

Division(s) affected: *Bartlemas, Cowley, Isis, Rose Hill & Littlemore, Summertown & Walton Manor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

24 JUNE 2025

OXFORD: A4165 BANBURY ROAD & A4158 IFFLEY ROAD – PROPOSED ‘SIDE ROAD ENTRY TREATMENTS’ & PARKING RESTRICTION AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the continuous crossing points, known as side road entry treatments on the following roads:
 - i. Belbroughton Road,
 - ii. Linton Road,
 - iii. Rawlinson Road,
 - iv. Norham Road,
 - v. Bevington Road,
 - vi. Radcliffe Road,
 - vii. Iffley Turn (South),
 - viii. Westbury Crescent, and
 - ix. Courtland Road (North & South junctions), with variation to the design on the following roads with bus routes - St. Margarets Road, and Cornwallis Road,
- b) Approve the extension of the existing ‘No Waiting at Any Time’ (double yellow lines) parking restrictions on:
 - i. the southern side of Radcliffe Road by approximately 7.5 metres, and
 - ii. the northern side of Westbury Crescent by approximately 8 metres.
- c) Approve the installation of solar studs along the cycle routes to more clearly separate the cycleway from the carriageway, and
- d) Approve the improvement works to pedestrian refuge islands, as advertised

- e) **Delegate the approval of the final design of the scheme to the Director of Environment & Highways in consultation with the Cabinet Member for Transport Management.**

Executive Summary

2. This report presents responses to the statutory consultation on proposals to construct new side road entry treatments at various junctions along the A4165 Banbury Road and the A4158 Iffley Road in Oxford, which will provide continuous footways across the junctions providing improvements for those walking, wheeling and cycling, as shown in **Annex 1 and 2**. The projects are designed to improve safety and convenience at priority junctions where significant numbers of active travel injuries have been recorded.
3. The projects are funded by the Department for Transport's (DfT) Safer Roads Fund. The DfT has identified the Banbury Road and Iffley Road for intervention to improve road safety, particularly for more vulnerable road users. This funding can only be used for this specific purpose, on these specific roads.

Background

4. In Oxford, the majority of injuries on the highway are to pedestrians and people cycling, frequently at junctions. Therefore, projects for Banbury Road and Iffley Road are focussed on improving safety for pedestrians and cyclists with the proposed interventions being identified in conjunction with the Department for Transport (DfT) and Oxfordshire County Council's Vision Zero team.
5. The projects are designed to improve the priority junctions along these roads with the proposals developed in a 'co-design' setting with stakeholders.
6. Informed by the county council's recorded collision data, current and anticipated future traffic flows, and the Road Safety Foundation's iRAP tool, a set of proposals were prioritised. The proposals generated a strong benefit/cost ratio (BCR) and were successful in receiving DfT funding.
7. Stakeholder engagement sessions were carried out in November 2023, January 2024 and February 2025 to gather feedback on the initial list of junctions to be treated and to inform the preliminary design proposals.
8. The feedback received at these sessions focused on the design approach to be used, including a request for a bolder, more comprehensive, strategy to improve active travel infrastructure. This was noted and is something that will also be taken forward through both the Central Oxford Movement and Place Framework and the standard design for side road entry treatments review.
9. An initial statutory consultation ran for four weeks and closed on 29 March 2024. This led to a revised project scope which included side road entry treatments at

Bevington Road, Norham Road, St. Margaret's Road, Rawlinson Road, Linton Road and Belbroughton Road.

Corporate Policies and Priorities

10. The Banbury Road and Iffley Road Safer Roads Fund proposals align with a number of Oxfordshire County Council's priorities, set out in the Strategic Plan, and specifically support the following:

- Put action to address the climate emergency at the heart of our work
- Tackle inequalities in Oxfordshire
- Prioritise the health and wellbeing of residents
- Invest in an inclusive, integrated and sustainable transport network

11. In July 2022, Oxfordshire County Council adopted its Local Transport and Connectivity Plan which sets a clear vision to deliver a net-zero transport system that enables Oxfordshire to thrive, protects the environment and makes the county a better place to live for all residents.

12. The Local Transport and Connectivity Plan includes ambitious targets to:

- replace or remove 1 in 4 car trips in Oxfordshire by 2030
- deliver a net-zero transport network by 2040
- have zero, or as close as possible, road fatalities or life-changing injuries by 2050

13. To help deliver the Local Transport and Connectivity Plans vision, the adopted Central Oxfordshire Travel Plan proposes a set of 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area, including proposals for traffic filters which are required to address several challenges, including the need to:

- reduce exposure to air pollution and rapidly reduce carbon emissions from all transport related activities
- reduce congestion and its negative impacts on bus services and economic productivity and vitality
- encourage more sustainable development, making greater use of limited road space and prioritising public transport, walking and cycling
- improve health and wellbeing and reduce health inequalities

Sustainability Implications

14. The proposals aim to reduce the risk of future accidents through a combination of whole route measures (improved delineation) and site-specific measures (side road entry treatments and improved pedestrian crossings) encouraging more people to walk and cycle, more safely.

15. Consideration of the provision of new rain garden facilities, where space and budget allows, is also being reviewed.
16. A Climate Impact Assessment is available in **Annex 5**.

Financial Implications

17. Funding for the proposals has been provided by DfT's Safer Roads Fund and a small amount of S106 contributions.
18. The Iffley Road has an approved budget of £800,000, all funded by the DfT's Safer Roads Fund.
19. The Banbury Road has an approved budget of £945,814; £875,000 from the Safer Roads Fund and £70,814 of S106 funding.
20. The area of public highway to be maintained (including footway, carriageway and drainage) remains the same and as within the council's current maintenance programme. There will be new materials introduced at the side roads, with more highway space allocated to walking and wheeling and these works will, in the short term, reduce the need for maintenance. For the medium to long term, it is expected that there is no impact on maintenance requirements.. .

Comments checked by:

Rob Finlayson - Strategic Finance Business Partner (Finance and Commercial) – Rob.Finlayson@oxfordshire.gov.uk

Legal Implications

21. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and related regulations.
22. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980 and the Road Traffic Regulation Act 1984, under which legislation the Council has powers to implement highway improvements and to make and amend traffic regulation orders.

Comments checked by:

*Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk*

Equality and Inclusion Implications

23. The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.
24. An Equalities Impact Assessment is provided at Annex 5.

Procurement Implications

25. A clear procurement route has been set out for the Banbury Road and Iffley Road Safer Roads Fund improvements in a Procurement Strategy for each project. The projects are split into two phases, 'design' and 'construction'.
26. There were seven Construction and Delivery Frameworks that were available to Oxfordshire County Council that were considered. Framework expiry dates and contract value, time constraints associated with design tasks and potential to use different providers for separate elements of the project were taken into account in selecting a procurement route.
27. Based on these considerations the following frameworks were considered the most suitable procurement routes:
- • The Highways Partnership Contract
 - • The Highway Term Service Contract (TSC)
 - • Atkins Realis Delivery Partnership Agreement
 - • PAGABO - Civils and Infrastructure Framework, London & South East England
28. The feasibility design works were undertaken by Milestone Infrastructure Limited through the former Highways Partnership Contract. The Highways Partnership Contract expired at the end of March 2025 and has been replaced by the Highway Term Service Contract which went live on 1 April 2025. M Group (formerly MIL) was the successful tenderer on the Highway Term Service Contract.
29. The recommended route to market for the construction phase is to issue a Task Order through Highway Term Service Contract. This route to market demonstrates a compliant process utilising an existing contract. The Highway Term Service Contract is predominantly designed for maintenance works with a maximum contract value of £750k. The nature of the works fit into the scope of this. The progression from completing the design works and instructing the construction works through the Highway Term Service Contract facilitated a smooth transition between the design and construction phase limiting the associated risk.

30. The Procurement Strategy was approved in November 2024 and is included in **Annex 7**.

Comments checked by:

Jonathan Duffy (Category Manager Infrastructure – Financial and Commercial Services)

Formal Consultation

31. Following on from the 2024 consultation and revised project scope, further co-design workshops were held with key stakeholders to develop the designs.

32. A further statutory consultation was subsequently held on the locations identified and with designs amended to include continuous footways which will provide further priority to people walking and cycling. This ended on 28 March 2025.

33. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, South Central Ambulance Service, bus operators, countywide transport operators, access & disability groups, Oxford City Council, local city councillors and the local county councillors representing the University Parks, St Margaret's, Isis, Iffley Fields & St Mary's, Rose Hill & Littlemore and Cowley divisions.

34. Letters were also sent directly to approximately 225 properties in the Iffley Road area and 265 in the Banbury Road area. Street notices were also placed on site in the immediate vicinity adjacent to the proposals. In addition to this:

- a) A consultation page was open on the council's Let's Talk Oxfordshire webpage alongside a survey.
- b) Presentations were given to identified stakeholder groups including local councillors, inclusive accessibility groups, bus operators and other user groups.

35. It should be noted that an amendment was made to the online survey once it had gone live. This was as a result of an administrative error being identified which mistakenly listed Bevington Road as an option for the A4158 Iffley Road proposals, when it should have been Cornwallis Road (in all other instances the text had been correct i.e. notices, letters & emails). As soon as the error was identified, the survey was amended/updated, but a small number of responses (13 in total, as shown in **Annex 4B**) had been received prior to the amendment being made.

36. A courtesy email was therefore sent to each respondent individually (where contact details had been provided), which explained the situation and double checked whether it would affect their response to that particular question. A note was also added to the online survey's introductory text, which flagged the amendment, and invited those respondents where contact details were not held, to contact the project mailbox and advise if they would like to amend their response. No amendments were received.

Officer Response to Objections/concerns

Banbury Road:

37. We received 79 responses via the online consultation survey during the course of the formal consultation, and these are summarised in the tables below:

Table1. A4165 Banbury Road.

Proposal	Object	Partially support	Support	No opinion/ objection	Total
Belbroughton Road	17	5	48	9	79
Linton Road	15	5	49	10	79
Rawlinson Road	15	5	48	11	79
Norham Road	16	5	50	8	79
Bevington Road	15	5	48	11	79
St. Margaret's Road	15	5	47	12	79

* see paragraph nos. 37 and 38 above

38. For the proposal on Belbroughton Road, 67% either 'supported' or 'partially supported', 22% 'objected', and 11% had 'no opinion'/no objection'.

39. Regarding the proposal on Linton Road, 68% either 'supported' or 'partially supported', 19% 'objected', and 13% had 'no opinion'/no objection'.

40. For the proposal on Rawlinson Road, 67% either 'supported' or 'partially supported', 19% 'objected', and 14% had 'no opinion'/no objection'.

41. The proposal on Norham Road received 70% either 'supported' or 'partially supported', 20% 'objected', and 10% had 'no opinion'/no objection'.

42. For the proposal on Bevington Road, 67% either 'supported' or 'partially supported', 19% 'objected', and 14% had 'no opinion'/no objection'.

43. Lastly, the proposal on St. Margaret's Road had 65.82% either 'supported' or 'partially supported', 18.99% 'objected', and 15.19% had 'no opinion'/no objection'.

44. In summary, across the proposals for Banbury Road 67% support, 19% object, with 14% expressing no opinion or objection.

Iffley Road:

Table 2. A4158 Iffley Road

Proposal	Object	Partially support	Support	No opinion/ objection	Total
Radcliffe Road (incl. DYL amends)	8	3	46	22	79
Iffley Turn	8	2	50	19	79
Westbury Crescent (incl. DYL amends)	8	2	47	22	79
Courtland Road (North and South)	8	3	46	22	79
Cornwallis Road*	8	2	38	18	66*
<i>Bevington Road*</i>	-	-	<i>10</i>	<i>3</i>	<i>13*</i>

45. For the proposal on Radcliffe Road (including Double Yellow Line amendments), 63% either 'supported' or 'partially supported', 11% 'objected', and 28% had 'no opinion'/'no objection'.
46. For Iffley Turn, 66% either 'supported' or 'partially supported', 11% 'objected', and 25% had 'no opinion'/'no objection'.
47. For Westbury Crescent (including Double Yellow Line amendments), 63% either 'supported' or 'partially supported', 11% 'objected', and 28% had 'no opinion'/'no objection'.
48. Courtland Road (North and South) received 63% either 'supported' or 'partially supported', 11% 'objected', and 28% had 'no opinion'/'no objection'.
49. For Cornwallis Road, 61% either 'supported' or 'partially supported', 13% 'objected', and 28% had 'no opinion'/'no objection'. The total number of responses was 66.
50. Bevington Road had 77% either 'supported' or 'partially supported', 0% 'objected', and 24% had 'no opinion'/'no objection'. The total number of responses was 13 and these will not be included due to the initial error reported in paragraph 30 above.
51. In summary, across the proposals for Iffley Road 62% support and partially support, 10% object with 28% expressing no opinion.

Stakeholder responses and email correspondence

52. Additionally, a further seven emails were received. Thames Valley Police did not object, but raised concerns about the 'Give way lines', stating that visibility for vehicles emerging on to the main roads would be compromised. Oxford Bus Company offered their support (stating their appreciation for being involved in the design process), whilst an Oxford City Councillor (representing the ward) raised concerns, particularly for those with visual impairments.
53. The designs will all be subject to a Road Safety Audit and monitoring. The continuous crossings are designed to prioritise pedestrians and cyclists over motor traffic by extending the footway treatment across side roads, creating raised traffic calming points and reducing speeds. This design aims to reinforce the priority of people walking and cycling, making it safer for them to cross, utilising the very latest and innovative design principles.
54. Due to the low traffic volumes and speeds in these locations, officers consider this design to be safe and reinforce the priority of people walking and wheeling, as set out in the Highway Code. The design includes measures to slow down motor traffic, such as tightening turning radii and using ramps and raised tables. Officers have met with representatives for blind and partially sighted people, as well as accessibility groups, to ensure that the crossings are designed to be accessible for all, including those with physical and visual impairments.
55. A joint response from Cyclox & Oxfordshire Liveable Streets was largely supportive, and Oxford Pedestrians Association also offered their support, particularly welcoming the proposal for continuous footways. Specific locations mentioned by these user groups will be reviewed as part of the next stage of design. Some local residents submitted objections, citing various concerns they had with certain aspects of the proposals, as well as more general views on the use of council funds, for example that proposals do not represent value for money and would better be used on maintenance (e.g. 'potholes').
56. Responses to the consultation were provided by County Councillors, all in support of the proposals, specifically the side road entry treatments and rain gardens. with the following comments provided: Prioritising improvements for walking and wheeling was also welcomed. There was also a response to the consultation from a City Councillor who was also supportive of all the side road entry treatments.
57. The proposals have been developed closely with key user groups. The council will prioritise measures that deliver benefits based on cost, alignment with policy, deliverable benefits, and consultation feedback. As set out in the background section, analysis of collisions in Oxford suggests that a significant number of serious and fatal incidents occur at junctions and side roads, often involving pedestrians and/or people cycling. Measures that can assist in reducing crossing distances, as well as vehicle entry/exit speed, can significantly alleviate some of these issues.
58. As set out in the consultation, these schemes are funded by the Department for Transport's Safer Roads Fund to deliver the safety benefits outlined above to vulnerable road users. The funding is provided with the condition that is used only for new safety improvements (so cannot cover pothole repairs or general

maintenance) on these specific roads, creating a safer urban environment – especially for vulnerable road users.

