank in Becket Street.	Noted.
County Councillor, Jericho & Osney	Doesn't approve of DPPP's partially on the pavement. If it becomes much busier with a Bus Station here, what would happen then?	Parking bays partially on the footway are accepted by the DfT and this is the best solution in this location. The proposed DPPP has been requested by shops and businesses in the area following the Frideswide Square scheme..
Proposed DPPP in Magdalen Road, Oxford		
A resident Magdalen Road	Objects to the proposal because of lack of parking here. Enquired about getting a residents permit for St Mary's Road in the adjoining permit parking area but not eligible. While she applauds the work Helen & Douglas House do, it appears their own private parking areas are not sufficient for their needs hence the application for a DPPP.	The proposed DPPP has been requested by Helen & Douglas House, and while it would take up part of the existing un-controlled parking bay, it is also intended to partially lengthen this bay to compensate.
A Business, Magdalen Road	Strongly objects to proposal while acknowledging the work Helen & Douglas House do. Over recent years available parking has decreased and there	The DPPP has been requested by Helen & Douglas House to cater for a minibus which is used to take out patients of Douglas House. They have limited parking space on site which is used by

	is not enough room for residents and visitors to park. Their customers and staff are finding it increasingly difficult to park. They believe the Hospice has enough available land for an off-road solution.	visitors and staff, some who have to deal with patients on a “one to one” basis. They could only increase parking by removing part of the gardens which are there to benefit the patients.
Proposed DPPP and double yellow lines removal in Horton Avenue, Thame		
A resident, Horton Avenue	The DPPP is required by a resident living on the opposite side of road. .	The resident in question confirmed she has a drive and only parks in the DPPP sometimes in the evenings and weekends, allowing her daughter to park on the drive when she comes home from work etc. She is perfectly happy for DPPP to be removed because there is always parking available in the Avenue. She believes the double yellow lines opposite that protect the DPPP should remain to prevent another resident from parking across driveways.