

Appendix : additional responses from residents on area maps

Area 1: Cherwell Drive/Marsh Lane/Headley Way

(a) Negative environmental impact on health and well-being

- Low level planting is an inadequate substitute for mature trees which screen off sound and pollution
- There is no need to cut down the young trees on the NE side of Headley Way and Cherwell Drive

(b) Cherwell Drive bus lane

- The introduction of a bus lane, however short, is likely to attract even more bus routes to the area, and there is no evidence-based need for this

(c) Road layout changes

- Need for a filter lane Headington-bound from Cherwell Drive to Marsh Lane
- Concerns about space for turning manoeuvres for delivery vehicles at Cherwell Drive shops and vehicles accessing the Medical Centre from Headley Way and Marston Road
- Concerns about pollution for pedestrians and residents where there are 6 lanes of traffic

(d) Improvements for cyclists

- There is support for segregated cycle lanes from Headley Way up and all along the Cherwell Drive, otherwise children will continue to use the pavement due to safety concerns
- There are calls for a toucan crossing at the path leading to the Victoria Arms pub (used as a school route) but this is outwith the area covered by proposals
- A local resident, Darrel Ross, has made proposals for cycle and other modal access in Cherwell Drive which merit further consideration (see projects)
- There are concerns for the safety of cyclists between the area between the Friar site and how this will join Cherwell Drive
- Suggestion that Eden Drive should be closed to through traffic and made into a quiet cycling route

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(e) Removal of on-street parking

- The case for removing on-street parking may be obviated by firmer planning enforcement, this would involve increased funding from the County Council.
- It's likely that Elms Drive will be used increasingly as a rat run, JR staff use it for parking.

(f) Data to support proposals

- Not all the incoming residents to Barton Park will use this section of road, and if they work at the JR, they won't be eligible for parking permits.
- It has been suggested that increase in traffic will generate an extra 17 cars and 4 buses in the mornings which is manageable.

(g) Access to the JR

- Some residents have called for an extra Park and Ride on the ring road with shuttle buses up Marsh Lane

Area 2: Headley Way / John Radcliffe Hospital access

(a) Negative environmental impact on health and well-being of residents

- The removal of trees and verges will lead to an increase in noise and pollution.
- The proposals will turn Headley Way into a soulless polluting carriageway
- Poor visual impact for visitors

(b) Access to frontages

- The upper footway in lower Headley Way is uneven but quite narrow so is unlikely to comply with DDA regulations unless a lot more improvements on it can be carried out. Steps have subsided.
- Removal of the lower footway in some parts of Headley Way will cause real difficulties in access for disabled residents who cannot manage the slope.
- Assisted collection would be necessary for some properties as there would be insufficient space to put out bins on higher footpaths
- There's a need to enable access to off-street parking on frontages on the top of the embankment

(c) JR junction

- Will the lights hold up emergency vehicles?
- Traffic lights at current roundabout would help flow of traffic – could these be part-time, only in peak hours on weekdays?
- A multi-storey car park for the JR should be built on the ring road, with a small road through or shuttle buses. (see projects)
- Need for access road off bypass to relieve Headley Way

(d) Removal of on-street parking

- Some residents believe the removal of their parking is an infringement of their rights
- Residents ask: "Will disabled people have to move?" What alternative provision is there for frail or vulnerable elderly/blue badge holders/carers? One resident is in the process of obtaining a disabled parking space.
- On-street parking calms the traffic. If it is taken away the traffic will speed even more.

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- Impact of removal of on-street parking will impact negatively on St Joseph's School, parking there is already difficult at school pick up and drop off times and the school is expanding

(e) Improvements for cyclists

- Might one cycle lane be sufficient in Headley Way, is there a demonstrated need for two? A two way cycle track separated off by a verge from the pavement might be more appropriate and less damaging to the environment
- Why take away verges and pavement for this? The cost of putting in extra cycle lanes is too high.
- It may be possible to put in path-based cycle lanes could be possible without widening the roads (see projects)
- Residents question how many cyclists are using Headley Way, and whether they would rather use a cycle lane than a parallel segregated route
- Resident suggestion that a cycle path should be built by Copse Lane/Eden Drive to the back of the JR Hospital
- Infrastructure changes will be far too expensive

(f) Access to schools

- Parents need wide pavements to take children to school alongside buggies
- Speeding cars will make it more hazardous to walk children to St Joseph's
- Not enough pedestrian crossings to schools in the area
- There is currently no drop off point for setting down or collecting children from St Joseph's Primary School like there is in Jericho. (see projects).