59. The full responses are shown in Annex 2, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.
60. All responses are noted and any suggestions relating to design of the measures will be passed on to the design team and reviewed as designs are finalised. Final designs will also be subject to the relevant stage of Road Safety Audit prior to implementation with any measures identified considered for inclusion in the final designs.

Next Steps

61. Feedback from this consultation will be used by the project's design consultant to complete the detailed design. The designs will be LTN 1/20 compliant and stakeholder groups will continue to be engaged with as part of the future design process. As part of the design process, an independent road safety audit will be carried out, ensuring that the audit recommendations are incorporated into the design as appropriate.
62. Subject to approval, detail and final design of the scheme will be delegated for approval to the Director of Environment and Highways in consultation with the Cabinet Member for Transport Management.
63. If approved, delivery of works is expected to commence in autumn 2025. Works will be planned and phased in order to minimise network disruption.
64. Monitoring will be undertaken to assess performance against the key scheme objectives for this project:
- Provide better pedestrian and cycling facilities, including increased numbers of active travel users.
 - Reduce the risk and number of collisions and accidents.
 - Reduce the number of fatal/serious injuries/casualties involving pedestrians and cyclists.

Paul Fermer
Director of Environment & Highways

Annexes

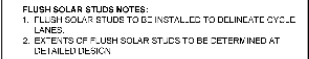
- Annex 1: Banbury Road consultation plans
- Annex 2: Iffley Road consultation plans
- Annex 3: Email Consultation responses
- Annex 4: Let's Talk Oxford Consultation Responses
- Annex 5: Equalities Impact Assessment

Annex 6: Climate Impact Assessment

Annex 7: Banbury Road and Iffley Road Procurement Documents

Contact Officers: Andy Warren (Senior Project Manager)
 Megan Kitts (Assistant Project Manager)
 Infrastructure Delivery

June 2025

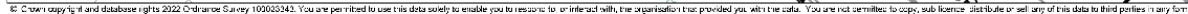


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 CONCEPTUAL DESIGN
 BELBROUGHTON ROAD
 SHEET 1 OF 6

Drawing Number	Code	Size
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P12	15/02/2020	UPDATES FOLLOWING CC DESIGNING	05h	113.40m
P11	30/01/2020	1ST ISSUE	05h	113.40m
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Let $f: \mathbb{R}^n \rightarrow \mathbb{R}$ be a function, and let x^* be a point in \mathbb{R}^n . The function f is said to be *convex* at x^* if for every $x, y \in \mathbb{R}^n$ and every $\lambda \in [0, 1]$, the following inequality holds:

Download Status

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FIGURE 5

BANBURY ROAD
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SAFER ROADS - LNC

CONCEPTUAL DESIGN

LINTON ROAD

SHEET 2 OF 6

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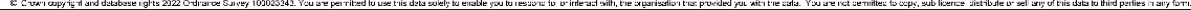
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| P02 | 10/02/2025 | UPDATES FOLLOWING CO-01 SIGN MFTTING | HC | RTB | 25 |
| P01 | 30/01/2025 | FIRST RELEASE | HC | RTB | 25 |
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Learning Objective



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Reading Scene

FOR INFORMATION

Project Name _____

IFFLEY ROAD

SAFER ROAD FUND

7.2

CONCEPTUAL

RADCLIFFE R

SHEET 2 OF 6

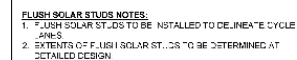
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		Drawn Date 20/01/2025	Checked Date 20/01/2025	Approved Date 20/01/2025

	1992/93	1993/94	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42	2042/43	2043/44	2044/45	2045/46	2046/47	2047/48	2048/49	2049/50	2050/51	2051/52	2052/53	2053/54	2054/55	2055/56	2056/57	2057/58	2058/59	2059/60	2060/61	2061/62	2062/63	2063/64	2064/65	2065/66	2066/67	2067/68	2068/69	2069/70	2070/71	2071/72	2072/73	2073/74	2074/75	2075/76	2076/77	2077/78	2078/79	2079/80	2080/81	2081/82	2082/83	2083/84	2084/85	2085/86	2086/87	2087/88	2088/89	2089/90	2090/91	2091/92	2092/93	2093/94	2094/95	2095/96	2096/97	2097/98	2098/99	2099/00	2100/01	2101/02	2102/03	2103/04	2104/05	2105/06	2106/07	2107/08	2108/09	2109/10	2110/11	2111/12	2112/13	2113/14	2114/15	2115/16	2116/17	2117/18	2118/19	2119/20	2120/21	2121/22	2122/23	2123/24	2124/25	2125/26	2126/27	2127/28	2128/29	2129/30	2130/31	2131/32	2132/33	2133/34	2134/35	2135/36	2136/37	2137/38	2138/39	2139/40	2140/41	2141/42	2142/43	2143/44	2144/45	2145/46	2146/47	2147/48	2148/49	2149/50	2150/51	2151/52	2152/53	2153/54	2154/55	2155/56	2156/57	2157/58	2158/59	2159/60	2160/61	2161/62	2162/63	2163/64	2164/65	2165/66	2166/67	2167/68	2168/69	2169/70	2170/71	2171/72	2172/73	2173/74	2174/75	2175/76	2176/77	2177/78	2178/79	2179/80	2180/81	2181/82	2182/83	2183/84	2184/85	2185/86	2186/87	2187/88	2188/89	2189/90	2190/91	2191/92	2192/93	2193/94	2194/95	2195/96	2196/97	2197/98	2198/99	2199/00	2200/01	2201/02	2202/03	2203/04	2204/05	2205/06	2206/07	2207/08	2208/09	2209/10	2210/11	2211/12	2212/13	2213/14	2214/15	2215/16	2216/17	2217/18	2218/19	2219/20	2220/21	2221/22	2222/23	2223/24	2224/25	2225/26	2226/27	2227/28	2228/29	2229/30	2230/31	2231/32	2232/33	2233/34	2234/35	2235/36	2236/37	2237/38	2238/39	2239/40	2240/41	2241/42	2242/43	2243/44	2244/45	2245/46	2246/47	2247/48	2248/49	2249/50	2250/51	2251/52	2252/53	2253/54	2254/55	2255/56	2256/57	2257/58	2258/59	2259/60	2260/61	2261/62	2262/63	2263/64	2264/65	2265/66	2266/67	2267/68	2268/69	2269/70	2270/71	2271/72	2272/73	2273/74	2274/75	2275/76	2276/77	2277/78	2278/79	2279/80	2280/81	2281/82	2282/83	2283/84	2284/85	2285/86	2286/87	2287/88	2288/89	2289/90	2290/91	2291/92	2292/93	2293/94	2294/95	2295/96	2296/97	2297/98	2298/99	2299/00	2300/01	2301/02	2302/03	2303/04	2304/05	2305/06</
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Drilling Number	Status	P



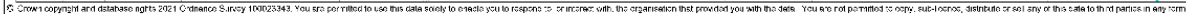
- NOTES:**
1. DO NOT SCALE FROM THIS DRAWING.
 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 3. THIS DESIGN REMAINS SUBJECT TO CHANGE FOR Ongoing CONSULTATION AND DATA FEED DESIGN.
 4. PRE-CAST DUTCH ENTRANCE KERBS HAVE GRADIENT OF 1:10.



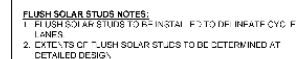
**OXFORDSHIRE
COUNTY COUNCIL**

Project A1	Scale 1: 00	Category C	Order of RHS	Order of LHS
		Category 3001-3200	Order of 3001-3200	Order of 3201-3400

5101615-MIL-HCN-F-DR-CH-0116	S2	PO
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- NOTES:**
1. DO NOT SCALE FROM HIS DRAWING.
 2. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
 3. THIS DESIGN REMAINS SUBJECT TO CHANGE FOLLOWING CONSULTATION AND DETAIL DESIGN.
 4. ASPHALT RAMP A-C HAVE A LENGTH THAT WILL FACILITATE A GRADIENT OF 1:15 W- WEE POSSIBLE.
 5. RAISED TABLE CHIG-T IS 75% IN ACCORDANCE WITH QCC HED720/116.



**OXFORDSHIRE
COUNTY COUNCIL**

Test Site	Scale	City	Country	Access by
A1	1:100	Chengdu	China	By Air

ANNEX 3

Email consultation responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I do not object, however my concerns raised about the Give way lines remains. I feel that visibility for vehicles emerging on to the main roads will be compromised and having crossed the Give way marking prior to the hump they may fail to check before emerging. I would add I have no experience in Dutch Entry kerbs, but see no reason why a secondary Give way marking cannot be included in the design.</p> <p>I would much prefer to see an arrangement similar to most of the junctions along Abingdon Road in Oxford. Here each junction is treated with two Give way markings.</p>
(e2) Managing Director, (Oxford Bus Company)	<p>Support – I can confirm that Oxford Bus Company is supportive of these proposals as they now stand.</p> <p>We have greatly appreciated the opportunity to give feedback on the designs as part of the design process, and have been pleased to see the response of the project team to our suggestions, with designs having been modified to take account of the feedback we have given on streets used by bus services.</p>
(e3) Local City Cllr, (Rose Hill & Iffley ward)	<p>Concerns – My biggest concern is for those with visual impairments where a kerb serves as a tuition tool identifying where a kerb ends, and a road begins. This will mean the retraining of guide dogs to cross safely and a textured surface for the visually impaired to help determine road/pavement edge.</p> <p>There is currently a cycle lane at the point of Iffley turn, the introduction of seamless verges would encourage cycling on pedestrian space. Given that electric cycles are much faster, I feel this would put pedestrians at greater risk.</p>
(e4) Local group/organisation, (Oxford Pedestrians Association)	<p>Support – welcomes this proposal for continuous footways. This should become the norm for crossing all side roads in Oxford. We note that Bardwell Road and Canterbury Road are not included in the proposals for Banbury Road and would encourage those to be added when funds are available, as a pedestrian route is only as good as its weakest</p>

	<p>point. In addition, we request the installation of bollards, which should not take up undue pavement space, to prevent parking at junctions or on pavements.</p>
<p>(e5) Local group/organisation, (Cyclox & Oxfordshire Liveable Streets)</p>	<p>Support – (joint response from Cyclox and Oxfordshire Liveable Streets)</p> <p>We support these schemes. They will improve safety and reduce stress for people walking and cycling. We think the overall designs are good, but have some concerns.</p> <p>== Broad concerns ==</p> <p>When proper cycle tracks are put in on Banbury Rd, the SRETs being put in now will need to be demolished. This may also be true for the SRETs on those sections of the A4158 where there is sufficient width to put in cycle tracks. We would like to see better forward planning to avoid this kind of inefficiency: SRETs should be prioritised at locations where width constraints mean cycle tracks are unlikely ever to be possible (for example James St or Percy St) or where cycle tracks already exist that can be incorporated into the design (there are no such locations on Iffley or Banbury Rd, but this might be the case with side roads off the Slade).</p> <p>== Design details ==</p> <p>For pedestrian priority to be absolutely clear and the footway fully continuous, it is important that the footway have no break in texture, colouring, or elevation. If "nice" footway surfacing materials are not robust enough to hold up under regularly crossing motor traffic, then some kind of "carriageway-grade" surfacing should be used for the crossing and the footway for at least ten metres on either side - this has to be something clearly distinct from the carriageway asphalt. And the height of the crossing should not be constrained to 850mm, but should be at whatever level is necessary to avoid elevation change on the footway. (We understand that there is a legal limit of 1000mm for speed humps, but these crossings are not speed humps.)</p> <p>With fully continuous footway designs, slowing motor traffic is critical for safety. One means of doing that is tightening the turning radii, and this appears to have been done effectively (except perhaps at Iffley Turn, see below). The other key measure is elevation change, but the ramps used for that are in our opinion not sufficient to reliably slow motor vehicles. We think the rise to the footways should be a 1:8 gradient rather than the proposed 1:10, and on the two bus routes (Cornwallis and St Margarets) it should be 1:12 instead of the proposed 1:15, following the 2025 second edition of "Bus Services & New Residential Developments", which says: "Full-width speed tables should be designed</p>

to present a ramp height of no more than 75mm, and a transition gradient of no more than 1:12." <https://www.go-ahead.com/wp-content/uploads/2025/03/Urban-Design-Guide-Second-Edition-2025.pdf>

At some of the locations -- most likely St Margarets Rd and Westbury Crescent, though we don't have traffic counts -- peak motor traffic volumes are probably high enough that tactiles should be included. This would reflect the higher probability of the crossing being blocked by vehicles waiting to turn out. (This may also be a problem at Belbroughton Rd in school-run peaks, but that should be taken care of by a School Streets scheme.)

Cycle lanes should be coloured where they run past the side entries, and for a few metres on either side. They should also be widened at this point if possible, following the recommendation in LTN 1/20 paragraph 6.4.12, to encourage people to cycle further away from the entry. Where bus lanes drop out, the cycle lanes that replace them past side roads can easily be widened to 2 metres. And any other opportunities to widen cycle lanes within the scheme extents should be considered.

Where a bus lane runs past the side road, as at Linton Rd, width should be provided for people cycling to filter past motor traffic queuing to exit, since they will be able to turn left into an uncongested bus lane.

== the Banbury Rd schemes ==

Belbroughton Rd

There seems to be nothing to support people cycling from Staverton Rd to Belbroughton Rd. The SRET should help protect the people in the last stages of this crossing, by slowing entering motor traffic, but there are no signs or road markings to alert anyone to expect people cycling off the crossing onto Belbroughton Rd.

The "no left turn" restriction coming out of Belbroughton Rd should exempt cycles, if that is allowed.

Linton Rd

The cycle lane cycle symbols on the plan are in the wrong place - at least one of them needs to be clearly visible to drivers coming out of Linton or turning in.

