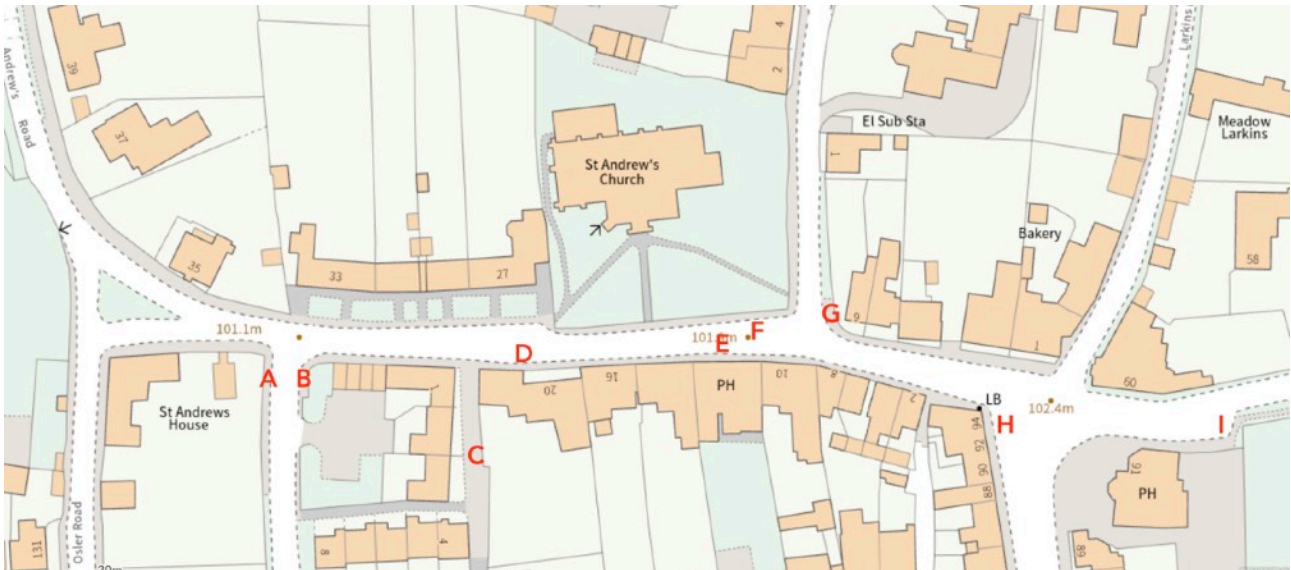


# Cycle racks on St Andrew's Road

Results of conversations with Cllr Chris Smowton, Headington Liveable Streets, FOH trustees.



Oxon CC propose three racks occupying one on-road car parking space opposite the White Hart (WH) at **F**. Cllr Smowton suggests that the funding being used may be specific to on-road installation, so some off-road suggestions may need to be pursued separately.

FOH are in broad agreement to the provision of cycle racks; the question remains where. Concerns reported about the preferred location **F** include the WH regarding it as important for customers, the church having concerns about impact on weddings and funerals (although the stretch of St Andrew's Road to the west is often used), and bike racks being intrusive on local view lines.

From west to east there are several possibilities:

**A, B** are *on pavement* at the road entrance to Laurel Farm Close, where there are two patches of little-used pavement.



Cons: out of direct sight of WH, but the first above is visible from lamp posts on St Andrew's Rd.



At **C** there is an *off-highway* location between the gates and bollards, but this has been used for ambulances taking patients to and from home as well as occasional parking by residents and visitors, including health visitors.



Also, in the evening the spot is not lit and looks uninviting (left, above).

At **D**, the last resident space on the north side of St Andrew's Road, there is a possibility. It's not widely used by nearby residents because of a perceived threat of accidents at the leading edge of a chicane.



Some anxiety has been expressed about losing residents' spaces, but this may be OK with most. Nos 20 & 27 have not been consulted for their views.

**E** is the original proposal from Headington Liveable Streets, but this may not be viable because of the need for access for pub deliveries. A consequence could also mean the lost of the chicane along the road, and FOH does not favour this while there is no filter to lower traffic here. (In the last two weeks weekday car counts by Telraam are typically in the range 2000-2500 vehicles (excludes two-wheelers, trucks, and night counts). Peak hour counts reach the range 350-500 movements / hour.)

**F** is the proposal from Oxon CC, discussed above. The photo shows a delivery happening on a chicane-free streetscape,



**G** is a suggestion to go *off road* at the top of St Andrew's Lane, on the east side. There is a short stretch of pavement that is little used but contains a grit bin and has a street sign.



We would not wish to lose any verge here, and the bin's position and size might need to be reconsidered.

**H** is located on the double yellow lines at the end of Old High Street. A visualisation was prepared by HLS:



They stated Pros and Cons as



Pros:

- No loss of resident or visitor car parking space.
- Has the effect of narrowing this unsuitably wide junction.
- May have the effect of slowing driving speeds around that corner.
- Could also serve as cycle parking for the Black Boy, which has very inadequate cycle parking in its front garden/car park area.

Cons:

- Cyclists are likely to think it's too far from the White Hart and prefer to continue to use the unofficial parking outside the White Hart.
- Cyclists arriving from the west wouldn't know the cycle parking is available.
- Probably less aesthetically cohesive with the surroundings than the St. Andrew's Road position.

The final location, I, is just beyond The Black Boy where Barton Lane narrows.



There is access to a gate here, and it is not clear if three bike stands could be fitted in the space available. Again, this would do little to address the need to have something convenient for the White Hart.