(g) Effect on side roads

- It will be harder to get out into busy traffic from side roads
- There is insufficient parking in side roads to accommodate overflow parking expected from Headley Way. Residents sometimes cannot find a parking space in Coniston Avenue and Derwent Avenue now
- For those coming from Jack Straw's Lane to go to Headington shops, the right turn will not work unless people turn round on the JR access road

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Area 3: Headley Way/London Road

(a) Negative environmental impact on health and well-being of residents

- Trees screen off sound and pollution, and a number of residents from across the Headington area have commented how much they add to the beauty of the area on the approach to Headington
- Residents say that trees and green verges are essential to their health and well-being.

(b) Cyclists

- There is widespread support for advanced stop lines.
- There is pavement cycling across the entrance to Brookside

(c) London Road / Headley Way junction

- Currently residents living at the top of Windmill Road find it hard to exit into it from their driveway

(d) Removal of on-street parking from Headley Way

- There will be more pressure on parking in the side roads off Headley Way

Area 4: Headington Centre / Windmill Road

(a) Osler Road

- As a residential road, cycle and pedestrian travel should have highest priority
- Insufficient consideration has been given to pedestrian travel in Osler Road, which is used by parents with buggies for access to the nursery and by a higher than average number of people with mobility problems and wheelchair users accessing both the GP surgery and the hospital. Wider pavements must be retained to facilitate those who walk along this residential road.
- The removal of verges in the conservation area contravenes the Old Headington Conservation Area Appraisal which forms part of the Oxford City Council's planning documentation
- Osler Road is a gateway to the Conservation Area so it is important to preserve and develop its visual amenity. There is nothing in the proposals to show what mitigation is intended by way of re-planting green space to compensate for the negative environmental and visual amenity impact on health and well-being of residents
- The road has recently been resurfaced and re-bollarded so digging it up again so soon would be a waste of taxpayers' money. The installation of bollards has deterred bus and lorry drivers successfully from driving up onto verges.
- The removal of verges will have the following detrimental effect on residents:
 - Speed of vehicles, especially buses, will increase so it will be harder for pedestrians to cross the road to the nursery, schools, the hospital and central amenities and for the hearses to manoeuvre in and out of the funeral home
 - If verges are removed, buses (almost empty for much of the day) will pass even closer to frontages: this will increase nuisance caused by noise, pollution and physical vibration
 - Narrowing of pavement in an area near an expanding GP surgery and hospital will have a negative impact on the many frail or elderly or mobility-impaired patients and wheelchair users who use it, as well as parents with young children.
 - A planning application for expansion has been submitted by the busy Manor Surgery and a further application is expected imminently for extra parking reported to be 20 spaces accessible from the JR bus gate entrance – this will

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lead to more traffic movements of all kinds, this does not appear to have been factored in?

- The removal of verges will affect rainwater drainage and water levels, especially in Old Headington where run off downhill from Osler Road causes flooding regularly in St Andrew's Road, Dunstan Road and Stoke Place – officers need to check this urgently with Thames Water before considering whether to proceed
- The widening of the carriageway appears to have only one aim: to give buses extra room to operate a two way system. This is seen by residents as an open invitation to bus companies to run more and more routes along a residential road instead of encouraging them to use Headley Way. It gives no help to cyclists, who will find traffic passing them at higher speeds.
- Traffic may make more use of Osler Road if the carriageway is wider, and the incidence of near misses at its acute bend past The Croft is likely to increase
- Pedestrians feel unsafe about crossing Osler Road, because it's hard to take into account bus and vehicle movements from multiple directions and egress from the Manor Hospital as well as passing cyclists.

(b) Central crossroads and London Road

- There is no advanced stop line/box for Oxford-bound cyclists at the crossroads in the centre which is inconsistent with the rest of the scheme
- There is an existing problem with cyclists taking shortcuts at the Windmill Road / central crossroads lights across the pavement by Caffè Nero where people are queueing to cross the road
- Pedestrians have to wait too long for the lights to change in the district centre
- It is already possible to cross diagonally at the existing junction
- Might the diagonal crossing cause further delays for buses?
- Osler Road junction is dangerous for cyclists
- Buses get stuck at the Osler Road junction
- Can we have a crossing at the end of Osler Road with London Road?
- There have been accidents at the junction of Lime Walk and London Road opposite the garage, why isn't that in the consultation?
- Cyclists trying to turn right can get into problems at junctions e.g. outside the Shell Garage opposite the Lime Walk/London Road junction

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(c) Potential re-location of number 10 bus stop

- There isn't enough space where the bus stop is now
- Some businesses think that there may be insufficient space for queueing outside their frontages if the bus stop moves to the proposed location
- The bus bay is shown on the plans as 'half bay', does this mean that buses will stick out into Windmill Road, obstructing cyclists and traffic wanting to overtake? This might cause a tailback from the lights. What's to stop a delivery van pulling in there?
- There is already a Cowley-bound no. 10 bus stop outside Starbucks, so why is another one needed?
- Some residents have called for the London and airport bus stop to be moved to the Starbuck's stop to alleviate congestion further along London Road
- Call for ticket sellers or ticket machines at bus stops to minimise delays