Rawlinson Rd

Norham Rd

	<p>Bevington Rd</p> <p>The stretch of southbound cycle lane (opposite Bevington Rd) that is inside the scheme extents should be widened to at least 1.5 metres, and more if the carriageway width allows.</p> <p>== the Iffley Rd schemes ==</p> <p>Freelands Rd</p> <p>Radcliffe Rd</p> <p>The cycle symbols need to be moved so at least one of them is visible to drivers coming out of Radcliffe Rd.</p> <p>Cornwallis Rd</p> <p>Iffley Turn</p> <p>The 13.5m wide entrance kerb onto Iffley Rd will allow exiting vehicles to turn left onto Iffley Rd at higher speed than necessary. This will be dangerous for people cycling north-west on Iffley Rd, who, going downhill, may be moving quite quickly. This should be tightened up.</p> <p>Westbury Crescent</p> <p>Courtland Rd</p>
(e6) Local resident, (Oxford, Iffley Turn)	<p>Object – I was disappointed and upset with the repeat letter you sent to Iffley Turn residents about the waste of time and money you propose to spend on SRET in a city littered with dangerous potholes, endless congestion caused by your LTNs, and general decay and disrepair. I already expressed my thoughts, seen again below:</p> <p>I am not in favour of SRET for the following reasons:</p> <ul style="list-style-type: none"> - Cornwallis Road is already an LTN, so very few cars enter: money better spent elsewhere

	<p>- The contractors cause such disruption during their work, covering the neighbourhood in vans parked on yellow lines (as during the recent pointless construction of the traffic islands near Iffley Turn), destroying green areas, blocking driveways.</p> <p>- A waste of time and money - when it would be better spent on mending potholes, clearing drains and the disgusting mulch that lines some of Iffley Turn and Iffley Village, broken pavements (difficult for my disabled husband to navigate), cutting grass (only done a handful of times last year, becoming excessively long)</p> <p>- A better solution to road safety would be to cut the number of "doing good" (!) Council vans and cars that flood the city. Cannot these people walk/cycle/get buses as we are forced to do? We also have equipment to carry/timetables to meet but are limited in where we can go by car, when these vans seem to have free access to driving and parking anywhere.</p> <p>There is already much upset at the heavy handed way the council is acting; please might you reconsider this plan.</p>
(e7) Local resident, (Oxford, Banbury Road)	<p>Object – I know these consultations mean nothing and this is not actually a democracy however for what it is worth:</p> <ol style="list-style-type: none"> 1). I am totally against what you are doing to the roads here in Oxford. 2) Not everyone can ride a bike for whatever reason. I cannot because of disability 3) Cyclists are an absolute menace. Many do not obey the highway code and frequently any accidents where they are involved is their fault. I have seen it. 4). Cyclists should be registered: They should have a properly displayed reg number. They should be accountable. 5) The Council has money to spend, spend it on sorting the cyclists out. 6) You will never drive motorists off the road. All you will do is block more and more roads. Motorists will never give up their cars. They can't for all sorts of reasons. Haven't you noticed the chaos you have already caused. Bonkers.

A. Let's Talk Oxford responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Central Oxford, Fyfield)	<p><u>A4165 Banbury Road:</u></p> <div style="display: flex; justify-content: space-between;"> Belbroughton Road – Object Norham Road – Object </div> <div style="display: flex; justify-content: space-between;"> Linton Road – Object Bevington Road – Object </div> <div style="display: flex; justify-content: space-between;"> Rawlinson Road – Object St. Margarets Road – Object </div> <p>This is not the way to spend this money . Safety would be vastly improved if coach parking was REMOVED from these side streets . They are dangerous to pedestrians and cyclists , blocking sight lines , protruding well outside parking lines , let alone fumes as they sit with engines on as the drivers relax . No amount of changes to junctions would compare to removing this awful hazard . If you do not deal with this issue the wastage of money will be complete</p> <p><u>A4158 Iffley Road:</u></p> <div style="display: flex; justify-content: space-between;"> Radcliffe Road – Object Courtland Road – Object </div> <div style="display: flex; justify-content: space-between;"> Iffley Turn – Object Cornwallis Road – Object </div> <div style="display: flex; justify-content: space-between;"> Westbury Crescent – Object </div> <p>See previous comments</p>
(o2) As a business, (Iffley, Rose Hill)	<p><u>A4165 Banbury Road:</u></p> <div style="display: flex; justify-content: space-between;"> Belbroughton Road – Object Norham Road – Object </div>

	<p>Linton Road – Object</p> <p>Rawlinson Road – Object</p> <p>We are a busy NHS dental practice and this will affect access for our patients.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Object</p> <p>Iffley Turn – Object</p> <p>Westbury Crescent – Object</p> <p>As before</p>	<p>Bevington Road – Object</p> <p>St. Margarets Road – Object</p> <p>Courtland Road – Object</p> <p>Cornwallis Road – Object</p>
(o3) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object</p> <p>Linton Road – Partially support</p> <p>Rawlinson Road – Partially support</p> <p>The traffic lights at Belbroughton should be sufficient to calm traffic and keep pedestrians safe. I think it's generally a good idea (although you don't provide actual statistics on this - or do you? Either way I didn't see any!). I do wonder why Bardwell Road isn't included - it has a huge amount of pedestrian and cyclist traffic and far too many coaches - which is probably why it's not included, but that does seem mis-prioritised. [On a side issue - which I know you haven't asked for... too many of the coaches park for a long time with their engines running. Outside schools (three of them in this road). Can you do something to stop this?]</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion</p> <p>Iffley Turn – No opinion</p>	<p>Norham Road – Partially support</p> <p>Bevington Road – Partially support</p> <p>St. Margarets Road – Partially support</p> <p>Courtland Road – No opinion</p> <p>Cornwallis Road – No opinion</p>

	<p>Westbury Crescent – No opinion</p> <p>I don't live in the area.</p>												
(o4) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – No opinion</td></tr> <tr> <td>Linton Road – No opinion</td><td>Bevington Road – No opinion</td></tr> <tr> <td>Rawlinson Road – No opinion</td><td>St. Margarets Road – No opinion</td></tr> </table> <p>Belbroughton Road carries a significant amount of school traffic going to and from the High School. There are also a considerable number of coaches which use the road for school purposes and you have specifically added coach parking near the junction with Banbury Road. The junction is already tight and prone to significant delays meaning that the reduction in the width of the road at the junction will cause much greater traffic problems than already exist. If you force the coaches to use Linton Road instead to access the school you will just cause the same issues at the new proposed junction for Linton Road. The proposal just does not take account of the volume of traffic and the width of the coaches which use it.</p> <p>I note that there is no junction scheme proposed for Bardwell Road and wonder if this is because of the volume of traffic and the coaches which are connected to the Dragon School. If so you should apply the same reasoning to Belbroughton Road.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – No opinion</td><td>Courtland Road – No opinion</td></tr> <tr> <td>Iffley Turn – No opinion</td><td>Cornwallis Road – No opinion</td></tr> <tr> <td>Westbury Crescent – No opinion</td><td></td></tr> </table> <p>n/a</p>	Belbroughton Road – Object	Norham Road – No opinion	Linton Road – No opinion	Bevington Road – No opinion	Rawlinson Road – No opinion	St. Margarets Road – No opinion	Radcliffe Road – No opinion	Courtland Road – No opinion	Iffley Turn – No opinion	Cornwallis Road – No opinion	Westbury Crescent – No opinion	
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Radcliffe Road – No opinion	Courtland Road – No opinion												
Iffley Turn – No opinion	Cornwallis Road – No opinion												
Westbury Crescent – No opinion													

<p>(o5) Local resident, (Oxford, Banbury Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object Linton Road – Object Rawlinson Road – Object</p> <p>Norham Road – Object Bevington Road – Object St. Margarets Road – Object</p> <p>Unnecessary.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Object Iffley Turn – Object Westbury Crescent – Object</p> <p>Courtland Road – Object Cornwallis Road – Object</p> <p>Again, unnecessary.</p>
<p>(o6) Local resident, (Oxford, Banbury Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object Linton Road – Object Rawlinson Road – Object</p> <p>Norham Road – Object Bevington Road – Object St. Margarets Road – Object</p> <p>From the standpoint of road safety the principal issues in our area are the appalling standard of the road surface, entailing drivers' frequent avoidance of ground hazards such as potholes and irregular steel covers, and the disgraceful standards of cycle lane and pavement surfaces.</p> <p>It is mindless folly to embark on irrelevant expenditure when the standards of fundamental service are not addressed.</p> <p><u>A4158 Iffley Road:</u></p>

	<p>Radcliffe Road – No opinion</p> <p>Iffley Turn – No opinion</p> <p>Westbury Crescent – No opinion</p> <p>Not local</p>	<p>Courtland Road – No opinion</p> <p>Cornwallis Road – No opinion</p>
(o7) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object</p> <p>Linton Road – Object</p> <p>Rawlinson Road – Object</p> <p>Waste of money. How about dealing with potholes instead?</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Object</p> <p>Iffley Turn – Object</p> <p>Westbury Crescent – Object</p> <p>Again, a waste of money. The council should be repairing potholes.</p>	<p>Norham Road – Object</p> <p>Bevington Road – Object</p> <p>St. Margarets Road – Object</p> <p>Courtland Road – Object</p> <p>Cornwallis Road – Object</p>
(o8) Local resident, (Oxford, Crick Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object</p> <p>Linton Road – Object</p> <p>Rawlinson Road – Object</p>	<p>Norham Road – Object</p> <p>Bevington Road – Object</p> <p>St. Margarets Road – Object</p>

I am objecting for two reasons:

1/ The proposed scheme makes general statements about pedestrian safety and accident rates at junctions in Oxford but provides no specific information in relation to the junctions in question. The Council should share publicly any data that helps voters and taxpayers to understand why resources are being spent on these schemes. Currently there is no data supporting the application and the business case has been inadequately demonstrated.

2/ I believe the proposed amendments will make these junctions less safe, rather than safer. The experience of recent junction amendments on Woodstock Road is that cars turning left into eg Canterbury Road as they travel south on Woodstock Road are unable to make the turn without crossing at least partially into the lane for northbound traffic on Woodstock Road. This is clearly dangerous. Similarly, for cars turning left out of Canterbury Road onto Woodstock Road the turn is too tight and cars frequently cross partially into the northbound lane. Finally, for larger cars / vans / bin lorries turning into Canterbury Road from Woodstock Road, the revised Canterbury Road configuration is too narrow leading to the need for oncoming cars approaching the junction along Canterbury Road to reverse to all space for vehicles to pass through.

In relation to 2/ it seems scandalous that the Council has spent taxpayer funds on junction works that do not provide sufficient space to road users. Each of these junctions has plenty of room for designs that provide comfortable space for both pedestrians and vehicles. The works on Woodstock Road have been either amateurishly designed or deliberately designed to make road users feel uncomfortable. This is not acceptable. The Council needs to learn from its mistakes before repeating them on Banbury Road.

Take with 1/, it seems there is a high risk of public funds been used for a scheme that has not been sufficiently justified or properly thought through. I therefore strongly object to the proposals.

A4158 Iffley Road:

Radcliffe Road – **No opinion**

Courtland Road – **No opinion**

Iffley Turn – **No opinion**

Cornwallis Road – **No opinion**

Westbury Crescent – **No opinion**

I am not resident in the Iffley Road area.

<p>(o9) Local resident, (Oxford, Duke Street)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – Object</td></tr> <tr> <td>Linton Road – Object</td><td>Bevington Road – Object</td></tr> <tr> <td>Rawlinson Road – Object</td><td>St. Margarets Road – Object</td></tr> </table> <p>Just as with the Woodstock Road changes, this is a complete waste of money. The money would be far better spent - far more effectively spent - on fixing the potholes in the roads (including in the cycle lanes). Please think more sensibly about your priorities!</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Object</td><td>Courtland Road – Object</td></tr> <tr> <td>Iffley Turn – Object</td><td>Cornwallis Road – Object</td></tr> <tr> <td>Westbury Crescent – Object</td><td></td></tr> </table> <p>Just as with the Woodstock Road changes, this is a complete waste of money. The money would be far better spent - far more effectively spent - on fixing the potholes in the roads (including in the cycle lanes). Please think more sensibly about your priori</p>	Belbroughton Road – Object	Norham Road – Object	Linton Road – Object	Bevington Road – Object	Rawlinson Road – Object	St. Margarets Road – Object	Radcliffe Road – Object	Courtland Road – Object	Iffley Turn – Object	Cornwallis Road – Object	Westbury Crescent – Object	
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<p>(o10) Local resident, (Oxford, Eden Drive)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – Object</td></tr> <tr> <td>Linton Road – Object</td><td>Bevington Road – Object</td></tr> <tr> <td>Rawlinson Road – Object</td><td>St. Margarets Road – Object</td></tr> </table> <p>These changes are unnecessary and wasteful when the roads are in such poor condition. The priority for road safety for all users must be resurfacing and filling in potholes. That's where the money should be spent.</p>	Belbroughton Road – Object	Norham Road – Object	Linton Road – Object	Bevington Road – Object	Rawlinson Road – Object	St. Margarets Road – Object						
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<p>(o12) Local resident, (Oxford, Iffley Turn)</p>	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – Object</td></tr> <tr> <td>Linton Road – Object</td><td>Bevington Road – Object</td></tr> <tr> <td>Rawlinson Road – Object</td><td>St. Margarets Road – Object</td></tr> </table> <p>'I am not in favour of SRET for the following reasons:</p> <ul style="list-style-type: none"> - Cornwallis Road is already an LTN, so very few cars enter: money better spent elsewhere - The contractors cause such disruption during their work, covering the neighbourhood in vans parked on yellow lines (as during the recent pointless construction of the traffic islands near Iffley Turn), destroying green areas, blocking driveways. - A waste of time and money - when it would be better spent on mending potholes, clearing drains and the disgusting mulch that lines some of Iffley Turn and Iffley Village, broken pavements (difficult for my disabled husband to navigate), cutting grass (only done a handful of times last year, becoming excessively long) - A better solution to road safety would be to cut the number of "doing good" (!) Council vans and cars that flood the city. Cannot these people walk/cycle/get buses as we are forced to do? We also have equipment to carry/timetables to meet but are limited in where we can go by car, when these vans seem to have free access to driving and parking anywhere. <p>There is already much upset at the heavy handed way the council is acting; please might you reconsider this plan.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Object</td><td>Courtland Road – Object</td></tr> <tr> <td>Iffley Turn – Object</td><td>Cornwallis Road – Object</td></tr> <tr> <td>Westbury Crescent – Object</td><td></td></tr> </table> <p>'I am not in favour of SRET for the following reasons:</p> <ul style="list-style-type: none"> - Cornwallis Road is already an LTN, so very few cars enter: money better spent elsewhere 	Belbroughton Road – Object	Norham Road – Object	Linton Road – Object	Bevington Road – Object	Rawlinson Road – Object	St. Margarets Road – Object	Radcliffe Road – Object	Courtland Road – Object	Iffley Turn – Object	Cornwallis Road – Object	Westbury Crescent – Object	
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	- The contractors cause such disruption during their work, covering the neighbourhood in vans parked on ye												
(o13) Local resident, (Oxford, St. John Street)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – Object</td></tr> <tr> <td>Linton Road – Object</td><td>Bevington Road – Object</td></tr> <tr> <td>Rawlinson Road – Object</td><td>St. Margarets Road – Object</td></tr> </table> <p>This looks like yet another dreadful waste of money and one which will expose cyclists to increased danger as it would appear that both cyclists and other vehicles have to share a severely reduced space getting in and out of these junctions. No evidence is provided that these are seriously dangerous junctions. It is not at all clear what the numerous "rain gardens" will do other than provide a trap into which people can fall, especially those with limited sight and in the dark. They will be a collection point for litter. Who is going to pay for these to be kept clear and presumably planted? What will you do when they are full of weeds and brambles. It will be a substantial on-going cost to look after them properly. What is the budget for these and where is it coming from? Have you allowed for this? If not, why not? It is dishonest to pretend it does not exist. It would be a much more effective safety measure to deal with potholes and the very uneven surfaces along these roads. I am aware that a specific budget is mentioned but if the purpose is to improve safety then presumably road surface treatment could be put forward as the best way of doing this.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – No opinion</td><td>Courtland Road – No opinion</td></tr> <tr> <td>Iffley Turn – No opinion</td><td>Cornwallis Road – No opinion</td></tr> <tr> <td>Westbury Crescent – No opinion</td><td></td></tr> </table> <p>See all comments under Banbury Road which I assume apply equally here. I do not know Iffley Road well enough to comment on specific roads</p>	Belbroughton Road – Object	Norham Road – Object	Linton Road – Object	Bevington Road – Object	Rawlinson Road – Object	St. Margarets Road – Object	Radcliffe Road – No opinion	Courtland Road – No opinion	Iffley Turn – No opinion	Cornwallis Road – No opinion	Westbury Crescent – No opinion	
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<p>(o14) Local resident, (Oxford, Woodstock Road)</p>	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – Object</td></tr> <tr> <td>Linton Road – Object</td><td>Bevington Road – Object</td></tr> <tr> <td>Rawlinson Road – Object</td><td>St. Margarets Road – Object</td></tr> </table> <p>I don't see the point of these. Incidentally, why are you being selective and not proposing these on both sides of the road for all the junction between Norham Road and Lathbury Road?</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – No opinion</td><td>Courtland Road – No opinion</td></tr> <tr> <td>Iffley Turn – No opinion</td><td>Cornwallis Road – No opinion</td></tr> <tr> <td>Westbury Crescent – No opinion</td><td></td></tr> </table> <p>.....</p>	Belbroughton Road – Object	Norham Road – Object	Linton Road – Object	Bevington Road – Object	Rawlinson Road – Object	St. Margarets Road – Object	Radcliffe Road – No opinion	Courtland Road – No opinion	Iffley Turn – No opinion	Cornwallis Road – No opinion	Westbury Crescent – No opinion	
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<p>(o15) Local resident, (Woodeaton, No street)</p>	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – Object</td></tr> <tr> <td>Linton Road – Object</td><td>Bevington Road – Object</td></tr> <tr> <td>Rawlinson Road – Object</td><td>St. Margarets Road – Object</td></tr> </table> <p>I have looked carefully at all these proposals and they all fail to improve traffic flow, and will slow down moving vehicles which will increase congestion and make the area less pleasant to walk in.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Object</td><td>Courtland Road – Object</td></tr> </table>	Belbroughton Road – Object	Norham Road – Object	Linton Road – Object	Bevington Road – Object	Rawlinson Road – Object	St. Margarets Road – Object	Radcliffe Road – Object	Courtland Road – Object				
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	<p>Iffley Turn – Object</p> <p>Westbury Crescent – Object</p> <p>Cornwallis Road – Object</p> <p>These proposals do not prioritise traffic flow and will be expensive and unnecessary changes which will reduce the flow of traffic, increase congestion and make the streets less pleasant to walk in.</p>
(o16) Local resident, (Jericho, Cranham Street)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Partially support</p> <p>Linton Road – Partially support</p> <p>Rawlinson Road – Partially support</p> <p>Norham Road – Partially support</p> <p>Bevington Road – Partially support</p> <p>St. Margarets Road – Partially support</p> <p>I am worried that children on bikes will not stop when they get to a junction, but just keep going across without checking.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Partially support</p> <p>Iffley Turn – Partially support</p> <p>Westbury Crescent – Partially support</p> <p>Courtland Road – Partially support</p> <p>Cornwallis Road – Partially support</p> <p>We always taught our children to stop at junctions and look carefully before crossing. If entirely level, potential danger!</p>
(o17) Local resident, (Oxford, Aston St)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Partially support</p> <p>Linton Road – Partially support</p> <p>Rawlinson Road – Partially support</p> <p>Norham Road – Partially support</p> <p>Bevington Road – Partially support</p> <p>St. Margarets Road – Partially support</p>

	<p>Westbury Crescent – No opinion</p> <p>'-</p>
(o19) Local resident, (oxford, Stone Meadow)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Partially support Norham Road – Partially support Linton Road – Partially support Bevington Road – Partially support Rawlinson Road – Partially support St. Margarets Road – Partially support</p> <p>If they are like the changes in Woodstock Road they are a bit excessive and wasteful</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Courtland Road – No opinion Iffley Turn – No opinion Cornwallis Road – No opinion Westbury Crescent – No opinion</p> <p>I scarcely ever use the road</p>
(o20) Local Cllr, (Oxford, Town Hall, St Aldates)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Partially support Norham Road – Support Linton Road – Support Bevington Road – Support Rawlinson Road – Support St. Margarets Road – Support</p> <p>Belbroughton Road is a key route for children using active travel means to access schools in the locality. The junction with Belbroughton Road needs to incorporate a sign for cars to keep clear before the junction with Banbury Road to enable children who use the toucan crossing with their bikes on Banbury Road to not be stuck with the bikes on the</p>

<p>(o22) Member of public, (Cowley, Leafield Road)</p>	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>I support all measures that improve safety for active travel</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>I support any measures that improve safety for walking and cycling</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support	
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<p>(o23) Local resident, (Cowley, Oxford road)</p>	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>Cycling in Oxford should be encouraged where possible and schemes such as improved cycle infrastructure help to reduce congestion and improve cycle safety. Seeing car-cycle accidents highlights the need for these schemes. I believe other areas of the city such as the plain need addressing to improve cycle safety further.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support				
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	<p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>As before</p> <p>Cornwallis Road – Support</p>
(o24) Local resident, (Cowley, Rymers)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>Safer for pedestrians and cyclists</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>Safer for pedestrians and cyclists</p> <p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>Courtland Road – Support</p> <p>Cornwallis Road – Support</p>
(o25) Local resident, (Iffley, Anne greenwood Close)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>They look good</p> <p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p>

<p>(o27) Member of public, (Kidlington, The Moors)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>I strongly support these proposals for Banbury Road. This is a major commute route for people walking and cycling. Continued footways will make walking safer and more attractive. The change to site entries will also make cycling safer, as such exits/entries are particularly dangerous for people cycling. I very much like the inclusion of rain gardens in the design. While the designs for the continuous footways are generally good, I do have some concerns and suggestions.</p> <p>1) Continuous footways work well when it is intuitively clear to people driving and walking that pedestrians have priority. The design directly helps in making this clear: the footway should be really continuous in all aspects of materials/ texture/colour and level/elevation. It should be obvious to people in cars that they have to give way and a consistent design helps to make this clear. For instance, asphalt on the crossing sends an ambiguous signal. I encourage you to make sure the footways are truly continuous.</p> <p>2) A steep gradient to the raised footway and a tight radius greatly help to slow traffic down. This traffic-slowing effect is arguably the most significant contribution the new design makes to increased safety for people walking and wheeling. I am pleased to see that the currently overly broad radii will be made much tighter. This will slow down motorised traffic. It would be better, in my view, to have steeper ramps for the change in elevation than the proposed Dutch-style curbs of 1:10. If available, a 1:8 Dutch-style entry curb will have a greater effect on lowering the speed with which cars enter the side streets. In any case, I am fully supportive of using these entry curbs, and I encourage you to make them the default whenever any work is done on pavements and exits/entries.</p> <p>3) The bus lane on Banbury Road is a major commute route for people cycling. At side streets, the bus lanes disappear, and a narrow cycle lane appears. These works would allow the cycle lane to be widened at these critical points (Linton, St Margarets, Belbroughton, and Rawlinson). If widening is not possible - but I don't see why not - the cycle lanes should be clearly coloured at these side entries. Cyclists here have priority over traffic turning into or out of the side roads, but I observe daily how many people seem unaware of Highway Code rules H2 and 170. A clearly coloured cycle line would at least help a bit. At Linton Road, there should be a cycle lane symbol in the middle of the exit like there is in the design for St Margaret's and Rawlinson).</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support
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Linton Road – Support	Bevington Road – Support						
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	<p>Finally, in light of the number of houses being developed north of Banbury Road (Kidlington/Yarnton/Begbroke) Banbury Road will need a major upgrade with safer cycling in the near future. These junctions will then probably have to be changed again. This is not a reason to postpone the current proposals, but I do wonder how well these future upgrades are planned and take into account in the current designs. With the limited funds available, it seems important to optimise integration into future schemes.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>Continuous footways greatly improve safety and make active travel more attractive. They are the obvious design to use within cities and urban areas in general. They should be the default in Oxford.</p>	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support					
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(o28) Local resident, (Littlemore, Swinbourne Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>Continuous pavements across sideways are essential to encouraging active travel, and to slow down private motor vehicles. The ramps should be 1:8 not 1:10. Crossings should be as high as needed to keep the footways flat. Texture and colour of the footway should be completely continuous with the crossing.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support
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	<p>Westbury Crescent – Support</p> <p>Continuous pavements across sideways are essential to encouraging active travel, and to slow down private motor vehicles. The ramps should be 1:8 not 1:10. Crossings should be as high as needed to keep the footways flat. Texture and colour of the footway</p>
(o29) Local resident, (North Oxford, St Margaret's)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>Improved safety for my children</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Iffley Turn – No opinion Westbury Crescent – No opinion</p> <p>Courtland Road – No opinion Cornwallis Road – No opinion</p>
(o30) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>road safety for cyclists is very important</p>

	<p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p> <p>very important</p>
(o31) Local resident, (Oxford, Banbury)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>It would be safer - that is kind of an issue right now</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p> <p>It would be safer</p>
(o32) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support</p> <p>Norham Road – Support Bevington Road – Support</p>

<p>(o34) Local resident, (Oxford, Bears Hedge)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>In favour of anything that slows down traffic and makes it safer for pedestrians and cyclists. I'd hoped you would be doing something about the junction of Banbury Road and Marston Ferry Road. Vehicles waiting to turn left from Marston Ferry Road onto Banbury Road often drive up onto the pavement to bypass the queue of vehicles turning right, which feels quite dangerous for pedestrians.</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>In favour of anything that slows down traffic and makes it safer for pedestrians and cyclists. Whatever changes you make, it's important that drivers understand them. When you removed the pedestrian crossings at the Plain, I think the idea was to make th</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support	
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<p>(o35) Local resident, (Oxford, Beresford Place)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>all neighbourhood roads should have dutch continous pavement treatments, so this is a step in the right direction for visionzero and better walkability, especially for vulnerable people.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support						
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	<p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>Safe cycling and walking</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>Safe cycling and walking</p>	<p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>Courtland Road – Support</p> <p>Cornwallis Road – Support</p>
<p>(o38) Local resident, (Oxford, Church Cowley Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>The current layout encourages drivers to take the corner far too fast, and makes it harder for pedestrians to cross.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Partially support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p>	<p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>Courtland Road – Support</p> <p>Cornwallis Road – Support</p>

	<p>Freelands and Radcliffe should match; the drawings show an adequate job on Radcliffe, but no SRET at all on Freelands, just improvements to the traffic island.</p> <p>You're going to need bollards (or a lot more enforcement officers) to stop HGV drivers wrecking</p>												
(o39) Local resident, (Oxford, Florence Park Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>These all look like sensible locations with proper continuous pavement designs, and appear to give good 'bang for buck' in terms of safety improvements.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>These all look like sensible locations with proper continuous pavement designs, and appear to give good 'bang for buck' in terms of safety improvements.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support	
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Radcliffe Road – Support	Courtland Road – Support												
Iffley Turn – Support	Cornwallis Road – Support												
Westbury Crescent – Support													
(o40) Local resident, (Oxford, Henley Street)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support						
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	<p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>Sorry, I do not live in the Banbury Road area of Oxford, so don't feel able to comment on specifics. Only general support for local residents to improve this for pedestrians</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>Courtland Road – Support</p> <p>Cornwallis Road – Support</p> <p>A significant amount of traffic on Henley Avenue do not respect other road users or speed limits, and so anything that protects a pedestrians ability to cross roads is hugely important. I live at 74 Iffley Turn. I can see that there are actually double</p>
(o43) Local resident, (Oxford, jack straw's lane)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>good to let motorists be aware they are crossing somewhere where pedestrians and cyclists are at risk</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>Courtland Road – Support</p> <p>Cornwallis Road – Support</p>

	good for motorists to be aware cyclists and pedestrians at risk												
(o44) Local resident, (Oxford, Linton Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – No objection</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – No objection</td></tr> </table> <p>I live in Linton Road. This area is heavily used by cyclists of all ages, especially children and parents with cargo bikes. There are protected cycle routes in the area connecting school routes [eg Belbroughton Rd]. There is a perception of road danger that discourages some cyclists, so any safety improvements would be a good idea.</p> <p>I am dismayed to see that one of the most dangerous of all junctions [Rawlinson Rd/Woodstock Rd] used by 3 nurseries and 3 primary schools, is not included in this programme. It should be added as a matter of urgency.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – No objection</td><td>Courtland Road – No objection</td></tr> <tr> <td>Iffley Turn – No objection</td><td>Cornwallis Road – No objection</td></tr> <tr> <td>Westbury Crescent – No objection</td><td></td></tr> </table> <p>I do not use the roads in this area except very infrequently. However I am in favour of such road treatments in principle.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – No objection	Rawlinson Road – Support	St. Margarets Road – No objection	Radcliffe Road – No objection	Courtland Road – No objection	Iffley Turn – No objection	Cornwallis Road – No objection	Westbury Crescent – No objection	
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(o45) Local resident, (Oxford, Lytton Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support								
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	<p>Rawlinson Road – Support</p> <p>St. Margarets Road – Support</p> <p>Improved safety for pedestrians.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Courtland Road – Support</p> <p>Iffley Turn – Support</p> <p>Cornwallis Road – Support</p> <p>Westbury Crescent – Support</p> <p>Increased safety for pedestrians. As a local resident with a young family any measures to improve safety is welcome.</p>
(o46) Local resident, (Oxford, Mere Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Norham Road – Support</p> <p>Linton Road – Support</p> <p>Bevington Road – Support</p> <p>Rawlinson Road – Support</p> <p>St. Margarets Road – Support</p> <p>The side road treatments are a no-brainer. It would be good to see a fully segregated cycletrack on Banbury Road. Some of the parking spaces close to the junctions (eg. on St Margaret's Road) could be removed.</p> <p>Great to see dutch-style ramped curbs being used! Please make these the default (instead of dropped curbs) on all pavements from now on so that pavements (and shared use cycletracks) can remain level and even - it is very hard to push eg. a buggy around pretty much all of Oxford with the current cambers caused by dropped curbs.</p> <p>Nice to see rain gardens being used to stop illegal parking on the pavements close to junctions. I would encourage the increased use of bollards as well to prevent vehicles from parking on the pavements (not just at junctions).</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Courtland Road – Support</p>