Area 5: Windmill Road / Old Road

(a) Windmill Road and neighbouring side roads

- Loss of parking
 - What alternative provision is there for frail or vulnerable elderly/blue badge holders/carers?
 - There would be a negative knock-on effect on parking and verges in neighbouring streets which would inconvenience neighbours e.g. Gathorne Rd., St Leonard's Road, Langley Close and Mattock Close. Parking is needed for carers of residents for special needs in Gathorne Rd day and night
 - St Leonard's Road car park is completely full on Saturdays so can't be used by residents as replacement off-road parking, shops and businesses report frequent complaints from customers that there is insufficient parking
 - There are many 3 and 4 bed houses in Windmill Road, these are family dwellings so need adjacent parking space or families will move out in favour of HMOs, which would affect the community feel of the area.
 - Some say it is not necessary to remove on-street parking at the lower end of Windmill Road as highway is wider there – if parking were removed next to the NOC, but retained on the Eastern side, this would calm traffic speeds on the approach to the lights.
 - Will car-owning residents in Windmill Road have little option but to turn their gardens into off-road spaces? Concreting over gardens would impact negatively on visual amenity and environment including surface water drainage and rainwater infiltration which would affect the North Fen springs and Lye Brook
 - The creation of compensatory off-road parking is already happening in Windmill Road, and parked cars are overhanging the frontage and obstructing the pavement. Walls and gates have been knocked down and the street is losing its character. Dropped kerbs will reduce pavement width still further.

- Speed implications
 - There is speeding already at off-peak times, taking out on-street parking will make vehicles go even faster

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- Houses shake when traffic speeds past them in Windmill Road, the parked cars buffer this at present. On-street parking is currently a barrier between pedestrians and cars

- Cycling
 - Why not introduce a quiet cycle route along Wharton Road instead of Windmill Road?

- Help needed for pedestrians and for travel to school
 - Greater volumes of fast-moving traffic would make it harder for pedestrians to cross Windmill Road

(b) Old Road

(a) Negative environmental impact on health and well-being

- Residents feel the removal of verges for little benefit (cycle advisory lane) will have a detrimental impact on the character and beauty of the area.
- This goes against the Neighbourhood Plan
- Removing grass verges could increase the risk of flooding
- Replanted saplings will not take the place of mature trees and would make the visual amenity look very bare and sparse.
- Can the Council offer replacement trees to householders to plant along their frontages to retain character if the proposals are taken forward?
- Residents feel the removal of verges for little benefit (cycle advisory lane) will have a detrimental impact on the character and beauty of the area.

(b) Cycling improvements

- They would rather see a segregated cycle route parallel with Old Road, utilising land once offered by the Nuffield Orthopaedic Centre, and from the University further down the hill (see projects).

Area 6: Old Road / Girdlestone Road / Roosevelt Drive

(a) Cost of proposed works

- To do what's proposed, the road would have to be raised or the pavement would have to be lowered. Either way, it will cost a lot – what's underneath?

(b) Cycling

- Why not take this opportunity to introduce safe segregated cycle routes connecting workplaces using parallel or adjacent residential roads, or off-road space e.g. internal route through Old Road Campus instead of Old Road? (see projects)
- More work could usefully be done on exploring a cycle route across Warneford Meadow and this should involve consultation with local Friends Groups about whether or not it is possible to mitigate any resultant environmental harm
- If a small bridge were constructed over Boundary Brook and a hedge was moved back, there is already a well-used footpath through the trees from the bus stop opposite Finch Close to the Old Road Campus that cyclists might be able to use; or pedestrians could use that footpath and cyclists could use the footway?

(c) Safety issues

- The narrowing of pavement between Bickerton Road and Lime Walk will make egress (and particularly reversing) more hazardous for those with off street parking
- The narrowing of pavement between Bickerton Road and Lime Walk is not suitable for a school pedestrian route as students walk together in groups
- Some houses in Old Road already shake when heavy transport goes past so advice would be needed from a structural engineer.
- There will be no space for rubbish containers on pavements where verges have been removed without obstructing the pavement in some areas of Old Road so assisted collection will be needed.
- Groups of schoolchildren walk to Cheney School down Old Road, they need wider pavements as they walk in clusters, not narrower ones
- There will be increased congestion in Roosevelt Drive

Area 7: The Slade / Horspath Driftway

(a) Removal of on-street parking

- It's likely that residents in The Slade will decide to change their gardens into off-street parking. This would impact on visual amenity and environment including surface water drainage and rainwater infiltration which would affect the North Fen springs and Lye Brook

(b) Need for more cycle improvements

- Cycling improvements are needed for those heading south from the Slade in the direction of Brasenose Driftway/Homebase
- It would be safer to have quiet cycle routes along Bulan Road (not the Slade) and Girdlestone Road (away from the busy crossroads at Old Road/Windmill Road)