	<p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>.</p> <p>Cornwallis Road – Support</p>
(o47) Local resident, (Oxford, Rawlinson Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>These seem sensible proposals, in line with what had already been installed in other roads in the vicinity and an appropriate safety measure for all concerned given the ever increasing volume of traffic through these roads as well as the speed of that the traffic - particularly for the Woodstock and Banbury 'ladder roads' where the 20 mph speed limit is rarely observed and the residential roads are used as a rat run between the two main roads.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – No opinion</p> <p>Courtland Road – No opinion</p> <p>Cornwallis Road – No opinion</p> <p>I am not very familiar with the traffic situation and use of the majority of these roads, therefore have selected no opinion.</p>
(o48) Local resident, (Oxford, Rymers Lane)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Norham Road – Support</p> <p>Bevington Road – Support</p>

	<p>Please provide a proper continuous same-height footway which properly shows pedestrian priority over motor vehicles, not a differently coloured material that causes confusion such as the "red brick" ones that are currently commonplace around Oxford.</p> <p>Ther</p>												
(o51) Local resident, (Oxford, The Grates)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>These proposals will make the side roads on Banbury road safer for everyone. Please include good local on the ground communications (hoardings explaining the beneficial impact of the work) in the plans and budget.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>These proposals will make the side roads on Iffley Road safer for everyone. Please include good local on the ground communications (hoardings explaining the beneficial impact of the work) in the plans and budget.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support	
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(o52) Local resident, (Oxford, Victoria Rd)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support								
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	<p>Rawlinson Road – Support</p> <p>St. Margarets Road – Support</p> <p>It's great that you are planning to improve safety at these junctions, but, THE MOST DANGEROUS JUNCTION on Banbury Rd is the crossing for pedestrians at the Marston Ferry Road junction, where, going north on the MARston Ferry Rd side, there is not so much as a pedestrian crossing system. And this is at a junction with a blind turning in from traffic coming south on Banbury and a dog leg crossroads where traffic comes from BEHIND pedestrians from Moreton Rd into Marston Ferry - and always it seems at great speed. It's madness that this is not included in these plans.</p> <p>Additionally, from long experience, it is clear that traffic coming south on Banbury ACCELERATE down the hill after the speed camera at Hernes Rd, often reaching 40-50 mph, before slowing at South Parade. Why are you not dealing with this issue, continues to be dangerous. And why stop making side road traffic calming measures at Belbroughton - this should surely be extended north of South Parade.</p> <p>Lastly, the road surface of Banbury Rd is like a minefield - not just for cyclists, but for motorists - the holes are that big! It's surely time to resurface the principal road into Oxford which is currently in a shocking state.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion</p> <p>Iffley Turn – No opinion</p> <p>Westbury Crescent – No opinion</p> <p>Courtland Road – No opinion</p> <p>Cornwallis Road – No opinion</p>
(o53) Local resident, (Oxford, Walton Crescent)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>The proposed improvements to these junctions are extremely welcome for the comfort and safety of road users outside of motor vehicles. Some of these junctions are clearly dangerous for pedestrians and other vulnerable road users as they encourage vehicles to maintain high speeds when making turns into quiet residential roads.</p>

	<p>The recent changes to woodstock road which are similar have been very well done. Continuing this type of road improvements will have a noticeable positive impact on both aesthetics and functionality of the road and pavement.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>The proposed improvements to these junctions are extremely welcome for the comfort and safety of road users outside of motor vehicles. Some of these junctions are clearly dangerous for pedestrians and other vulnerable road users as they encourage vehicles</p>	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support							
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(o54) Local resident, (Oxford, Walton Well Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>Much needed to improve the currently v dangerous experience of cycling. Reinforces right of way over cars pulling in/out & promotes safer driving</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>Makes cycling safer</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support	
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<p>(o55) Local resident, (Oxford, Woodstock Road)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>It will be very helpful for pedestrians! But could you also consider Woodstock Road?? Particularly the junction between St Bernard's road and Bevington Road. There are three Oxford colleges (St Antony's, St Anne, GTC) located next to it and many pedestrians and cyclists pass that area everyday. It would be helpful to have a traffic light there!</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>Na</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support	
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Westbury Crescent – Support													
<p>(o56) Local resident, (Oxford, Asquith Road)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>These all seem like worthwhile improvements.</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Partially support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Partially support				
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Radcliffe Road – Support	Courtland Road – Partially support												

	<p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>I support these proposals however: Courtland Road: A frequent cycle journey for me (and others) is Asquith Road to Villiers Lane and the reverse. Going to Villiers Lane the Cycle lane on A4158 Rose Hill can be used. Better however would be if Ashhurst Wa</p>	<p>Cornwallis Road – Support</p>
<p>(o57) Local resident, (Oxford, Walton Crescent)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>Any measures and efforts to make pedestrians and cyclists in Oxford safer are commendable.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>Same thing - I support all measures that make pedestrians and cyclists safer</p>	<p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>Courtland Road – Support</p> <p>Cornwallis Road – Support</p>
<p>(o58) Local resident, (Iffley, Tree Lane)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No objection</p> <p>Linton Road – No objection</p> <p>Rawlinson Road – No objection</p>	<p>Norham Road – No objection</p> <p>Bevington Road – No objection</p> <p>St. Margarets Road – No objection</p>

<p>(o60) Local resident, (Oxford, Benson Place)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No objection Norham Road – No objection Linton Road – No objection Bevington Road – No objection Rawlinson Road – No objection St. Margarets Road – No objection</p> <p>Please note that exit from Norham Manor via Norham Road is the only way to travel north by car. It is therefore to be hoped that while the works proceed exit from Norham Road will be maintained at all times</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No objection Courtland Road – No objection Iffley Turn – No objection Cornwallis Road – No objection Westbury Crescent – No objection</p> <p>The reason for "no objection" is self-evident, surely.</p>
<p>(o61) Local resident, (Cowley, Church Hill Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No opinion Norham Road – No opinion Linton Road – No opinion Bevington Road – No opinion Rawlinson Road – No opinion St. Margarets Road – No opinion</p> <p>Don't have great familiarity with this area</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Courtland Road – Support Iffley Turn – Support Cornwallis Road – Support</p>

	<p>Westbury Crescent – Support</p> <p>Westbury Crescent bus stop is my nearest but Iffley Road is always so busy I have to walk down to the next one which has a pedestrian crossing nearby. Help to cross the road at Westbury Crescent would be very helpful</p>												
(o62) Member of public, (Didcot, banbury road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – No opinion</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – No opinion</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – No opinion</td><td>St. Margarets Road – No opinion</td></tr> </table> <p>looks like reducing the width of the road, which makes it safer to cross</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – No opinion</td><td>Courtland Road – No opinion</td></tr> <tr> <td>Iffley Turn – No opinion</td><td>Cornwallis Road – No opinion</td></tr> <tr> <td>Westbury Crescent – No opinion</td><td></td></tr> </table> <p>don't use it</p>	Belbroughton Road – No opinion	Norham Road – Support	Linton Road – No opinion	Bevington Road – Support	Rawlinson Road – No opinion	St. Margarets Road – No opinion	Radcliffe Road – No opinion	Courtland Road – No opinion	Iffley Turn – No opinion	Cornwallis Road – No opinion	Westbury Crescent – No opinion	
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(o63) Local resident, (Iffley, Anne Greenwood Close)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – No opinion</td><td>Norham Road – No opinion</td></tr> <tr> <td>Linton Road – No opinion</td><td>Bevington Road – No opinion</td></tr> <tr> <td>Rawlinson Road – No opinion</td><td>St. Margarets Road – No opinion</td></tr> </table> <p>Not my area</p>	Belbroughton Road – No opinion	Norham Road – No opinion	Linton Road – No opinion	Bevington Road – No opinion	Rawlinson Road – No opinion	St. Margarets Road – No opinion						
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	<p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p> <p>All four of us (two adults, two children) cycle daily using Iffley Road/Cornwallis Road plus other routes) for work/school travel and I'm in favour of anything that makes cycling/walking safer for us and our children.</p>
(o64) Local resident, (Oxford, Bradmore Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No opinion Linton Road – No opinion Rawlinson Road – No opinion</p> <p>Norham Road – Object Bevington Road – No opinion St. Margarets Road – No opinion</p> <p>By narrowing the entrance to Norham Road there will no longer be the possibility of a left turn lane which currently allows cars to turn left when there is a car waiting to turn right. With busy traffic during rush hours it can take some time for an opportunity to safely turn right at this junction. By having a left turn lane, traffic can continue to flow and circulate safely. There is no visual block to current system so bikes and pedestrians will continue to be able to cross the road safely. Cats eyes to outline bike route would be a useful contribution.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Iffley Turn – No opinion Westbury Crescent – No opinion</p> <p>Courtland Road – No opinion Cornwallis Road – No opinion</p> <p>I am not commenting on areas that I do not know well and will leave that to knowledgeable local residents and schools to ensure that the local communities have a voice in matters which will impact them. As a local resident in Bradmore Road and a cyclist,</p>

(o65) Local resident, (Oxford, Linton Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No opinion Norham Road – No opinion Linton Road – No opinion Bevington Road – No opinion Rawlinson Road – No opinion St. Margarets Road – No opinion</p> <p>This consultation is unsatisfactory because you do not provide proper data on which we can base an opinion. You do not give any specific facts to support the statement "the overwhelming majority of injuries are ... frequently at junctions", and you provide no proof that the measures you propose will improve safety for anyone. Where is the research evidence?</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Courtland Road – No opinion Iffley Turn – No opinion Cornwallis Road – No opinion Westbury Crescent – No opinion</p> <p>See my previous comment. You do not provide any data to enable us to form an opinion. What are the facts which support your assertion that this kind of road junction is a particular source of risk to vulnerable road users? where is the evidence that the</p>
(o66) Local resident, (Oxford, Rymers Lane)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No opinion Norham Road – No opinion Linton Road – No opinion Bevington Road – No opinion Rawlinson Road – No opinion St. Margarets Road – No opinion</p>

	<p>Lack the local insight to comment specifically.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>Courtland Road – Support</p> <p>Cornwallis Road – Support</p> <p>All of the suggested improvements will contribute to greater pedestrian and cyclist safety I believe. Many of the road openings have particularly wide radius curves which not only seem to encourage drivers to take them at greater speed, but make them more</p>
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B. Online responses (incorrect survey):

RESPONDENT	COMMENTS
(o67) County Cllr, (Cowley division)	<p><u>A4165 Banbury Road:</u></p> <div style="display: flex; justify-content: space-between;"> Belbroughton Road – Support Norham Road – Support </div> <div style="display: flex; justify-content: space-between;"> Linton Road – Support Bevington Road – Support </div> <div style="display: flex; justify-content: space-between;"> Rawlinson Road – Support St. Margarets Road – Support </div> <p>Great to see improvements for walking being prioritised</p> <p><u>A4158 Iffley Road:</u></p> <div style="display: flex; justify-content: space-between;"> Radcliffe Road – Support Courtland Road – Support </div> <div style="display: flex; justify-content: space-between;"> Iffley Turn – Support <i>Bevington Road – Support</i> </div> <div style="display: flex; justify-content: space-between;"> Westbury Crescent – Support </div> <p>Excellent to see the pedestrian improvements and especially the raingardens - this is wonderful to see - thank you! (p.s. I also very much support the Cornwallis Rd STRET and rain garden, which is not on this list but should be!)</p>
(o68) County Cllr, (Abingdon, Hanson Road)	<p><u>A4165 Banbury Road:</u></p> <div style="display: flex; justify-content: space-between;"> Belbroughton Road – Support Norham Road – Support </div> <div style="display: flex; justify-content: space-between;"> Linton Road – Support Bevington Road – Support </div> <div style="display: flex; justify-content: space-between;"> Rawlinson Road – Support St. Margarets Road – Support </div> <p>n/a</p>

	<p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>n/a</p>	<p>Courtland Road – Support <i>Bevington Road – Support</i></p>
(o69) Local resident, (Old Marston, Elms Drive)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object Linton Road – Object Rawlinson Road – Object</p> <p>Even more dangerous</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Iffley Turn – No opinion Westbury Crescent – No opinion</p> <p>No opinion</p>	<p>Norham Road – Object Bevington Road – Object St. Margarets Road – Object</p> <p>Courtland Road – No opinion <i>Bevington Road – No opinion</i></p>
(o70) Local resident, (Oxford, Woodstock Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object Linton Road – Object</p>	<p>Norham Road – Object Bevington Road – Object</p>

	<p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – No opinion</p> <p>Norham Road – Support Bevington Road – No opinion St. Margarets Road – No opinion</p> <p>Linton Road - a difficult junction - not least because of Wolfson College and buses</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – No opinion <i>Bevington Road – No opinion</i></p> <p>support as traffic is very dense and cyclists travel very fast down the Iffley Road (often faster than 20mph speed limit)</p>
(o73) Local resident, (Kennington, River View)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>Raised tables are a great visual indication of side road priority. To continue the visual theme, please consider some surface colouring or paving to hammer home that it is not a continuation of the road. Also very welcome to see Dutch style kerbs, I hope this becomes the default for all pavements to avoid the unnecessary gradient for the sake of a couple of car movements a day.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support</p> <p>Courtland Road – Support <i>Bevington Road – Support</i></p>

	<p>Westbury Crescent – Support</p> <p>Please see previous general comment</p>												
(o74) Local resident, (Oxford, Benson Place)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>Slowing traffic at these junctions essential to improve pedestrian and cyclist safety. Norham Road-Bradmore-Road-- Norham gardens route a dangerous rat run at rush hour with horrible speeding problem. Consider converting junction of Norham Gardens with Parks Road to cyclist/pedestrian only to make Norham Manor far safer generally.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – No objection</td><td>Courtland Road – No objection</td></tr> <tr> <td>Iffley Turn – Support</td><td><i>Bevington Road – Support</i></td></tr> <tr> <td>Westbury Crescent – No objection</td><td></td></tr> </table> <p>I have supported changes to those junctions I know well, and do not object where I know less well.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – No objection	Courtland Road – No objection	Iffley Turn – Support	<i>Bevington Road – Support</i>	Westbury Crescent – No objection	
Belbroughton Road – Support	Norham Road – Support												
Linton Road – Support	Bevington Road – Support												
Rawlinson Road – Support	St. Margarets Road – Support												
Radcliffe Road – No objection	Courtland Road – No objection												
Iffley Turn – Support	<i>Bevington Road – Support</i>												
Westbury Crescent – No objection													
(o75) Local resident, (Oxford, Cavell Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support						
Belbroughton Road – Support	Norham Road – Support												
Linton Road – Support	Bevington Road – Support												
Rawlinson Road – Support	St. Margarets Road – Support												

<p>(o77) Local resident, (Oxford, Howard Street)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>Ensuring motor traffic has to slow down when moving between the main road and side roads should make the junctions much safer for cyclists and pedestrians.</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td><i>Bevington Road – Support</i></td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>Ensuring motor traffic has to slow down when moving between the main road and side roads should make the junctions much safer for cyclists and pedestrians.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	<i>Bevington Road – Support</i>	Westbury Crescent – Support	
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Radcliffe Road – Support	Courtland Road – Support												
Iffley Turn – Support	<i>Bevington Road – Support</i>												
Westbury Crescent – Support													
<p>(o78) Local resident, (Oxford, Temple Street)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>Simply to give better protection and priority to the more vulnerable road/street users</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support				
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Rawlinson Road – Support	St. Margarets Road – Support												
Radcliffe Road – Support	Courtland Road – Support												

	<p>Iffley Turn – Support <i>Bevington Road – Support</i></p> <p>Westbury Crescent – Support</p> <p>Simply to give better protection and priority to the more vulnerable road/street users</p>
(o79) Local resident, (Oxford, Townsend Square)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Norham Road – Support</p> <p>Linton Road – Support Bevington Road – Support</p> <p>Rawlinson Road – Support St. Margarets Road – Support</p> <p>This will make walking much more pleasant! Thank you!</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Courtland Road – Support</p> <p>Iffley Turn – Support <i>Bevington Road – Support</i></p> <p>Westbury Crescent – Support</p> <p>This will make these dangerous junctions much more safe. Thank you! Please also improve the pedestrian crossing on Between Towns Road/Iffley Road, there is no safe way to cross. No timing for pedestrians and cars often run the red lights. Additionally,</p>



Oxfordshire County Council
Equalities Impact Assessment

Safer Roads Fund
April 2025

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Section 1: Summary details

Directorate and Service Area	Environment and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Safer Roads Fund – proposal to implement side road entry treatments, improvements to pedestrian refuges, and installation of solar studs to delineate cycleway from carriageway.
Is this a new or existing function or policy?	The proposal is to carry out improvement to the existing junctions where DfT have identified a high number of collisions between vehicles and pedestrians/cyclists.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	The Safer Roads Fund project is designed to improve safety at junctions for pedestrians and cyclists by implementing improvement works to the priority junctions where significant numbers of active travel injuries have been recorded. The improvement works consist of continuous raised crossings at side roads, where both pedestrians and cyclists will have priority when crossing the road. Improvement works to the cycleway will consist of delineation between cycleway and carriageway by installation of solar studs at sections on the Banbury Road and Iffley Road.
Completed By	Andy Warren (Senior Project Manager)
Authorised By	Aron Wisdom (Programme Lead – Central)
Date of Assessment	07 May 2025

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Safer Roads Fund program is funded by the DfT Road Safety funding to improve road safety for both pedestrians and cyclists by carrying out improvement works to the priority junctions where significant numbers of active travel injuries have been recorded. The improvement works consist of safer junctions where both pedestrians and cyclists will have priority when crossing the road. Improvement works also consist of a better delineation between cycleway and carriageway along certain sections of both routes and improved pedestrian refuges.</p> <p>As part of a DfT funded road safety program, OCC were successful in securing £1.675m to carry out road safety improvement works to certain junctions. The junctions were selected through an International Road Assessment Programme (IRAP) assessment, used to identify and assess interventions on high-risk roads. Through the IRAP assessment, it was identified that both Banbury Road and Iffley Road were high risk routes where both pedestrian and cyclist collisions were high. OCC successfully bid to secure the funding to carry out improvement works to the above-mentioned roads.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The proposal is to carry out improvement works to number of side road junctions where collision data are high. The side road treatment will consist of tightening the radii of the junctions with a raised table where both pedestrians and cyclists will have priority. The project also includes installation of solar studs along both routes to delineate cycleway from carriageway. The road studs are illuminated which enhances the safety of the cyclists at night. In addition to that, improvement works are also being carried out at refuge islands along one of the routes to make to improve safety of the pedestrians whilst they wait at the island to cross the road.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Stakeholder engagement with high priority stakeholders has been running alongside the designs. Based on the responses, the feedback was that the design could provide more priority and improve safety for pedestrians and cyclists by designing out standard junction details such as kerb lines and tactile paving. The use of 'Dutch entry kerbs' has also been included in the design, a first for Oxfordshire. All elements are designed to slow vehicles down and create an environment where pedestrians are given absolute priority as per OCC's adopted road hierarchy. Stakeholders also helped to prioritise the chosen junctions based on the current design and perceived risk. This all helps promote modal shift and active travel contributing to our ability to deliver our climate commitments.</p>

<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>In Oxford, the majority of injuries and fatalities on the highway are to pedestrians and people cycling, frequently at junctions. Therefore, the Safer Roads Fund is focused on improving safety for pedestrians and cyclists. The projects are designed to improve safety and convenience of priority junctions where significant numbers of active travel injuries have been recorded. The proposals aim to reduce the risk of future accidents through a combination of whole route measures (improved delineation) and site-specific measures (side road junction improvements). Informed by the county council's recorded accident data, current and anticipated future modal flows, future plans and the Road Safety Foundation's iRAP tool, a set of proposals were prioritised. The proposals generated a strong benefit/cost ratio (BCR) and they were successful in receiving DfT funding.</p> <p>After receiving initial feedback from the stakeholders on the design and locations for improvement works to side road junctions, the project team considered alternative design options and reviewed the locations to further inform the design. In general, the feedback was to provide a more ambitious design which prioritises pedestrians and cyclists in a form of continuous footway which removes the look of a standard junction with radii kerbs.</p>
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Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Some of the junctions along the routes are very wide which does not give pedestrians enough time to cross the road before a car approaches the junction quickly, resulting in collision. The proposed introduction is to build a ramp at the junctions and tighten the kerb radii resulting in shorter crossing distance. The ramp will help slow drivers down when approaching the junction, contributing towards making the junction safe for both pedestrians and cyclists including disabled and elderly.	Not applicable.	Not applicable.	Not applicable.

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The program will benefit people with a disability because that they are able to cross the road safely due to the shorter crossing distance where the junction is being narrowed by reducing the kerb radii. The installation of a ramp will also contribute to slowing drivers down when approaching the junctions which will allow pedestrians with disability to cross the road more safely. The pedestrian priority over the raised tables should provide greater confidence for those crossing slowly or unsure if cars will stop.</p> <p>The non installation of tactile paving could prove slightly negative for the visually impaired but this proposal has been consulted on and their feedback was that the biggest concern is street furniture. By widening the pedestrian space at the junction it is considered that vision impaired users will be benefitted.</p> <p>The improvement works will encourage people to walk and cycle more which will result in better air quality as more people will choose active travel as their method of transport instead of vehicles. This will result in better air quality for people with respiratory illnesses such as asthma.</p>			<p>Post-implementation monitoring to include early engagement with effected groups. Engagement has taken place and feedback has been received.</p>
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				The lack of entry or exit ramps for pedestrians means that the continuous footways are much more user-friendly for people using wheelchairs or walking frames.			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In addition to the slowing of approaching traffic, the lack of ramps and softer gradients will make walking with young children and pushing prams etc easier.	Not applicable.	Not applicable.	Not applicable.
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact identified.	Not applicable.	Not applicable.	Not applicable.
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In addition to the slowing of approaching traffic, the lack of ramps and softer gradients will make carers pushing wheelchairs etc easier.	Not applicable.	Not applicable.	Not applicable.
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposals will help people walk and cycle to access places of work, education, services and opportunities in a cost effective way.	Not applicable.	Not applicable.	Not applicable.

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific impact identified to staff unless they live on the road where improvement works are being carried out to provide better and safer pedestrian and cycle routes.	Not applicable.		
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact on the council services is expected to be minimal. However, some input is required from internal teams such as engineering assurance team, network management, COMMS etc.	Not applicable		
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact expected.	Not applicable		
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Air pollution impacts public health. A reduction in air pollution will improve people's health and wellbeing. The project is also focused on improving safety at junctions so people feel safe to walk and cycle more, resulting in better health and general wellbeing.	Air quality will be improved due to number of people taking up walking and cycling as their method of transport due to improvements to the side road junctions and cycleways.		

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

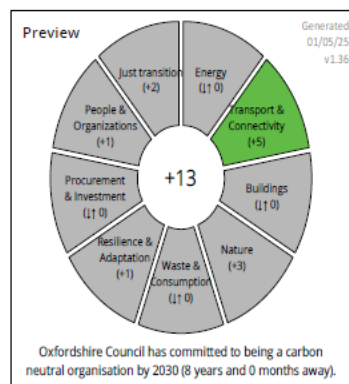
Review Date	January 2026 (at RSA 3 stage) followed by January 2027 (RSA 4 stage)
Person Responsible for Review	Andy Warren
Authorised By	Aron Wisdom

Annex 6: Climate Impact Assessment

Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Highways
What is being assessed	Safer Roads Fund - A4165 Banbury Road and A4158 Iffley Road To carry out side road entry treatments to improve safety at junctions, improvements to refuge islands and installation of solar studs to delineate cycleway from carriageway.
Is this a new or existing function or policy?	Existing Policy
Summary of assessment	The A4165 Banbury Road and A4158 Iffley Road are both key movement corridors within Oxford which is used by a mixture of transport users. The Department for Transport (DfT) identified this corridor as a high risk to both pedestrians and cyclists due to number of accidents and collisions recorded at key junctions. By carrying out improvement works to the key junctions, the project aims to reduce the number of accidents and collisions between vehicles and pedestrians / cyclists.
Completed by	Andy Warren (Senior Project Manager)
Climate action sign off by	Franco Gonzalez (Carbon Analyst)
Director sign off by	
Assessment date	01/05/2025



Detail of proposal

Context / Background	The DfT identified that both Banbury Road and Iffley Road are within the top 50 road lengths nationally, for poor road safety. After further analysis it was found that during the period 2012 - 2022, a high proportion of the recorded accidents involved active travel road users along both routes. As part of the Government's Safer Roads Fund, Oxfordshire County Council were invited to bid for the funds to carry out improvement works, to aid walking and cycling, along the routes at some of the key junctions.
Proposal	The Safer Roads Fund was secured to carry out improvement works to some of the key junctions where side road entry treatments will be installed to improve the junctions for both cyclists and pedestrians and prioritise their safety. The proposal is also to improve cycleways by delineating the cycleway from the carriageway by installing solar studs along both lengths of the routes at certain sections as well as improvements to key refuge islands along Iffley Road. These improvements are aimed at encouraging more people to choose walking, cycling and wheeling as a method of transport which will help improve air quality, reduce noise and improve the safety and wellbeing of local residents.
Evidence / Intelligence	DfT carried out an independent analysis which found both Banbury Road and Iffley Road were within the top 50 road lengths nationally for poor road safety outcomes. Oxfordshire County Council also held stakeholder engagement with the councillors and key local groups where it was brought to the attention of the council that there are a number of roads along both routes where safety is an issue for active travel users. Stakeholder engagement, including co - design workshops have continued throughout preliminary design stage to further inform final designs.
Alternatives considered / rejected	Due to wide junctions with no form of traffic calming measure, motorists do not slow down on approach leading to not enough time for pedestrians to cross the road, resulting in collisions and personal injury accidents. Cyclists are similarly at risk as the cycle lanes run across junctions, therefore 'do nothing' is not considered an option.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A	<p>The proposal is to promote walking and cycling by installing side road entry treatments (continuous footways) to provide safer junctions and installing solar studs to cycle lanes.</p> <p>Adding tighter radii to junctions to shorten the crossing distance, installation of ramp to slow drivers when approaching the junctions and encourage them to give way to pedestrians and cyclists and installation of solar studs to delineate the cycleway from carriageway will support active travel.</p>			
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	3				
Transport & Connectivity	Supports active travel	3				
Transport & Connectivity	Increases use of public transport	N/A				
Transport & Connectivity	Accelerates electrification of transport	N/A				
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	1				
Nature	Develops blue and green infrastructure	1	<p>Some localised provision of new rain garden areas are to be included within the final designs.</p> <p>Some localised provision of new rain garden areas are to be included within the final designs.</p> <p>Some localised provision of new rain garden areas are to be included within the final designs.</p>			
Nature	Improves access to nature and green spaces	1				
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A	<p>Some localised provision of new rain garden areas are to be included within the final designs.</p>			
Resilience & Adaptation	Increases resilience to flooding	1				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				

Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	N/A	The investment into the program is focused on promoting active travel where people feel safe walking, cycling and wheeling to their destination.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	1	The proposal will encourage people to walk and cycle more.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A	
Just transition	Promotes green innovation and job creation	N/A	
Just transition	Promotes health and wellbeing	1	Promotes walking and cycling by changing the geometry of the junction to make crossing easier for pedestrians and installation of solar studs to delineate cycleway from carriageway to make people feel safe when cycling.
Just transition	Reduces poverty and inequality	1	By making walking and cycling more attractive and promoting less reliance on private motorised vehicles.

Procurement Strategy Documents

SAFER ROADS FUND, BANBURY ROAD PROCUREMENT STRATEGY NOVEMBER 2024

Sign-offs	Name	Date
Director: <i>Sign-off by Senior Responsible Officer</i>	Paul Fermer	n/a
Head of Service: <i>Sign-off by the Head of Service</i>	Valerie Lambrechts / John McLauchlan	09/12/2024
Line Manager: Programme Lead <i>Sign-off by the Author's Line Manager</i>	Aron Wisdom	09/12/2024
Procurement team <i>Sign-off by Category Lead</i>	Jonathan Duffy	27/11/2024
Finance Team <i>Sign-off of all Capital / Financial elements</i>	Rob Finlayson	n/a
Confirmation of Consultation with / Input from	Name	Date
Delivery Team <i>Contributors to the report.</i>	Steffan Davies	29/11/2024
Service Area / Key Stakeholder <i>The service area impacted, and/or key stakeholders have been consulted / inputted to document. Please add a line for each one.</i>	Delivery Clare Springett Commercial Jean Coetzee Legal Tessa Odiah	28/11/2024 18/11/2024 22/11/2024

Change History

Version	Version Summary	Date	Initials
1	First Draft	25 Jan 2024	CLS
2	Second draft – VL comments addressed	9 Feb 2024	CLS
3	Third draft – Project timescales revised	10 April 2024	CLS
5	Autumn 2024 revision	15 Nov 2024	JC
6	Separate Banbury & Iffley rd schemes into separate procurement strategies	27 Nov 2024	JC

Table of Contents

1. Introduction and background

1. Context

The A4165 (Banbury Road) is a key movement corridor in Oxford. The Department of Transport (DfT) has identified this corridor as requiring safety improvements and OCC was successful in securing £875,000 for the Banbury Road scheme. A further £75,000 has been identified from S106 monies for the Banbury Road. The improvements mainly consist of side road entry treatments along the corridors.

This document sets out the procurement strategy for this project.

2. Key Project Details

The project is intended to improve safety for pedestrians and cyclists by improving the priority junctions where significant numbers of active travel injuries have been recorded. Pedestrians and cyclists will have priority when crossing the road. Improvements to the cycle routes will consist of a better delineation between carriageway and cycleway by the installation of solar studs along both routes at key locations.

The following table summarises the improvements.

A4165 Banbury Road
Side Road Entry Treatments at: <ul style="list-style-type: none">• Bevington Road• Norham Road• Park Town (South)• Park Town (North)• St. Margaret's Road• Rawlinson Road• Linton Road• Belbroughton Road
Installation of solar studs throughout the route

3. Current Project Stage

The following tasks have been completed:

- A feasibility design stage
- Funding has been secured
- Engagement with county and city councillors was started in late 2023 and engagement with other stakeholders has begun.
- Outline Business Cases have been submitted and approved.
- Project Briefs for design and construction have been drafted.

4. Project Budget & Funding

Funding to the value of £875,000 has been secured from the DfT. The funds are allocated from the DfT's Safer Roads Fund (SRF). An additional £70,000 of section 106 money has been awarded to the Banbury road project.

Description	
Design	£ 65,500.00
Construction	£ 463,750.00
OCC Internal Staff Costs	£ 120,000.00
OCC Legal Costs - Internal	£ 5,000.00
3rd Party Commissions	£ 45,000.00
Close Out	£ 15,000.00
Contingency & Risk	£ 160,750.00
Further secured funding - S106	£ 70,000.00
TOTAL	£ 945,000.00

5. Project Programme

The project target timeline is shown below based on separate design and construction commissions. As per the risks identified within item 2.3 below, the construction completion deadline is time sensitive and the shift from detail design into construction will have to be dealt with proactively to prevent any delay.

Description	Target Date
Preliminary Design and scope setup	Sept 2024 - Nov 2024
Detailed design	Dec 2024 - April 2025
Prepare ITT	March 2025 – April 2025
Tender period	April 2025 - May 2024
Tender Evaluation & Internal Approvals	May 2025
Contract award and mobilisation (via task order)	May 2025
Construction	June 2025 - August 2025
Close Out	September 2025 - August 2026

6. Key Stakeholders

Oxford County Councillors
Oxford City Councillors
Parish Councillors
Transport Groups
Utility Companies
Local Interest Groups
Emergency Services
Oxford City Council
Local Residents

2. Procurement Factors

1. Procurement Issues & Considerations

The feasibility design works were undertaken by Milestone Infrastructure Limited (MIL) through the current Highways Partnership Contract (HPC). The HPC expires at the end of March 2025 and is being replaced by the Highway Term Service Contract (TSC) which will go live on 1 April 2024. MIL was the successful tenderer on the TSC. The TSC is designed for predominantly maintenance works with a maximum contract value of £750k. The nature of the Banbury Road works was discussed with the TSC Contracts Manager and was noted that the nature of the works fits into the scope which could be dealt with through the TSC.

2. Procurement Drivers

Time and cost are the two procurement drivers:

- Time – the project will need to be delivered around the Traffic Filters Trial.
- Cost – value for money to make best use of the finite funding from the DfT.

3. Procurement Risks

- There is an aspiration to complete these SRF construction works prior to the start of the city-wide traffic filters trial, so that the network is as neutral as possible during the trial. The current start date for the trial is currently unknown, as it is dependent on the re-opening of the Botley Road. However, the assumption is that the trial will start in Autumn 2025, so the deadline for these SRF works is September 2025.
- Time constraints associated with design tasks.
- We would like to use different providers for separate elements of the project.

3. Route to Market

1. Available Procurement Routes

The seven Construction and Delivery Frameworks that are available to OCC have been considered. The framework expiry dates and contract value have been taken into account in selecting a procurement route.

2. Shortlisted Procurement Options

The following frameworks are considered the most suitable procurement routes:

- The Highways Partnership Contract (HPC)
- The Highway Term Service Contract (TSC)
- Atkins Realis Delivery Partnership Agreement
- PAGABO - Civils and Infrastructure Framework, London & South East England

3. Route to Market

Design works:

Design Option 1 – Issue a Task Order for design through the HPC – This route to market demonstrates a compliant process utilising an existing contract. The direct award process via a task order will demonstrate value for money whilst reducing commissioning timeframes and resource/overhead costs. The contractor is familiar with the scheme and has completed feasibility/preliminary design works. Through ongoing engagement, risks are being managed and proceeding into detail design. Using the HPC would enable a smooth transition between the feasibility design and detail design and retain existing knowledge into furthering this section of works. With the HPC expiring end March 2025, and the design works expected to extend into April 2025, and beyond, finalization of the detail design and ongoing design support during construction will be able to be instructed through a Task Order on the TSC. This is a time efficient approach with design risks being minimized compared to splitting the feasibility design and detail design between two design consultants. This design approach comes with the additional benefit when utilising the TSC, that a smooth and time efficient transition from detail design into the construction phase could most likely be achieved.

Design Option 2 – Issue a Project Instruction for design through the AtkinsRealis (AR) Delivery Partnership Agreement – This route to market demonstrates a compliant process utilising an existing contract. Early engagement with AR has been undertaken to understand time and costs expectations. Based on initial discussions, it is believed that AR can complete the design works within the planned timelines. However, there are inherent risks associated with changing designers midway between feasibility/preliminary design and detail design.

Construction works:

Construction Option 1 – Issue Task Order for construction through TSC – This route to market demonstrates a compliant process utilising an existing contract. The TSC is predominantly designed for maintenance works with a maximum contract value of £750k. The nature of the Banbury Road works was discussed with the TSC Contracts Manager and was noted that the nature of the works fit into the scope which could be dealt with through the TSC. The risk associated with this route is the timelines associated with the detail design process. Early engagement has been undertaken with the HPC Contractor and, whilst there was a concern regarding resourcing the project, the contractor has assured the client that it can be adequately resourced and adhere to the timelines (subject to OCC internal processes for which the OCC project team accept the risks). The transition from completing the design works and instructing the construction works through the TSC could facilitate a smooth transition between the design and construction phase limiting the associated risk.

Construction Option 2 – Direct Award through Pagabo Framework – This route to market demonstrates a compliant process, when a proper analysis is completed, and the appropriate contractor pinpointed. The direct award process via a framework will demonstrate value for money whilst reducing commissioning timeframes and resource/overhead costs. Draft contract terms and conditions have been agreed with the highest scoring contractor on this framework and agreement of tender value and final contract terms and conditions would progress comparatively faster than going through a mini competition, but the risk remains that the contractor and OCC might not

agree on certain project specific requirements to be included in the final terms and conditions resulting in a delay to finalizing the contract.

Construction Option 3 – Mini Competition through Pagabo Framework – This route to market demonstrates a compliant process. The mini competition via the framework will demonstrate value for money by going through the competitive tender process on the Framework. The tender, analysis and commissioning timeframes are longer compared to options 1 and 2. With the extended tender and award period, the overheads managing this process will be higher. Due to the relatively low construction estimate cost, it is not believed that this process will achieve value for money compared to the direct award options. Draft Contract Terms and Conditions have been prepared but will have to be adjusted in accordance with project specific requirements prior to going out to tender.

Design & Build:

Design & Build Option 1 - Direct Award via a framework – This route to market demonstrates a compliant process, when a proper analysis is completed, and the appropriate contractor pinpointed. The direct award process via a framework will demonstrate value for money whilst reducing commissioning timeframes and resource/overhead costs. Contract terms and conditions will have to be set up and agreed with the highest scoring contractor on this Framework. Agreement of tender value would progress comparatively faster than going through a mini competition, but the risk remains that the contractor and county might not agree on certain project specific requirements to be included in the final terms and conditions resulting in a delay to finalizing the contract.

Design & Build Option 2 - Mini-Competition via a framework – This route to market demonstrates a compliant process. The mini competition via the framework will demonstrate value for money by going through the competitive tender process on the framework. The tender, analysis and commissioning timeframes are long but with the extended tender and award period, the overheads managing this process will be higher. Due to the relatively low construction estimate cost, it is not believed that this process will achieve value for money compared to the direct award options. Draft Contract Terms and Conditions have been prepared but will have to be adjusted in accordance with project specific requirements prior to going out to tender.

4. Recommended Procurement Options

Design:

Design Option 1 – Issue Task Order for design through the HPC.

Construction:

Construction Option 1 – Issue Task Order for construction through TSC.

4. Tender Process

1. Form of Contract

The form of contracts for the design phase will be:

1. Task Order via the HPC – a Task Order for all design elements will be issued for the Banbury Road scheme.

The form of contracts for the construction phase could be:

2. Task Order via the TSC – a separate Task Order for construction works will be issued for the Banbury Road scheme.

5. Summary and Next steps

1. Summary

A clear procurement route has been set out for the Banbury Road Safer Roads Fund improvements. The project will be split into two phases, 'design' and 'construction'. The Highways Partnership Contract (HPC) will be used for the design phase and the procurement of the construction phase will be undertaken through the Highway Term Service Contract (TSC).

2. Next Steps

The next steps in the procurement element of this project are:

- Go through the HPC tender and award process for the detail design works
- If the design process extends past the March 2025 dates, the HPC task order will have to be closed out and a new task order raised through the TSC for the remainder of the design works.
- Once design is finalised and cost estimates agreed, proceed with the TSC tender process for the minor road improvements construction works

Appendices

Appendix A – Procurement Thresholds & Public Contracts Regulations 2015

The Official Journal of the European Union (OJEU) has now been replaced by Find a Tender (FTS). If the value of goods, services or works exceeds the respective procurement threshold (see below), it is a legal requirement for OCC to publish public procurement notices for new procurements to the new UK e-notification service, Find a Tender (FTS): <https://www.find-tender.service.gov.uk>

The updated public sector thresholds of 2024/2025 are listed below. These thresholds are inclusive of VAT, which must be included in the calculation regardless of whether the Organisation can reclaim VAT, and relate to the full life of the contract.

Organisation	Works	Supply, Services and Design Contracts
Central Government	£5,372,609	£139,688
Other Contracting Authorities	<u>£5,372,609</u>	<u>£214,904</u>
Small Lots	£884,720	£70,778

The thresholds are amended every two years.

PCR 2015

The key legislation relating to the procurement of goods, services and works is the Public Contracts Regulations 2015 (PCR2015). The general rules provide the following:

- Suppliers of works, goods or services (economic operators) are to be treated equally and without discrimination
- OCC to act in a transparent and proportionate manner
- The procurement process shall not be made with the intention of excluding it from the regulations or artificially narrowing competition i.e., with the intention of unduly favouring or disadvantaging certain suppliers.

Subject to the publication of a call for competition, OCC may apply the following procedures.

- Open procedure
- Restricted procedure
- Competitive procedure with negotiation (only under specified conditions)
- Competitive dialogue (only under specified conditions)

Regulation 33 of the Public Contracts Regulations 2015 provides the requirements for contracts to be awarded through framework agreements. The key aspects of this regulation (not by way of limitation) are as follows:

- The framework agreement shall not exceed 4 years
- Call-off contracts must be awarded within the limits stipulated within the framework agreement
- For a single-supplier framework, OCC may contact the supplier in writing to requesting it to supplement its tender as necessary
- For multi-supplier frameworks where all the terms are set out, the contract may be through direct award without further agreement.

Appendix B - OCC Contract Procedure Rules

The OCC Contract Procedure Rules are applicable to all contracts for the provision of goods, services and works for the OCC. For contracts equal to or greater than £25,000, Authorised Officers must take steps to ensure value for money through a combination of cost, quality and competition.

The requirements for call-off contracts (direct award) mirror the requirements of the PCR2015.

For contracts equal to or greater than £25,000, must include a clause to terminate the contract for bribery or corruption.

For contracts equal to or greater than £75,000, must be allocated to a named contract manager for the full duration of the contract.

All contracts equal to or greater than £500,000 must be executed as a deed.

The authorisation for the award of contracts, shall be as follows:

1. Goods and Services

Cumulative value of contract	Acceptance by
Tender not exceeding £200,000	Authorised Officers in accordance with their delegated financial limits
Above £200,000 but not exceeding £500,000	Director
£500,000 and above	Director and s151 Officer

2. Works

Cumulative value of contract	Acceptance by
Tender not exceeding £500,000	Authorised Officers in accordance with their delegated financial limits
Above £500,000 but not exceeding £2,000,000	Director
£2,000,000 and above	Director and s151 Officer

It is noted that Director and s151 Officer may delegate powers in accordance with the OCC Financial Procedure Rules.

- For multi-supplier frameworks that permit direct award and mini competition, the decision regarding the selected route must be made on objective criteria and set out in the procurement documents (tender documents)
- Where a mini competition is selected by OCC (or where the full terms are not provided within the framework), the award must be based upon the same terms as applied for the award of the framework agreement and where necessary more precisely formulated terms
- The contract award must be to the tenderer that has submitted the best tender on the basis of the award criteria set out in the procurement documents for the framework agreement.

The responsibility rests with OCC to ensure compliance with the PCR2015 in respect of awarding contracts under framework agreements.

Appendix C – Frameworks available for OCC

The current version (version V11.Apr 2024) of the frameworks summary together with the list of suppliers is attached.

[OCC Framework Analysis - V11. Apr.24.xlsx](#)

SAFER ROADS FUND, IFFLEY ROAD PROCUREMENT STRATEGY NOVEMBER 2024

Sign-offs	Name	Date
Director: <i>Sign-off by Senior Responsible Officer</i>	Paul Fermer	n/a
Head of Service: <i>Sign-off by the Head of Service</i>	Valerie Lambrechts / John McLauchlan	09/12/2024
Line Manager: Programme Lead <i>Sign-off by the Author's Line Manager</i>	Aron Wisdom	09/12/2024
Procurement team <i>Sign-off by Category Lead</i>	Jonathan Duffy	27/11/2024
Finance Team <i>Sign-off of all Capital / Financial elements</i>	Rob Finlayson	n/a
Confirmation of Consultation with / Input from	Name	Date
Delivery Team <i>Contributors to the report.</i>	Steffan Davies	29/11/2024
Service Area / Key Stakeholder <i>The service area impacted, and/or key stakeholders have been consulted / inputted to document. Please add a line for each one.</i>	Delivery Clare Springett Commercial Jean Coetzee Legal Tessa Odiah	28/11/2024 18/11/2024 22/11/2024

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5	Autumn 2024 revision	15 Nov 2024	JC
6	Separate Banbury & Iffley rd schemes into separate procurement strategies	27 Nov 2024	JC

Table of Contents

1. Introduction and background

1. Context

The A4158 (Iffley Road) is a key movement corridor in Oxford. The Department of Transport (DfT) has identified this corridor as requiring safety improvements and OCC was successful in securing £800,000 for the Iffley Road Scheme. The improvements mainly consist of side road entry treatments along the corridors.

This document sets out the procurement strategy this project.

2. Key Project Details

The project is intended to improve safety for pedestrians and cyclists by improving the priority junctions where significant numbers of active travel injuries have been recorded. Pedestrians and cyclists will have priority when crossing the road. Improvements to the cycle routes will consist of a better delineation between carriageway and cycleway by the installation of solar studs along both routes at key locations.

The following table summarises the improvements.

A4158 Iffley Road
Side Road Entry Treatments at: <ul style="list-style-type: none">• Freelands Road• Radcliffe Road• Cornwallis Road• Iffley Turn (South)• Courtland Road (North)• Courtland Road (South)• Westbury Crescent
Installation of solar studs throughout the route
Localised enhancements to the pedestrian refuge crossings at: <ul style="list-style-type: none">• North of Iffley Turn (South)• North of Freelands Road

3. Current Project Stage

The following tasks have been completed:

- A feasibility design stage
- Funding has been secured
- Engagement with county and city councillors was started in late 2023 and engagement with other stakeholders has begun.
- Outline Business Cases have been submitted and approved.
- Project Briefs for design and construction have been drafted.

4. Project Budget & Funding

Funding to the value of £800,000 has been secured from the DfT. The funds are allocated from the DfT's Safer Roads Fund (SRF).

Description	IBC
Design	£ 75,500.00
Construction	£ 535,830.00
OCC Internal Staff Costs	£ 122,000.00
OCC Legal Costs - Internal	£ 5,000.00
3rd Party Commissions	£ 45,000.00

Close Out	£ 15,000.00
Contingency & Risk	£ 1,670.00
TOTAL	£ 800,000.00

5. Project Programme

The project target timeline is shown below based on separate design and construction commissions. As per the risks identified within item 2.3 below, the construction completion deadline is time sensitive and the shift from detail design into construction will have to be dealt with proactively to prevent any delay.

Description	Target Date
Preliminary Design and scope setup	Sept 2024 - Nov 2024
Detailed design	Dec 2024 - April 2025
Prepare ITT	March 2025 – April 2025
Tender period	April 2025 - May 2024
Tender Evaluation & Internal Approvals	May 2025
Contract award and mobilisation (via task order)	May 2025
Construction	June 2025 - August 2025
Close Out	September 2025 - August 2026

6. Key Stakeholders

Oxford County Councillors
Oxford City Councillors
Parish Councillors
Transport Groups
Utility Companies
Local Interest Groups
Emergency Services
Oxford City Council
Local Residents

2. Procurement Factors

1. Procurement Issues & Considerations

The feasibility design works were undertaken by Milestone Infrastructure Limited (MIL) through the current Highways Partnership Contract (HPC). The HPC expires at the end of March 2025 and is being replaced by the Highway Term Service Contract (TSC) which will go live on 1 April 2024. MIL was the successful tenderer on the TSC. The TSC is designed for predominantly maintenance works with a maximum contract value of £750k. The nature of the Iffley road works was discussed with the TSC Contracts Manager and was noted that the nature of the works fit into the scope which could be dealt with through the TSC.

2. Procurement Drivers

Time and cost are the two procurement drivers:

- Time – the project will need to be delivered around the Traffic Filters Trial.

- Cost – value for money to make best use of the finite funding from the DfT.

3. Procurement Risks

- There is an aspiration to complete these SRF construction works prior to the start of the city-wide traffic filters trial, so that the network is as neutral as possible during the trial. The current start date for the trial is currently unknown, as it is dependent on the re-opening of the Botley Road. However, the assumption is that the trial will start in Autumn 2025, so the deadline for these SRF works is September 2025.
- Time constraints associated with design tasks.
- We would like to use different providers for separate elements of the project.

3. Route to Market

1. Available Procurement Routes

The seven Construction and Delivery Frameworks that are available to OCC have been considered. The framework expiry dates and contract value have been taken into account in selecting a procurement route.

2. Shortlisted Procurement Options

The following frameworks are considered the most suitable procurement routes:

- The Highways Partnership Contract (HPC)
- The Highway Term Service Contract (TSC)
- Atkins Realis Delivery Partnership Agreement
- PAGABO - Civils and Infrastructure Framework, London & South East England

3. Route to Market

Design works:

Design Option 1 – Issue a Task Order for design through the HPC – This route to market demonstrates a compliant process utilizing an existing contract. The direct award process via a task order will demonstrate value for money whilst reducing commissioning timeframes and resource/overhead costs. The contractor is familiar with the scheme and has completed feasibility/preliminary design works. Through ongoing engagement, risks are being managed and proceeding into detail design. Using the HPC would enable a smooth transition between the feasibility design and detail design and retain existing knowledge into furthering this section of works. With the HPC expiring end March 2025, and the design works expected to extend into April 2025, and beyond, finalization of the detail design and ongoing design support during construction will be able to be instructed through a Task Order on the TSC. This is a time efficient approach with design risks being minimized compared to splitting the feasibility design and detail design between two design consultants. This design approach comes with the additional benefit when utilising the TSC, that a smooth and time efficient transition from detail design into the construction phase could most likely be achieved.

Design Option 2 – Issue a Project Instruction for design through the AtkinsRealis (AR) Delivery Partnership Agreement – This route to market demonstrates a compliant process utilizing an existing contract. Early engagement with AR has been undertaken to understand time and costs expectations. Based on initial discussions, it is believed that AR can complete the design works within the planned timelines, however there are inherent risks associated with changing designers midway between feasibility/preliminary design and detail design.

Construction works:

Construction Option 1 – Issue Task Order for construction through TSC – This route to market demonstrates a compliant process utilizing an existing contract. The TSC is predominantly designed for maintenance works with a maximum contract value of £750k. The nature of the Iffley Road works was discussed with the TSC Contracts Manager and was noted that the nature of the works fit into the scope which could be dealt with through the TSC. The risk associated with this route is the timelines associated with the detail design process. Early engagement has been undertaken with the HPC Contractor and, whilst there was a concern regarding resourcing the project, the contractor has assured the client that it can be adequately resourced and adhere to the timelines (subject to OCC internal processes for which the OCC project team accept the risks). The transition from completing the design works and instructing the construction works through the TSC could facilitate a smooth transition between the design and construction phase limiting the associated risk.

Construction Option 2 – Direct Award through Pagabo Framework – This route to market demonstrates a compliant process, when a proper analysis is completed, and the appropriate contractor pinpointed. The direct award process via a framework will demonstrate value for money whilst reducing commissioning timeframes and resource/overhead costs. Draft contract terms and conditions have been agreed with the highest scoring contractor on this framework and agreement of tender value and final contract terms and conditions would progress comparatively faster than going through a mini competition, but the risk remains that the contractor and OCC might not agree on certain project specific requirements to be included in the final terms and conditions resulting in a delay to finalizing the contract.

Construction Option 3 – Mini Competition through Pagabo Framework – This route to market demonstrates a compliant process. The mini competition via the framework will demonstrate value for money by going through the competitive tender process on the Framework. The tender, analysis and commissioning timeframes are longer compared to options 1 and 2. With the extended tender and award period, the overheads managing this process will be higher. Due to the relatively low construction estimate cost, it is not believed that this process will achieve value for money compared to the direct award options. Draft Contract Terms and Conditions have been prepared but will have to be adjusted in accordance with project specific requirements prior to going out to tender.

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the risk remains that the contractor and OCC might not agree on certain project specific requirements to be included in the final terms and conditions resulting in a delay to finalizing the contract.

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4. Recommended Procurement Options

Design:

Design Option 1 – Issue Task Order for design through the HPC.

Construction:

Construction Option 1 – Issue Task Order for construction through TSC.

4. Tender Process

1. Form of Contract

The form of contracts for the design phase will be:

1. Task Order via the HPC – a Task Order for all design elements will be issued for the Iffley Roads scheme.

The form of contracts for the construction phase could be:

2. Task Order via the TSC – a separate Task Order for construction works will be issued for the Iffley Roads scheme.

5. Summary and Next steps

1. Summary

A clear procurement route has been set out for the Iffley Road Safer Roads Fund improvements. The project will be split into two phases, 'design' and 'construction'. The Highways Partnership Contract (HPC) will be used for the design phase and the procurement of the construction phase will be undertaken through the Highway Term Service Contract (TSC).

2. Next Steps

The next steps in the procurement element of these project are:

- Go through the HPC tender and award process for the detail design works

- If the design process extends past the March 2025 dates, the HPC task order will have to be closed out and a new task order raised through the TSC for the remainder of the design works.
- Once design is finalized and cost estimates agreed, proceed with the TSC tender process for the minor road improvements construction works

Appendices

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The Official Journal of the European Union (OJEU) has now been replaced by Find a Tender (FTS). If the value of goods, services or works exceeds the respective procurement threshold (see below), it is a legal requirement for OCC to publish public procurement notices for new procurements to the new UK e-notification service, Find a Tender (FTS): <https://www.find-tender.service.gov.uk>

The updated public sector thresholds of 2024/2025 are listed below. These thresholds are inclusive of VAT, which must be included in the calculation regardless of whether the Organisation can reclaim VAT, and relate to the full life of the contract.

Organisation	Works	Supply, Services and Design Contracts
Central Government	£5,372,609	£139,688
Other Contracting Authorities	£5,372,609	£214,904
Small Lots	£884,720	£70,778

The thresholds are amended every two years.

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- Competitive procedure with negotiation (only under specified conditions)
- Competitive dialogue (only under specified conditions)

Regulation 33 of the Public Contracts Regulations 2015 provides the requirements for contracts to be awarded through framework agreements. The key aspects of this regulation (not by way of limitation) are as follows:

- The framework agreement shall not exceed 4 years
- Call-off contracts must be awarded within the limits stipulated within the framework agreement
- For a single-supplier framework, OCC may contact the supplier in writing to requesting it to supplement its tender as necessary
- For multi-supplier frameworks where all the terms are set out, the contract may be through direct award without further agreement.

Appendix B - OCC Contract Procedure Rules

The OCC Contract Procedure Rules are applicable to all contracts for the provision of goods, services and works for the OCC. For contracts equal to or greater than £25,000, Authorised Officers must take steps to ensure value for money through a combination of cost, quality and competition.

The requirements for call-off contracts (direct award) mirror the requirements of the PCR2015.

For contracts equal to or greater than £25,000, must include a clause to terminate the contract for bribery or corruption.

For contracts equal to or greater than £75,000, must be allocated to a named contract manager for the full duration of the contract.

All contracts equal to or greater than £500,000 must be executed as a deed.

The authorisation for the award of contracts, shall be as follows:

1. Goods and Services

Cumulative value of contract	Acceptance by
Tender not exceeding £200,000	Authorised Officers in accordance with their delegated financial limits
Above £200,000 but not exceeding £500,000	Director
£500,000 and above	Director and s151 Officer

2. Works

Cumulative value of contract	Acceptance by
Tender not exceeding £500,000	Authorised Officers in accordance with their delegated financial limits
Above £500,000 but not exceeding £2,000,000	Director
£2,000,000 and above	Director and s151 Officer

It is noted that Director and s151 Officer may delegate powers in accordance with the OCC Financial Procedure Rules.

- For multi-supplier frameworks that permit direct award and mini competition, the decision regarding the selected route must be made on objective criteria and set out in the procurement documents (tender documents)

- Where a mini competition is selected by OCC (or where the full terms are not provided within the framework), the award must be based upon the same terms as applied for the award of the framework agreement and where necessary more precisely formulated terms
- The contract award must be to the tenderer that has submitted the best tender on the basis of the award criteria set out in the procurement documents for the framework agreement.

The responsibility rests with OCC to ensure compliance with the PCR2015 in respect of awarding contracts under framework agreements.

Appendix C – Frameworks available for OCC

The current version (version V11.Apr 2024) of the frameworks summary together with the list of suppliers is attached.

[OCC Framework Analysis - V11. Apr.24.xlsx](#)